



Oil Capitol Auto Club

P.O. Box 1861

Mills, WY 82644

We are on the Web at www.ocac.cc

Blown Gasket

May 2020, Volume 5

The Blown Gasket is published by the Oil Capitol Auto Club. Newsletter info, pictures and interesting tidbits can be sent to Jerry Russell at GhostMerc@gwestoffice.net or 577-7119. Editor reserves the right to edit all copy for length, grammar, and/or style. Deadline is the Thursday after that month's meeting, which is held on the second Wednesday of the month at Z's Classics, 2049 E. Yellowstone, Casper, WY. ***Dues are \$20 per year payable January 1st.***

Upcoming Club Activities

FRIDAY CLUB DINNER

Cancelled until further notice

SUNDAY BREAKFAST

Cancelled until further notice

MAY BIRTHDAYS

JENNIFER BAKER, BETH BAKER, SALLY BEAL, SUSAN BRUSAW, CHUCK BURROUS, ROSIE EDDY, STAN GOODWIN, MARK PITTS, ROCKY SMITH, TROY THIEL



Remember -
our fallen heros.
They are the reason
that we are free.

WYOMING VETERANS MUSEUM FIRE TRUCK PROJECT



Wyoming Veteran's Memorial Museum 1942 Chevrolet Fire Truck Project Update Week Ending 5/9/2020

Mark Milliken

Volunteer Hours: 45

In kind donations: Ace Sandblasting: Prep of cab, box, and other items. Value: \$2000.
Custom Fiberglass: Blast media. Value: \$300.
Homax Fuel: Compressor diesel. Value: \$100.
Mike Johnson: Truck and trailer transport. Value: \$200.

Expenditures: Total \$122.29: Includes motor mounts (4/28), general shop supplies, postage to mail harness.
Note: several hundred dollars were spent this week on cab mounting hardware and weatherstripping, a windshield frame and weatherstripping, and an engine water pump. As there is no invoice at this time, the cost will be accounted for next week.

Weekly Highlights:

- Ace sandblasting completed prep of the cab, box, and other items.
- Engine was assembled in preparation for final prep and painting. Certain seals and gaskets were replaced.
- Instrument cluster was assembled using restored gauges and surround.
- Fire truck frame and suspension were cleaned and painted in primer.
- Front tie rod was removed for tie rod end replacement. The tie rod is bent, and will be straightened or replaced.
- Doug Walters confirmed the white USA hood numbers are on red paint. We're not sure what that means, unless the truck was painted red by the Army for post-war use.
- Wiring harness was shipped to YNZ Restoration as a template for a duplicate harness with turn signals. Cost will be around \$1300.
- Grille and hoods were taken to Doug Walter's paint and body shop for prep and paint.

Looking ahead:

- Attach bellhousing and transmission to engine, prep for painting.
- Apply OD paint to frame and suspension.
- Restore ancillary hardware items and mechanical equipment.
- Straighten or replace tie rod, install new tie rod ends. Also restore the steering drag link.
- Order new cab glass.



Cab and box after being sandblasted.



Other prepped items include fenders, bumper, skirting, and fire equipment.



The wheels are sandblasted and ready for paint. Once the wheels are painted, tires will be ordered.



CGR Restoration restored the gauges, and Jerry Russell assembled the cluster



The engine is being prepped for paint by Mike Johnson and John Gudgeon.



The rear flood lights have been restored and are ready for installation



MAY THOUGHTS

As I sit in my “office” staring out the window, I decided to jot down some thoughts on May to share. I don’t know about the rest of you, but I have some things I need to get done before the BBQ and Smoker use get started. Yes, clean the patio, get the patio furniture out and cleaned, clean the smoker, and the list grows. Get the flower beds cleaned up and out, but most importantly get the vehicles cleaned and ready for summer.

Speaking of summer, cars shows are on everyone’s mind. Well, the lack of them, anyway. I only know of two now that are left, one this weekend in Lusk on the 16th and the Yellowstone Garage Cruise-In on the 23rd. The Cody Yellowstone Mustang cruise has been pushed back to June 5 and 6. June is starting to look a little thin as well, so stay tuned for more changes to that month’s schedule.

I want to apologize for the late notice on the meeting postponement this week; I’ll be watching the guidelines that come out on the 15th to see if we can get back on track. In the meantime, let’s keep cruises going when the weather permits. And speaking of cruises, two Senior places have reached out looking for cruises in the near term. Life Care Center on South Poplar would like us to cruise them in the next couple of weeks, and I am waiting on a return call this morning from Mountain Plaza Assisted Living. I discovered both of these places reaching out to the Casper Saturday Cruise Facebook page and took the opportunity to contact them. I made it clear that we are not affiliated with the Casper bunch, but we would be more than happy to give them a cruise. The next step is finding a volunteer to finalize and lead the cruises. Anyone interested? Oh come on now, someone has to be!

You may have noticed a small change in the club email, it now comes from OCAC Information instead of Mike Kennedy, the address is the same caspercarclub@ocac.cc With Mike and I both using it, it was getting a tad confusing for me. Yes, me and technology do not always see eye to eye. But that’s another story.

In short, for May, keep on moving forward, honk and wave at the nice policeman and stay safe and be well!!

Mark Pitts, President OCAC

FIRE HOUSE CRUISE

Club members participated in a “No stop, no contact” cruise on Sunday, April 26th. The cruise included driving past all the Casper, Mills, Evansville and County Fire Stations and Wyoming Memorial Hospital. The photos below are of the starting point at Discount Sports on CY Avenue.



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 Motorolas 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 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.

Submitted by Ken Lantta

AUCTION RESULTS

1950 Cadillac Series 60 Special

Condition #2

Selling Price \$42,900

1958 Chevrolet Impala Convertible

Condition #2 Restored

Selling Price \$88,000

1958 Packard Hawk

Condition #1 Restored

Selling Price \$58,300

1975 Ford Bronco

Condition #1 Restored

Selling Price \$66,000

WEDNESDAY CRUISES

Cruise Leaders:

Cruise leaders are needed for every Wednesday night (except meeting nights). The Wednesday Cruise Schedule is posted on the website, and at this time every Wednesday is open. Please contact Mike Johnson at 307-265-3256 if you wish to lead a cruise. The cruise dates of May 27 to October 7 are open and awaiting cruise leaders to sign up. Pick a date and let's drive!

Rendezvous point:

Arrangements have been made to meet in the parking lot of Rocky Mountain Discount Sports. The cruise will begin from there. The address is: 1351 CY Ave.

This is a change from last year and early 2020 planning. Do not go to the U-Haul parking lot.

Depart at 6:30 p.m. from the Rocky Mountain Discount Sports parking lot

- *Unless a destination makes a different time more workable*

Considerations for Cruise Planning:

- Be cognizant of COVID-19 guidelines in effect at cruise time
- Thoughts
 - o Neighborhood cruises
 - o Senior care facilities
 - Drive by possibility with no stopping
 - Idle through the parking lot for residents to watch
 - Coordinate with facility staff well in advance
 - o No 'field trip' visits with associated stopping until virus guidelines permit
- Leader prepare directions and/or maps for the participants
 - o Drivers remain in vehicles; leader distribute maps/directions
 - o Leader drive approximately 5 to 10 mph below speed limit
 - Permit catch up by anyone captured/delayed by a stop light
- OK to 'horse trade' dates/destinations among members
 - o Just let Mike Johnson know results of trades
- The schedule will be posted to the website

Submit your ideas and recommendations to:

Vice President, Mike Johnson
magicm@vcn.com
307-265-3256

CLASSIC CLUES

Question: What U.S. production car had the largest 4-cylinder engine?

Answer: The 1907 Thomas sported a 571 cu. in. (9.2 liter) engine.

UPCOMING EVENTS

ALL COMMITTEE, CLUB AND BOARD MEETINGS ARE CANCELLED UNTIL FURTHER NOTICE.

“Cars & Coffee”, Each Saturday morning beginning 5/30/20, 8:00 a.m. to 10:00 a.m., at City Brew – east side

Third Annual Model T and Model A Swap Meet, 6/6/20, Brighton, CO – **Unknown**

Kite Flying and Pot Luck Picnic, 6/7/20, 11:00 a.m. to 2:00 p.m., Paradise Valley Park, Shelter #3

Douglas Car Show, 6/13/20, 8:00 a.m. and travel to Douglas

Glenrock Deer Creek Days, 6/21/20, 8:00 a.m. and travel to Glenrock

13th Annual Cruzin’ Havana Car Show & Poker Run, 6/20/20, Denver, CO – **Unknown**

Parade Day, 7/7/20, Casper, WY

Save the dates and mark your calendars; reservations are now made for

- ✓ Club Summer picnic
 - Sunday, 16 August; Wells Park
- ✓ Christmas Dinner and Party
 - Saturday, 19 December; Ramkota
- ✓ New Year Brunch & Officer Installation
 - Saturday, 02 January; Ramkota

Ken reports the Ramkota already has most weekends booked for events through the first part of 2021.

