Hastings Br 13 Club Calls

ZL2AS
ZL2QS

Napier Br 25 Club Calls

ZL2GT
ZL2G

IRLP
Node
6793
147.250

APRS equipment (black) nestled amongst the commercial radio gear at Mt Misery, Northern HB

Branch Nets
9.00 AM Sunday Morning
3615 Hz
439.175 mhz

www.zl2gt.com/blog

http://groups.yahoo.com/group/zl2as/

Editor
John Newson
ZL2VAF

Join the KIWI DX Group Talk to ZL2AL for Details

Inside This Issue

THE CAPTAINS COMMENT

Well I guess you've survived January and are back into routine by now.........and looking forward to some Autumn rain........yeah right.

March will bring us a visit to the Southwood's Car Museum, date to be advised, details etc will be discussed at the next Br 13 meeting (on 27 Feb). The plans are for a Mini Bus and a day trip. It seems possible that some others from Palm Nth etc may join us also I'd like to acknowledge our overseas member, Mike N7TLL, sometimes known as Mike ZL1TV when he is in Taupo, he happens to also be the Pres. of San Juan Island radio club in USA, welcome aboard Mike.

20m has been working OK but slopes off at about 8am NZT with a return at about 5pm NZT. 40m has been extending it's usefulness through to late mornings.
In Hawkes Bay horticulture harvesting is about to get under way, I make this comment for the benefit of those that are outside our Province/Country, it's a significant event for us and I might say that indications are for a good one, that will keep Heinz - Watties very happy and the local economy...........anyone planning to buy a new rig soon ?

Good luck to those that were in the "Jock White Field Day", I haven't caught up on all the news and info. on this event yet though.

Our club rooms lawn mowing is catching on, thank you to those that contribute.........of course we can always do with more volunteers so feel free.

Thanks to Jan ZL2CZE for his talk/demo. at our last Br 13 meeting.

The next Br 13 meeting is at 7-30pm, 27 Feb., Pakowhai Hall, all welcome.
73, Rob ZL2US

NAPIER BRANCH 25

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Committee Meetings: *Third Monday of the month 7pm at Club Rooms*

Club Calls: ZL2GT, ZL2G   **Club Web Site: www.zl2gt.com/blog**

Club Nights: First Wednesday each month (except January) 7.30pm at the Club Rooms: 123 Latham Street Napier

NAPIER NEWS.........

Every city, town and district in NZ has whats called a District or Town Plan. Basically it dictates what can or cannot be built, and where. Sometimes it works in our favour e.g. it stops someone whacking up a 10 story high-rise next to your house. Unfortunately it also dictates when we can erect in our back yards, i.e. antennas.

In recent years, some councils have come up with new District Plans, which excluded amateur radio antennas, and local radio clubs and NZART have had to mount an appeal to get provision for antennas included, for example just recently in Tauranga.

Now Hamilton City Council have just released a draft District Plan which excludes antenna masts or towers, full stop. So yet another battle has to be fought.

Unfortunately amateur radio involvement in SAR and Civil Defence seems to count for nothing. Locally we are safe for the moment, but we need to keep vigilant. We can't assume that local government will look after our interests.

On the home front, we had a recent working bee at the clubrooms to erect antennas and a spot of painting, and finish off the radio shack (See photos) Thanks to ZL1TJ, ZL2MY, ZL2AL, and offering a ZL4 perspective was ZL4KJ.

Next Napier club meeting on Wednesday 6th March. Subject is "Show and tell" so bring along your latest project. Rumour has it that there is a fair amount of antenna construction going on locally.

Happy hamming de ZL2TC

WANGANUI AMATEUR RADIO JUNK SALE

Returning by popular demand !!!!
Branch 48 is pleased to announce the return of their annual **!**
JUNK SALE
Saturday May 4th, 2013. Auction starts at 10am.
Wanganui Intermediate School Hall.   Dublin St, Wanganui.
(same venue as last time)
Lots accepted from 4pm till 9.00pm on Friday 3rd & 7.30am to
9.30am Morning of the sale.
<u>SALE CONDITIONS:</u>
Sellers pay 15% commission with a minimum of $1 & max of $20
on any one item.**Accounts will be run.** (to be settled on sale day
before goods uplifted)
<u>**Bids will be possible only by registered bidder number.**</u>
Bidders must register with a $5 fee. This will also provide them
with a sale catalogue.Cash, Cheque or EFTPOS accepted.
Clean out your shack and help us kick-off this iconic sale again!
Come and enjoy the social side of this old fashioned junk sale
auction and help us make this an annual event again!
For further information contact Graham Hawtree ZL2AHR
      PH: 06 3447501
Licensed Auctioneer

Open-Hardware Licensed Handheld Software-Defined Radio In the Works

Chris Testa recently presented at TAPR Digital Communications Conference and
annouced his development work on a hand-held software defined radio. Running
uClinux on an ARM Corex-M3 coupled to a Flash-based FPGA, it will be capable
of receiving and transmitting from 100MHz to 1GHz. Designed to be low power,
Chris has designed the radio primarily with the Amateur 2m and 70cm bands in
mind. Currently in early prototyping stage, Chris intends to release the
design under the TAPR Open Hardware License.
http://www.tapr.org/dcc.html
and
http://www.youtube.com/watch?v=YrbmlP1M1AI

INTERNATIONAL DX CONVENTION

NCDXC   SCDXC

64th
Annual

April 2013   VISALIA
CALIFORNIA

REGISTER NOW!

International DX Convention
April 19-20-21, 2013

Visalia, California

www.dxconvention.org/

THE HISTORY OF THE CAR RADIO

An interesting little tidbit of Automobile history.
Seems like cars have always had radios, but at one time they didn't.
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Here's the true 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 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.
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 conventioneers could hear it. That idea worked -- and 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 Motorola's 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, 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 largest cell phone manufacturers in the world -- And it all started with the car radio.

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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.)

Sometimes it is fun to find out how some of the many things that we take for granted actually came into being!

NOTICES

11 May TransTasman 80m Contest
– considering operating from BR 25 Clubroom. Make a note in your diaries.

20 July TransTasman 160m Contest
– the Tukituki Camp site is booked already. Dairy this event too. Note that there is a DIGITAL Mode section in this event. So for all those who built the PC/Rig interface units, hook 'em up at home and get some practice using FLDIGI Software.