



Freewheelers gather in Morgan Hill to begin the first drive tour of 2015 in the South Bay.

Freewheelers Enjoy the First Drive Tour of 2015!

—by Frieda Freewheeler

In typical April fashion, some early morning cloud cover chilled the air as Freewheelers gathered in Morgan Hill for the first drive tour of 2015, but with promises of 80 degree temperatures, the sun broke through within the hour and those with convertibles were soon putting their tops down.

Event host Clint Moore had coffee and pastries ready and waiting for arrivals, and Dave and Sueko Gilbert were also on hand to assist. Registration Chair Gregg Cannella soon arrived with name tags as Sueko checked in attendees on the Eventbrite mobile app...welcome to the 21st Century!

Gregg and his partner Lawrence Morgan-Kihs arrived in their first-on-tour 2015 BMW 435i convertible. Even more first-on-tours made an appearance that morning, including:

- ☛ New members Eric Godshalk's and Alvin Lau's bright blue 2004 Nissan 350Z convertible
- ☛ New members David Schnitzer's and John Rivett's bright red 1990 Mercedes-Benz 300SL 5-speed roadster
- ☛ Larry Camuso's and Kirk Wentland's 1987 Porsche 928 S4 in the rare "Cassis Red" metallic.
- ☛ Tim Finnegan's and George Price's freshly restored 1962 Lincoln Continental convertible
- ☛ Matt & Ceylan Pumphrey's unusual 1912 Model T Racer
- ☛ Gabriel Quinto's and Andrew Smith's 1989 Porsche 911 Carrera 3.2 Targa
- ☛ Bob Zapotosky's 1992 Cadillac Allante roadster

Jim Sinnes also brought his attention-getting 1978 Lincoln Continental Mark V convertible. Tim Finnegan's Continental convertible was part of late Freewheeler Rod Billings' estate after which Tim had it thoroughly restored. Rod had purchased a complete replacement upholstery kit before he passed, which was still in the box when Tim got the car.

Freewheeler Matt Pumphrey did the engine restoration and Jim Sinnes was instrumental in restoring the hydraulic top mechanism. Originally white, Tim had the car redone in factory-correct Royal Red Metallic.

(continued on page 5)

President's Message

"Volunteers are not paid - not because they're worthless, but because they are priceless."

One of the most asked questions I get, primarily as our club's webmaster, is "when is the benefit car show going to be held?" The last BCS we had in 2013 when we returned to the Castro was a huge success and indeed everyone enjoyed it. Arranging club tours and events however is a huge undertaking, especially major events like West Coast Meet and the aforementioned Benefit Car Show. The Castro show was an especially challenging endeavor because of the amount of bureaucracy encountered with the city of San Francisco. Without the time, dedication and days off work from volunteers and board member's like BCS chair Eric Whitney, none of it would have been able to come to fruition.

We would have loved to continue the tradition of having the show in the Castro this year, but because of the amount of time, cost and energy it takes, especially for an all-volunteer board who must also maintain work and life outside of the club, it wasn't feasible this year. We are however, still looking at other options and venues for the future of the BCS. The benefit car show has been a staple of the Freewheeler calendar for years, and we are determined to keep it so.

We receive so many great ideas from club members regarding drive tours and show suggestions, but alas it usually ends there. So I would like to extend an invitation to every club member to join in and volunteer. If you love what the club does, enjoy our weekend drives and get-together's, and would like to get more involved in the club, then show that Freewheeler spirit! We can't do it alone, but together we can thrive and continue to put on some great shows and events. After all, it's all of you, the membership that make our club so priceless.

Until then, happy motoring!

Peter Escobedo

President, Freewheelers Car Club



Board of Directors 2015		Member Information		
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Vice President/Newsletter Marty Hanson, 916-202-2011 flyereditor@thefreewheelers.net	Registration Director Gregg Cannella, 925-899-5167 greggcannella@hotmail.com	Advertising As a benefit of member-ship, Members may run classified ads (for sale) in the Flyer/on the website at no charge. Send information to the Newsletter Editor.	Articles and/or photographs related to club events and/or vintage car happenings may be emailed to, and used at the discretion of the Media Director at admin@thefreewheelers.net	
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Ad for car, equipment, etc. Business Card Size Quarter Page Size	3 for Free, then \$10/insertion n/a n/a	\$20 per insertion n/a n/a	n/a \$30 per insertion,\$250/yr. (11 issues) \$60 per insertion, \$500/yr. (11 issues)	n/a \$35 per insertion, \$300/year \$70 per insertion, \$600/year

New Member Luncheon and the Freewheelers Cavalcade of Cars Exhibit at the California Automobile Museum

—by Jay Remick

Join your fellow Freewheelers on Sunday, May 3rd, to welcome and introduce new members who have joined the club over the last year. Our host is the California Automobile Museum in Sacramento. We will ‘cut the ribbon’ on our month-long display of vehicles in the museum’s “Cavalcade of Cars.” And a poster with the Club Logo and information will be permanently installed on the wall in back of the display. For those who have not been there recently, the museum has changed a lot!

We will tire kick and have coffee and donuts at 10:30, premier the Cavalcade Display at 11:30 and have lunch at noon. You will be free to tour the museum at any time. Current exhibits include *Flash and Flair: The Atomic ‘50s and ‘60s*. For more details about the museum, its display and current activities, visit their webpage at www.calautomuseum.org.

At-a-Glance:

What: New Member Luncheon and Opening of the Freewheeler Cavalcade of Cars

Where: California Automobile Museum, 2200 Front Street, Sacramento, CA

When: Sunday, May 3 at 10:30AM

Fee: FREE for new members, \$15.00 for everyone else, includes lunch and admission to the museum

RSVP: Cutoff was Wednesday April 29, 2015

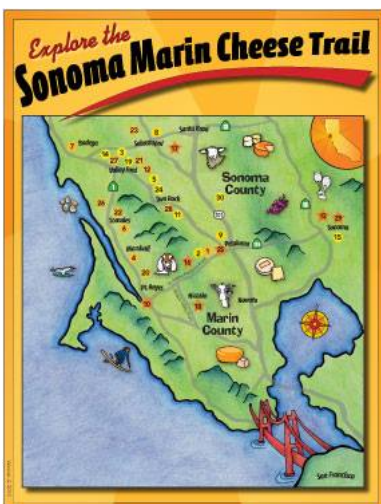


DIRECTIONS TO THE C.A.M.



- Take I-80 Bus. E/US-50 E/Capital City Freeway (signs for Interstate 80 Business/ Sacramento/ South Lake Tahoe) **DO NOT TAKE 80 TOWARDS RENO!!**
- Take the **5th Street** exit toward downtown (.3 mile)
- Take a slight right onto **5th Street**
- Take the second right onto **Broadway**
- Take the third right onto **Front Street**
- Destination will be on the left: 2200 Front Street, Sacramento

Save The Date! Sunday, June 14, 2015



Please join your event hosts Eric Whitney & Richard Bae, and your fellow Freewheelers on **Sunday, June 14, 2015** as we enjoy a drive in the North Bay along part of the famous **Sonoma Marin Cheese Trail**.

While we enjoy some of the beauty that Marin County has to offer, we'll plan to stop along our drive to taste cheeses from some of Marin's finest Cheesemakers, and finish our tour with a picnic lunch in a beautiful park.

Look for more details in June issue of The Flyer, and be sure to reply to the Eventbrite invitation!

A Brief History of the Car Radio

— by David Donhoff

It 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% 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 the 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.

(continued from page 1)

Just before 11 a.m., Clint gathered everyone together to outline the drive tour and hand out directions, asked new members to introduce themselves as well as invited every to join the New Member Brunch to be held next month in Sacramento. Clint then handed off the tour to Jeff Wood who would be our lead driver in the tour, and with that we were on our way!

The first leg of our tour took us through the downtown area of Morgan Hill with its quaint shops and scenery. We then hopped onto the highway for a scenic drive through the foothills, followed by a charming tour through downtown Gilroy, home the annual Gilroy Garlic Festival, known around the world as the “Ultimate Summer Food Fair.”

Next was another scenic, open road jaunt down Highway 25 toward Hollister. We then toured through downtown Hollister and the surrounding neighborhood, admiring several of the vintage homes in the area. Circling back to Highway 156, we ended our drive tour in the small town of San Juan Bautista of “Vertigo” fame.

A nearby parking lot offered ample room for our cars and we were joined by a classic Chevrolet Club as well as a Cadillac Club – both touring the area that day. While some Freewheelers ventured off to some of the delightful eateries and shops, a large group of us headed over to the “Jardines De San Juan” restaurant for an alfresco lunch on their back patio. There was a bit of a wait as it was a popular place, but a cocktail or two helped to pass the time...oh, those Spicy Mango Margaritas are good!

Lunch with fellow Freewheelers was as always, a delight and a wonderful day to wrap up our April event. Some of us headed for home after lunch, while others lingered to browse the shops. Many thanks to Clint Moore and Jeff Wood for putting together the tour, and to Sueko and Gregg for handling registration.



TOP TO BOTTOM: First-on-Tours included Tim Finnegan's and George Price's 1962 Lincoln Continental convertible, Matt & Ceylan Pumphrey's 1912 Model T Racer, and new members David Schnitzer's and John Rivett's 1990 Mercedes-Benz 300SL 5-speed roadster





Gregg Cannella's & Lawrence Morgan-Kihs' 2015 BMW 435i convertible and Gabriel Quinto's & Andrew Smith's 1989 Porsche 911 Carrera 3.2 Targa



Event Host Clint Moore gathers the group to outline the tour and hand out direction.



Continental Car Guys: Jeff Wood with his 1964 Lincoln Continental and Tim Finnegan and George Price with their 1962 Lincoln Continental convertible



Freewheelers line up to begin the Drive Tour.



Brian Bond's & Patrick Johnson's 1962 Chevy Impala SS Convertible



Marty Hanson finds a flaming "Hoopty Ville" in San Juan Bautista.



Bill Schoemann's 1953 Packard Clipper makes an appearance in Bill Peachee's rear view mirror.

Countdown to West Coast Meet 2015!

– by Patrick Aulicino, West Coast Meet Chair



Yes, it's hard to believe but we are only about ten weeks away from our trip to the World's Fair at the "West Coast Meet 2015 – A World of Better Ideas" in Cambria! Already, more than 200 of our friends have signed up for what promises to be an exciting weekend!

In keeping with our theme of change for this year, we have some news to report. First of all, the Freewheelers will be hosting their welcoming cocktail party on Thursday evening this year. Since Cambria does not have a Thursday night street fair, and not everyone will want to drive in to SLO for that experience, this will provide an opportunity to unwind from your drive, ease into the weekend, and meet old and new friends.

For those of you who have never visited Hearst Castle, or who just want to see it again, a caravan will be leaving Cambria Pines on Friday morning at 9:30. If you want to go on a tour, go to Hearstcastle.org to purchase your tickets. You can sign up for the 11 AM Grand Rooms Tour or the Upstairs Suites Tour that starts at noon. Should you decide to go on a tour, please also notify Thomas Castaneda at Thomas@Thomascastaneda.com who will help us to organize the caravans. Food is also available at the Visitors Center at the castle.

Committee members continue to be involved in roommate matching for those who might want to share – contact Gene and Rich at RegisterforWCM2015@gmail.com. Please also notify them if you have reserved a room and now decided not to attend, so that someone else may take it. And we still need the assistance from many volunteers (contact Stu Suede at Ssuede@charter.net). Look forward to an exciting time in Cambria in July!



1903



1927



2003



2035



2065

31st ANNUAL WEST COAST MEET

Cambria Pines, California • July 9–12, 2015

featuring **MUSTANG**
cars and the **FORD** family of fine cars

a **WORLD** OF
better ideas

Register by mail or online

BY MAIL (pay with a check):

Complete this form and mail it,
along with your check (payable to
Great Autos of Yesteryear), to:

Gene Matson and Rich Seymour
West Coast Meet 2015
P.O. Box 460276
Escondido, CA 92046

ONLINE (pay via PayPal):

Go to our website **greatautos.org**

*Use the "Activities and Events" menu

*Select "West Coast Meet 2015 -
Register & Pay" from the menu

*Follow the on-screen instructions

*Pay via PayPal.

You'll need a PayPal ID (a \$5 per
person convenience fee applies)

REGISTRANT

Please print all information clearly

Name _____

Spouse/Partner _____

Car Club Affiliation _____ Arrival Date _____

Address _____ Day Phone _____

City/State/Zip _____ Eve Phone _____

Email _____ Mobile Phone _____

Staying at Cambria Pines ☐ Yes ☐ No

GUESTS

Include your guests below, but your spouse/partner in the section above

Name (1) _____ Name (2) _____

CARS

(For additional cars, please enter information on back and check here) ☐

(Car 1) Year _____ Make _____ Model _____ Bodystyle _____ Name on Placard _____

(Car 2) Year _____ Make _____ Model _____ Bodystyle _____ Name on Placard _____

Accommodations provided by

Cambria Pines Lodge

2905 Burton Dr.
Cambria, CA 93428

Other local lodging options

can be found on the website
cambriachamber.org as the Pines
is fully booked as this is written.

You must be registered for the event
to be a registered guest at the hotel.

If you are not registered
by 6/10/15, your hotel

registration will be cancelled.

EVENT FEES

Register early!

*Weekend Activity Fee _____ tickets @ \$110 each \$ _____

Includes Souvenir pin and the Saturday night dinner and awards show

Saturday dinner entrees (enter quantity): _____ Beef _____ Chicken _____ Vegetarian

LATE Fee _____ @ \$25 per person after June 10, 2015. \$ _____

*Friday Evening "Mustang Roundup" dinner tickets @ \$40 each \$ _____

Friday dinner entrees (enter quantity): _____ Mixed Grill _____ Vegetarian

*"A World of Better Ideas" Souvenir T-shirts @ \$20 each (choose sizes below) \$ _____

_____ M _____ L _____ XL _____ XXL

*Include a check (payable to Great Autos of Yesteryear) TOTAL ENCLOSED \$ _____

Registration deadline is Wednesday, June 10, 2015. Any registration forms postmarked after then will accrue a \$25 per person late fee added to the activity fee. Space is limited, so register now! If registering/paying online, a \$5 per person convenience fee will be added to each Weekend Activity Fee ticket. **CANCELLATION POLICY:** 100% refund if requested by June 10, 2015, minus a \$10 administration fee, a 50% refund if requested by June 30, 2015. No refunds after June 30, 2015. Registration questions? Email Gene and Rich at Register4WCM2015@gmail.com or call them at 760-749-9468

HOLD HARMLESS AGREEMENT: The undersigned, desiring to enter and participate in West Coast Meet 2015, to be held July 9, 10, 11 and 12, 2015, at the Cambria Pines Lodge in Cambria, California, does hereby tender his/her application to participate. If this application is accepted, the undersigned and registrant, having suitable automobile insurance, and his or her guests assume liability from and shall indemnify and hold harmless Great Autos of Yesteryear, Inc., and its members, officers, directors, employees, agents, servants, invites and assigns from and against any and all liabilities arising from said event. The undersigned holds the aforementioned harmless and indemnifies them against judgments whatsoever arising, directly or indirectly, out of or in conjunction with participation in said event. Event registration required for Cambria Pines Lodge hotel stay.

Applicant Signature _____ Date _____

☐ Contact me about volunteering
to help with this event

FREEWHEELERS NAME BADGE ORDER FORM

Freewheelers Car Club



YOUR NAME

Just 3 easy steps!

1. Fill out this order form.
2. Make your check payable to:
Freewheelers Car Club - Badge Order
3. Mail to:
Freewheelers Car Club
c/o: Jay Remick
1588 Willow Oaks Drive
San Jose, CA 95125-4452

Please place my order for the following name badge(s):

Name Badge 1:

Name Badge 2:

\$16 per badge x ____ badge(s) = \$ _____
(amount enclosed)

(Note: All name badges come with magnetic attachment.)

Please send my badge(s) to the following address:

Name:

Address:

City, State, Zip:

Delivery time is 4 to 6 weeks. For additional information please contact Jay Remick at jayremick@me.com or at 831-601-8080.

There's a Förd in Your Future!



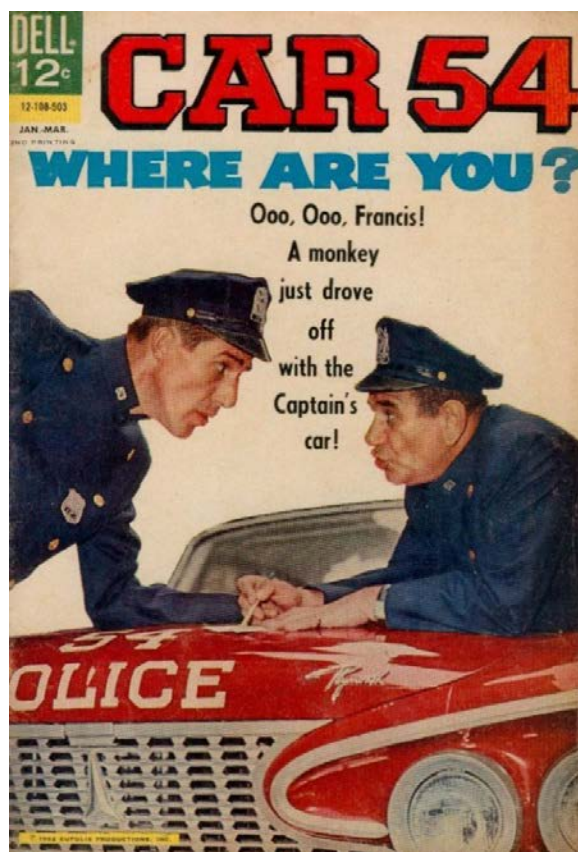
Join your fellow car club enthusiast at Cambria Pines Lodge in July for this year's West Coast Meet!

Freewheelers will be hosting the "Betty Förd Focus Group and Cocktail Party" to welcome arrivals on Thursday, July 9th, from 9-11 p.m. in the Peacock Room (show your colors)!

Ms. Förd will be on hand to ensure you're having a good time and getting properly "focused" for the West Coast Meet weekend!

The featured beverage will be the "Out of Focus," concocted of secret ingredients sure to put a smile on your face!

So if you plan to arrive in Cambria on Thursday, July 9, be sure to join us ...and Betty... for cocktails, and start West Coast Meet 2015 off on the right foot!



Welcome New and Returning Members!

Dennis Flint

4717 Keema Avenue
Sacramento, CA 95842
(916) 835-1272

orphancarguy@yahoo.com

Cars: 1953 Hudson Super Wasp 4-door Sedan
1954 Hudson Jet Business Coupe
1964 Rambler American Convertible
1966 Ford Falcon 4-door Sedan
2000 Chevrolet Silverado Pickup

Eric Godshalk & Alvin Lau

161 N 14th Street
San Jose, CA 95112
(408) 646-1848

eegods@gmail.com

Car: Nissan 350Z Convertible

NEW

Jim Lee & Alan Phair

433 Eucalyptus Road
Nipomo, CA 93444
(562) 433-1426

jsleejr@aol.com

Cars: Pontiac GTO 2-door Hardtop
Chrysler Voyager Minivan

NEW

Luis Sosa & Robert Walker

509 N 21st Street
San Jose, CA 95112
(415) 517-7776

titito76@hotmail.com

Car: 1966 Ford Thunderbird Convertible

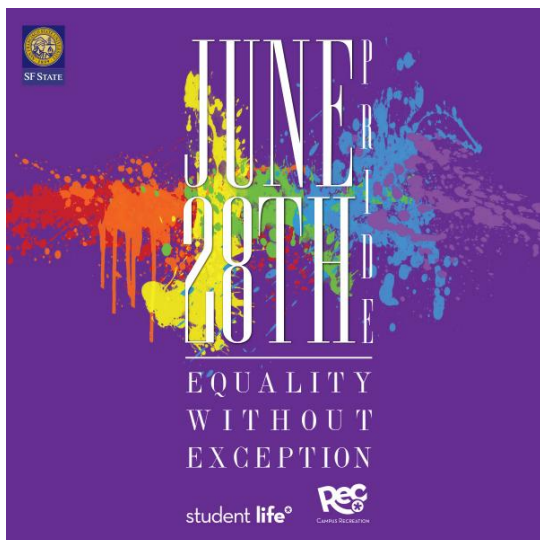
NEW

Richard Webster

711 Corbett Avenue
San Francisco, CA 94131
(415) 641-5804

richardcwebster@gmail.com

Cars: 1928 Ford Roadster Pickup
1966 Cadillac de Ville Convertible



CLASSIFIED

FOR SALE: 1956 Packard "The Four Hundred" A very nice, drivable example of one of the last Packards to come from Detroit. Lots of front end and brake work put into the car. Strong engine, wire wheels, a real head-turner! Comes with many boxes of parts. \$16,000. Contact Clint Moore: 408-426-0741 (2)



MAY 2015

Sunday, 05/03—New Member Brunch & premier of the Freewheelers Display at the California Auto Museum in Sacramento. Details on pages 3.

Saturday, 05/09 – Board of Directors Meeting, 11 am; contact any board member for details if you wish to attend.

JUNE 2015

Sunday, 06/07 – Board of Directors Meeting, 11 am, at the Rainbow Community Center in Concord.

Sunday, 06/14 – Marin County Driving Tour and Cheese Trail! Teaser on page 3...details to follow!

Sunday, 06/28 – The 45th Annual San Francisco Pride Parade. Visit www.sfpride.org for more information.

JULY 2015

Thursday, 07/09 - Sunday, 07/12– The 31st Annual West Coast Meet in Cambria. Details and registration form on pages 8-9.

NOTE: Calendar listings subject to change without notice.



The Freewheelers Car Club
San Francisco Historical Automobile Society
c/o 1588 Willow Oaks Drive
San Jose, CA 95125-4452



There's a Ford in Your Future...West Coast Meet 2015!



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