

JUNE, 2024



Mailing Address:
NVC
P.O. Box 3224
Napa, CA. 94558

President: Mike Butler
Secretary: Mary Wetzler
Membership: Gayle Schildt
Events: Position needs volunteer

Vice President: Alma Phillips
Treasurer: Marilyn Budde
Newsletter: Norma McCabe
Sunshine: Yvonne Westberg

President's Message

Dear Cruisers:

May was quite a month for me. Good things where that Chris and I celebrated our 38th wedding anniversary. The sad news is that my mother, Lucy, died. I think I get my love of cars from my mother, who in turn got her love of cars from her father. When my grandfather died, my mother used some inheritance money to buy herself a 1969 Mustang. She loved that car. She would say that she could feel her dad smiling down on her when she was driving it. She sold it to Dan McCabe.

My grandfather, Frank Biurvall was somewhat of a rebel rouser in his younger days. Chris was searching for newspaper databases one day and decided to search under the Biurvall name. She found a couple of articles about him getting stopped for speeding and he had many parking violations. Chris then found an article about my grandfather who at age 22 went to purchase a car, he could not afford. He wrote a check for \$130 to Wetherell Motor Company as a partial payment for an Auburn automobile on January 21, 1932. A few days later Frank asked Margaret Barowsky to marry him again, as he had asked her several times. This time she said yes so Frank immediately took her to Independence, Kansas where they got married,

(Continued on page 2)

and they went on a honeymoon to . They had returned from their honeymoon and only had been home for two days, when Frank was arrested for writing a bad check. It did not say how long they held my grandfather in Jail; I only know that my grandmother and grandfather were married for 51 years before my grandmother's death in 1983.

We had a great turnout at Cones-n-Cars at Foster Freeze on May 22. June is a busy month, we have our club breakfast on June 2 at Black Bear Diner, on June 9th is Cars-n-Coffee at the Outlets; On June 14th we will have a car show and lunch at the Meadows, organized by Dan McCabe; we have a Father's Day Car show at the Meritage in support of Serenity Homes, organized by Tammy Robinette. Our next Cones-n-Cars will be June 26th. Save the date of September 15 for a club Bar-b-que.

Keep the rubber side down.

Your President, Mike Butler

Evening World Herald, Omaha, Nebraska, March 28, 1932

MARCH 28, 1932.

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Jailed as Honeymoon Ends

Husband of "Million-Dollar-Smile" Girl Held on Bad Check Charge.

Back in Omaha only two days after a runaway marriage and a "glorious" month's honeymoon in Mexico and California, the former Marge Barowsky, 22, "the girl with the million-dollar smile," was separated today from her husband, Frank J. Blurvall, 22, when he was taken to jail on a charge of giving a \$130 bad check to an auto company.

Blurvall was indicted for giving the check to the Wetherell Motor company January 21, in part payment on an Auburn car.

On February 7 Blurvall and Miss Barowsky drove to Independence, Kans., and were married. Then they drove south to Juarez, Agua Caliente and Tiajuana.

Own Ring for Wedding.

The car they used for the trip was not the one for which Blurvall gave the allegedly bad check.

The new Mrs. Blurvall said today that Blurvall had often asked her to marry him. One Sunday, however, he was particularly insistent.

"I finally told him, 'All right,

Frank, I'll marry you,'" she said.

They drove to Independence that night and were married. They had obtained no ring, so she took off an amethyst ring she was wearing; he put it on again, and that was the wedding ring.

"We've been so happy," Mrs. Blurvall said.

Then a Man Came.

This morning, she said, a man came to their apartment at 2558 North Sixteenth street and her husband went away with him. She did not know until later he had been arrested.

She started at once to find Blurvall's mother, Mrs. Adolph J. Blurvall, who lives at 3333 Pine street, but Mrs. Blurvall was out. The bride and her mother-in-law had not met each other.

The new Mrs. Blurvall was an office worker before her marriage. She became known as "the girl with the million dollar smile" when a woman, seeing her frequently at the courthouse, wrote a letter to The World-Herald of her smile.

Blurvall works for a printing company owned by his father.

LAST RETU

Paul
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Berlin, Schwartz German is coming "Devils 1 years' in the few the island. His rel eral mon his home Born i ents, Sch sace-Lori and there ship.

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Over 25 Billions

Plot to Extort

BIRTHDAY WISHES FOR MAY 2024

Norma Mc Cabe	June 3rd
Jeff Broyles	June 14th
Dick Geide	June 14th
Tammy Robinette	June 17th
Alma Phillips	June 18th
Marcia Cecchini	June 22nd

Happy
Birthday



MAY 2024 ANNIVERSARIES

HAPPY
ANNIVERSARY

Dick & Gracie Geide	June 11th
Tony & Barbara Jo Stoer	June 22nd
Robert & Judy Humphrey	June 26th
John & Jean Kelly	June 27th
Michael & Nora Simmons	June 30th



Sunshine
Corner

★ A card was sent for Don & Sue Lemmons as they were not up to par and had to cancel the BBQ before Kool April Nites.

★ Condolences were expressed to Mike Butler after his mother passing.

Members, please think of our following CLUB MEMBERS that have ongoing illnesses. I am sure they would appreciate receiving a card or a phone call from more people. Those members are:

★ Krystal Broyles, Sandy Silveira, Jerry Wuichet, Sue Lemmons, and Harvey Price

Remember if you know someone that needs some
SUNSHINE please contact:

Yvonne Westberg @ (707) 337-5532 Please call or text this number.

Upcoming Events

NVC Breakfast

Sunday, June 2nd 8:00-ish



Black Bear Diner

Note: New location

303 Soscol Ave, Napa



General Meeting

Thursday June 13th, 6:30

Napa Elks



Coffee and Cars Sunday

June 9th

Brewed Coffee 8am-10am



The Date has been set for our

Olema Campout

Oct 7 through Oct 14, 2024

Wagon Masters:

Gayle Schildt & Alma Phillips



Napa Valley Benefit Car Show at the Meritage Resort

Father's Day, June 16, 2024

Limited to 200 Pre 1978 Cars

10 am to 4pm

For Information Contact Tammy Robinette @707-257-3663



Save the Date:

Christmas Luncheon

at the Elk's Lodge

December 7, 2024

Napa Valley Cruisers Invite You to:



Fosters Freeze - Cars & Cones

Grab a burger, listen to some tunes and hang out with Great Friends

The 4th Wednesday of each month May thru October

4:30pm until Sundown

May 22, June 26, July 24, August 28, September 25, and October 23



Sandy Dailey, Marilyn Budde, and Rob Schmidt at the Biggest Little Car Show



Remembering . . .

The Good Ol' Days! ❧ 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 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?

The 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. Things picked up in 1933 when Ford began offering

Motorolas to be preinstalled 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 leads 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 famous for is 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.

Copied from Facebook: *American Dream Cars*

SAVE THE DATES

Sun., August 4 ★ Napa Elks Car show and Chili Cook-off

Sat., August 10th ★ Riverside Car Show Benefiting Napa Sea Scouts

August 16th ★ Friday Night Show 'N Shine at Parking Lot X

The poster features a yellow background with orange flame-like graphics on the sides. In the top left is a black circle with 'TEAM MORALES EVENTS' in red and white. In the top right is a logo for 'NAPA VALLEY CRUISE' with three classic cars (yellow, blue, and red) inside a blue border. The word 'and' is written in a cursive font. The main text reads 'Present: NAPA BLUES Brews BBQ and CLASSIC CARS' in various fonts and colors. Below this, the date 'October 5, 2024' is written in a bold, italicized font, followed by 'Napa Valley Exposition' and 'Stay Tuned for details!' in a similar font.

Present: **NAPA BLUES Brews BBQ** and **CLASSIC CARS**

October 5, 2024
Napa Valley Exposition
Stay Tuned for details!



Napa Valley Cruisers

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