



TARC Bulletin



W5LM Repeaters:

146.820- MHz (PL 123.0) — 444.700 MHz (PL 123.0)

www.tarc.org

February 2012

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Officers

President: Robert Shoemaker, KE5WVC, (254) 702-8066, robert1867@embarqmail.com

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Committees

Programs: Board of Dir.

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New Officers Take Over Club Reins at January Meeting

Robert Shoemaker, KE5WVC, TARC's new president for 2012 took over the reins of the club at the Jan. 5 regular meeting. Other new officers also inherited their duties as of that date: Myron Mesecke, N5TFK, vice president; Darwin Geiselbrecht, K5DOA, secretary; John Hobson, WD5BFS, immediate past president member of the board; Mike LeFan, WA5EQQ, board member; Mike Hankins, KI5M, continues as treasurer; and Ron Thompson, W5WRE, and Gerald Richmond, N5ZXJ, continue as board members.



New President takes charge of January TARC meeting

Yaesu's Ham Division Breaks with Motorola

[12/28/2011]—After four years under the Motorola umbrella, Yaesu has split from that company. According to Vertex Standard President and CEO Jun Hasegawa, effective Jan. 1, 2012, Motorola will keep the Vertex Standard Land-Mobile Division, while the amateur, marine and air-band will be under the Yaesu Musen banner. The new company will be known as Yaesu USA here in the US....

Hasegawa explained that the new company's name will be Yaesu Musen, "a name our business partners have been familiar with for over 50 years...."

While Yaesu Musen will have a new Japanese address, the address and phone numbers—as well as the US operations and sales organization—for Yaesu USA will not change. Dennis Motschenbacher, K7BV, will remain in charge of Yaesu USA's sales division.

— via Yaesu news release and ARRL

At Our Next Meeting

The next TARC meeting is February 2, 2012. Program details were not available at publication time, but it will be another good one, rest assured. Check tarc.org for info before the meeting.

Next month's Bulletin will carry an article by Prez Robert, KE5WVC on "Language on the Ham Bands."

See you at the Church of Christ in Western Hills, Temple (across IH-35 from Starbucks) on February 2, at 7 p.m.

In this issue

New Officers Assume Duties — Yaesu & Motorola Part Company — At Our Next Meeting	1
Jan. 5 Meeting — Annual Audit — Skywarn — Marlon Brando — Key Clicks from the Armadillo	2
The Story of Motorola	3
Meeting Info	4

Jan. 5 TARC Meeting



President Robert Shoemaker, KE5WVC, presents donation for the Spectrum Defense Fund to ARRL West Gulf Vice Director John Stratton, N5AUS.



Madison Jones, W5MJ, describing the DXpedition to Nicaragua.

2011 Financial Audit Conducted

TARC's financial audit for 2011 was completed Jan. 4 by William E. Escolante, Jr., KD5KKH, and David C. Carter, KE5NED. A comparison of the Extraco bank printout and the club Excel spreadsheet of checks and deposits balanced. KD5KKH asked about the PayPal account and was shown where deposits were made from PayPal to the checking account. He accepted the findings. No discrepancies were found. The findings were reported by Michael A. Hankins, Ki5M, Temple Amateur Radio Club treasurer.



KEY CLICKS FROM THE ARMADILLO

... **John R. Stratton, N5AUS**, vice director of ARRL West Gulf, attended TARC's Jan. 5 meeting and accepted our donation to the Spectrum Defense Fund (see photo at left).

...**Joe Dorn, W5VEX**, reports that the 147.300 repeater is now under the trusteeship of the Central Texas Amateur Radio Club. The repeater is on a tower on North Main Street in Belton behind the County Agent's building. **Jim Coleman, N5DJJ**, requested the transfer of ownership about a month ago. The callsign will be changed to **W5AMK** and the PL to 123. The repeater is open for general use and should be considered a backup repeater for emergency communications. It has pretty good coverage of Bell County.

...**Houston Amateur Radio Supply** is under new ownership and had a Grand Re-Opening on Jan. 21. New owners are **Dave K5FNG** and **Caren McCombs**. Website: houstonamateur.com.

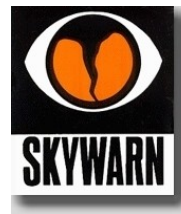
...**TARC Bulletin**—online (.pdf format). It's posted on the TARC website and on the *Yahoo Discussion Group* site. If you need a paper copy, notify **Mike W5EQQ**.

...**TARC Net** — Mondays at 7 p.m. on 146.820 MHz (PL 123.0). Are YOU checking in?

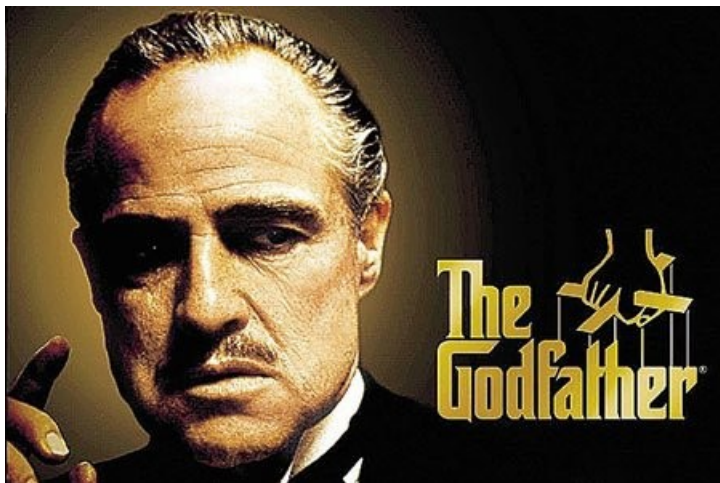
...**See you Feb. 2** at 7:00 p.m. at the Church of Christ in Western Hills in Temple, 210 N. General Bruce Dr. (across IH-35 from Starbucks) for the next TARC meeting. Don't miss it.

Skywarn Training

**Saturday,
February 11, 2012
8:30 a.m.—Noon (Basic)
1:15—4:00 p.m. (Advanced)**



Belton ISD Administration Bldg.



**Marlon Brando
KE6PZH and
FO5GJ**

**Two "OSCARS"
winner Actor
Marlon Brando,
KE6PZH/FO5GJ,
(1924 - 2004)**

One of the best-known names in cinematic as well as Amateur Radio circles, actor Marlon Brando, died in Los Angeles July 1, 2004 at age 80. Known to hams worldwide as

KE6PZH and FO5GJ, Brando is listed on the FCC database as Martin Brandeaux. He was on the air occasionally through the years with his FO5 call sign from his private island in French Polynesia.

CAR TUNES: the story of Motorola's beginning

Radios are so much a part of the driving experience, it seems as though cars have always had them. But they didn't. Here's the story.

One evening in 1929 two young men, 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 had 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 as easy as it sounds: 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.

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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 eight hundred 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.

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 twenty-eight pages of instructions.
- Selling complicated car radios that cost twenty percent of

(Continued on page 4)



TARC Bulletin

Temple Amateur Radio Club, Inc.
P.O. Box 616
Temple, TX 76503

First Class Mail

Temple Amateur Radio Club meets the first Thursday of each month from 7:00-9:00 p.m., at the Church of Christ in Western Hills, 210 N. General Bruce Dr., in Temple—across I-35 from Starbucks Coffee. Refreshments are served, and guests are invited and welcome!

TARC Bulletin — February 2012 — page 4

(Continued from page 3)

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, 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 with the first handheld two-way radio — the Handie-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 to sell under \$200. In 1956 the company introduced the world's first pager; in 1969 it supplied 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 second-largest cell phone manufacturer in the world. And it all started with the car radio.

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 one hundred and fifty 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).

— via *George Bobo, K5BMR*