

MOUNTAIN SPARK GAPS

**NPARC—The Radio Club for the
Watchung Mountain Area**



**Website: <http://www.nparc.org>
Club Calls: N2XJ, W2FMI**

VOLUME 47 NO. 09 September 2012

UPCOMING EVENTS

Regular Meetings

**Mon. 10/9 (Tuesday—Schools closed)
& 10/22 7:30 PM
Salt Brook School Cafeteria**

Rick, N2AUG will talk about Antennas, Feed lines, and Tuners at both meetings.

Meeting Schedule

Regular Meeting: 7:30—10:30 PM
2nd Monday of each month at the
Salt Brook School Cafeteria
Springfield Ave. and Maple St.
New Providence

Informal Project Meeting: 7:30—9:00 PM
4th Monday of each month at the
Salt Brook School Cafeteria
Springfield Ave. and Maple St.
New Providence

Everyone is Welcome

If a normal meeting night is a holiday,
we usually meet the following night.
Call the contacts below.
When Schools are closed,
Meetings are held in the Recreation
Department Meeting Room in Borough Hall

Club Officers for 2012

President: N2KDK Paul Campano
908-508-9595
Vice Pres.: K2MUN David Berkley
908-500-9740
Secretary: K2JV Barry Cohen
908-464-1730
Treasurer: K2YG Dave Barr
908-277-4283
Activities: K2JV Acting

On the Air Activities

Club Operating Frequency
145.750 MHz FM Simplex

Sunday Night Phone Net

Murray Hill Repeater (W2LI) at 9:00 PM
Transmit on 147.855 MHz
With PL tone of 141.3 Hz
Receive on 147.255 MHz
Net Control K2AL

Club Internet Address

Website: <http://www.nparc.org>
Webmaster K2MUN David Berkley
Reflector: nparc@mailman.qth.net
Contact K2UI, Jim

MOUNTAIN SPARK GAPS

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Editor: K2EZR Frank McAneny
Contributing Editors:
WB2QOO Rick Anderson
WB2EDO Jim Brown

Climatological Data for New Providence for August 2012

The following information is provided by Rick, WB2QOO, who has been recording daily weather events at his station for the past 30 years.

TEMPERATURE -

Maximum temperature this August, 92 deg. F
(August 5, 9)
Last August (2011) maximum was 93 deg. F.
Average Maximum temperature this August,
84.5 deg. F
Minimum temperature for this August, 55 deg.
F (August 19, 30)
Last August (2011) minimum was 55 deg. F.
Average Minimum temperature this August,
64.6 deg. F
Minimum diurnal temperature range, 11 deg.
(80 - 69 deg.) 8/10
Maximum diurnal temperature range, 27 deg.
(88 - 61 deg.) 8/31

Average temperature this August, 74.6 deg. F
Average temperature last August, 73.1 deg. F

Number of days this August with daily maximum temperatures of
90 deg. or higher - 4; last August - 1.

PRECIPITATION -

Total precipitation this August - 6.85" rain.
Total precipitation last August - 17.2" rain.

Maximum one day precip. event this August;
August 1; 2.67" rain.
Measurable rain fell on 12 days this August,
15 days last August.
Hurricane Irene hit this area last August
27-28, dumping 8.72" of rain.
The one day maximum precipitation event last
August was on the 28th, with 6.25" rain.

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Rick Anderson

9/5/12

243 Mountain Ave.
New Providence, NJ
(908) 464-8911
rick243@comcast.net

Lat = 40 degrees, 41.7 minutes North

Long = 74 degrees, 23.4 minutes West

Elevation: 380 ft.

CoCoRaHS Network Station #NJ-UN-10

When K2JV and his XYL, Norma, visited Lithuania in May 2011, they met with and were hosted by LY4Q Rolandas, who is the President of the Lithuanian IARU Radio Club. He met them at the airport in Vilnius, showed them around the City and the nearby countryside, and was always in touch with us by cellphone.

He was particularly interested in how hams in the US arranged for Public Service events, and during the past year he has been sent many documents about our activities, the organization of the ERT, the NYC Marathon, Kids Day, etc.

Following is a portion of an e-mail just received. It will be interesting to see how it works out for the Lithuanians....

Next Sunday, September 9th we will have Vilnius marathon, more information you can see on web site <http://www.vilniausmaratonas.lt/en/> I contacted with organizers and we arranged that radio hams will control some part of the marathon route. Organizers also will have some own walky talky radios and as they did it previous years before and not plan to use hams will be two different communication systems. If we will show more advantages in the future organizers will choose our voluntary service. Our advantage should be three repeaters which we have in Vilnius. Just we need to test it if we can open from different points where we should control. Route also will go via down town where you stayed at Mabre hotel. So this places could be complicated. But let's see how it works. I will tell you more how all things we will sort out and how it works. My proposal for Vilnius marathon organizers was after discussion with you about organizing communications at New York marathon.



Post Parade photo
The word SAVANORIS in Lithuanian means VOLUNTEER.

Rolandas is in the photo at the top right corner. They got a very nice distribution of ages in the group.

This comes from Jim, N2TSJ

HISTORY OF THE CAR RADIO

Seems like cars have always had radios, but they didn't. 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.

SIGNING ON

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.

HIT THE ROAD

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 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 manufacturer 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.) Sometimes it is fun to find out how some of the many things that we take for granted actually came into being! It all started with a woman's suggestion!

Shirley Tate

Thanks to WB2QOQ, K2JV, and N2TSJ for their contributions. Articles need not be long or fancy, so you can see they are not hard to prepare. The only request is that pictures, if any, be sent as separate JPEG files, not embedded in word or Email files. Embedding pictures makes it difficult to format a page.

I hope this is the beginning of a trend. 73, K2EZR