

HIGHLAND MOTORING

The Newsletter of the Highland MGOC

www.mghighland.co.uk



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Spotted by Malcolm Hope in the WOW museum, Nelson, New Zealand

EDITORIAL

Welcome to the first ***HIGHLAND MOTORING*** of 2017. We had a well

attended AGM with our most northerly (Latheron), south westerly (Onich) and westerly (Portree) members present as well as a good gathering of members who stay a bit closer to Fortrose. It was a useful meeting (minutes attached) and decisions were made including purchasing a 'feather flag' to go with the gazebo kindly donated by Christine & Tim to give us some visibility and shelter at shows and the popular proposal to keep subscriptions at £15 (due now please). Perhaps most importantly, there were several proposals for activities in 2017 and the programme is detailed below.

So there is a lot to look forward to in 2017

Richard Jenner

CLUB PROGRAMME 2017



August 2016 club run

The **Spring Saunter** is back! This will be based at Fort William assembling on Friday, 21 April for a group drive on the 22nd devised by John Ducker that will include the Corran Ferry and a visit to Mallaig. Stuart has booked rooms at the Bay Caledonian Hotel and the rate for 2 nights is £200 total for 2 sharing including breakfasts and evening meals or £110 for a single. Our initial allocation of 5 rooms is taken so if you plan to join-in but have yet to declare

your intentions, please contact Stuart and me as soon as possible (contact details at the top of the first page).

The **Drive it Day** is scheduled for an 11:00 am start in Inverness on Sunday, 23 April. Some of those taking part in the Spring Saunter will drive-up to Inverness to take part but the 2 activities are independent of each other. The entry for the day is free but you should pre-register either on-line or by posting the forms you can find here:

<http://www.highlandclassic.org.uk/public/events/did.php>



Drive it Day 2016

We have **4 club runs** planned; these are: Sunday 21 May 'north', Tuesday, 27 June 'west', Sunday, 16 July 'south' and Tuesday, 15 August 'east'. If you want to take part in the runs, or even better, organize a route, please contact me. We will follow the tried & tested format of pre-booking a lunch venue and nominating optional rendezvous points on the way there.

The ever popular **Tain Vintage Vehicle Rally** will take place on 18 June and we will ask for a club stand for up to 15 MGs – more details nearer the time.

The **Gathering of the Clans** is provisionally set for 24 September at Doune and we will promote this as a club activity.

Our last event in 2017 will be the **Autumn Amble** - 3 nights, 4 days based in East Lothian. Travel down on Thursday, 5 October and back on Sunday, 8 October. This allows for 2 full days of drive/visits and we are planning a day in Edinburgh (using the Borders Railway from Stow) and a day at the National Museum of Flight. Accommodation: Carfraemill Hotel on the junction of the A68/A697 near Lauder. The prices for 3 nights half board are £320 for a couple and £190 for single. Rooms almost all gone so contact Stuart and me urgently if you want a chance to join-in!



National Museum of Flight

There are many other car events you may want to participate in individually and I've attached version 3 of the known programme separately.

Richard

FEATHER FLAG

It was decided at the AGM to go ahead with a previously shelved idea of obtaining a feather flag to promote the club at public gatherings such as Tain. The flag (teardrop shape) has been purchased and here it is:



The flag packs down in to a 150cm long bag and takes about 5 minutes to assemble. The base works on all surfaces and can be pegged down too. A bit more tension will remove the creases!

HISTORY OF THE CAR RADIO (found by Tim Moore written in 'American')

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 roof 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.



A Motorola car radio installation diagram (circa 1930) showed batteries, spark plug suppressors and the antenna, in addition to the radio components.

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.)

And there is a link between [Motorola](#) and the [MGF](#) (and other MGs too for all I know). Here is my engine management unit:



If you look closely at the black panel you may be able to read the maker's name – Motorola

Richard

AGM

Minutes of MG Highland Owners Club AGM held at Chanonry Sailing Club at 2.00pm on 22nd January 2017

In attendance:

Peter Poole
Stuart Brock
Richard Jenner
Helen Jenner
Ronnie Thomson
Morag Thomson
Ray Falconer
Willie Finlayson
Michael Fraser
Chris Silver
John Ducker
Mary Ducker
Roger Boyce
Tim Moore
Christine Moore
Hugh Mackenzie
Katherine Mackenzie

Apologies were received from:

Malcolm Hope
Alex Craib
Ronnie MacDonald
Nick and Patsy Thompson
James Mould

Minutes of the 2016 AGM.

The Minutes of the 2016 AGM were circulated and approved.

Proposer: Stuart Brock

Seconder: Chris Silver

Secretary's Report

Peter presented the Secretary's Report outlining the membership of the club was 33.

Peter mentioned that the Gathering O' The Clans in 2016 had been a great success with a total of 105 cars from across Scotland and the North of England attending.

The proposal for a Scottish Regional Team had gone quiet.

Peter also mentioned that the club's new web site went live during the year and that it has been a great success.

The Secretary's report was formally accepted by the meeting.

Proposer Stuart Brock

Seconder: Chris Silver

Treasurer's Report

Stuart circulated the Club's accounts for the year to 31st December 2016 which showed the club's finances to be in a healthy position. The club made a surplus of £172.40 in 2016 which brought the club's cash balances up to a total of £1,020.38.

On the back of this healthy position, Stuart recommended that club subscriptions remain at current levels i.e. £15.00 per membership.

There was discussion on using some of the funds and it was agreed that the club should purchase a feather flag for use at Club events. The meeting agreed a cost of £200 with a 10% tolerance on that sum.

The meeting formally accepted the Treasurer's report and agreed that the club subscription for 2017 be set at £15.00 per membership.

Proposer: Peter Poole

Seconder: Chris Silver

Activities Coordinator's Report

Richard gave a slide presentation on the club activities undertaken in 2016. This interesting presentation outlined the number of members attending each event and summarising the routes and activities undertaken at each event.

Consideration was also given to agreeing club events for 2017.

Three events were agreed:

Drive It day (23 April);

Tain Classic Show (18 June); and

Gathering of the Clans (likely to be 24 September in Doune but still to be confirmed).

Monthly runs would be organised and these would be undertaken on a 50:50 week end/week day basis.

In terms of an Autumn Amble, it was felt we should organise an event over three nights (arrive and then two full days in the location) around East Lothian/East Fortune area to cover potential visits to the Royal Yacht and the National Museum of Flight at East Fortune. This was agreed.

There was a request to consider reinstating a Spring Saunter. One proposal was a run to Cape Wrath but it was felt this would be too soon for 2017 so it was agreed this would be put on hold for 2018.

Instead it was agreed that a week end run to tie in to Drive It day (on 23 April) would be organised.

Richard circulated a table of events although it was recognised that many dates are yet to be confirmed.

In closing Richard asked for contributions to the Newsletter particularly highlighting that photos would be useful.

The meeting thanked Richard for the work he has undertaken.

Election of Office Bearers

Committee Members are:

Chair person – Michael Fraser

Secretary – Peter Poole

Treasurer – Stuart Brock

Activities Coordinator – Richard Jenner

Webmaster – James Mould

AOCB.

There was discussion around making more use of Facebook and the wide audience this can reach with potential new members.

In Closing

Michael thanked Peter, Stuart, Richard and James for all the work they do, particularly for the work done behind the scenes, which keeps the club active. The meeting showed their appreciation for the work undertaken by the Committee members.

The Committee thanked Chanonry Sailing Club for the use of the premises and for the food and refreshments that had been provided.

The meeting closed at 4.00pm