

MOTOROLA AUSTIN ALUMNI CLUB:

THE GENERAL MEETING MINUTES FEBRUARY 09, 2021

Attendees: Our latest ZOOM General Meeting in February had an attendance of 26 members and guests. It is a great chance to see members we have been missing with the shutdown and guests who may become members.

Welcome: President Jim Binneboese welcomed everyone in attendance with a thank you for attending via ZOOM. Jim went over the agenda for the meeting and ask Cal to start with the Treasurer Report and an update on the Budget for 2021.

Treasurer Report: Cal Gooden displayed the treasurer report updating the Income Balance showing the Total Income increase of \$560 from December 31,2020 to February 09,2021. The club took in \$360 in dues and \$200 for the club scholarship fund. The club had no expenses in 2020 due to the shutdown. Cal presented the 2021 proposed budget which mirrored the 2020 Budget with the Dues income at \$900, Picnic income at \$400, Christmas Lunch income of \$1,575. There is the possibility that we may combine the Picnic and the Christmas Lunch later in the year if we are allowed to meet together again in person. The plea for everyone to continue to pay their dues, and back dues if needed to help keep our club running. We had very few expenses last year due to the COVID19 Pandemic so our budget proposal looks similar to the 2019 expenses. Proposed Scholarship **budget** is \$2600 which **is level with last year.** Jim Binneboese called for the Budget approval and it was passed.

Scholarship: Jim Binneboese explained the difference in the two scholarship funds for those who were attending the Zoom meeting for the first time. The Club Fund goes to the High School Seniors who will

be graduating in 2021 and are related to club members who worked at Motorola, Freescale, or NXP. It is available for 4year Colleges or Trade School and Junior Colleges. The UT Scholarship, named The Gary Daniels Motorola Scholarship for Leaders in Electrical and Computer Engineering, is funded through the Motorola Austin Alumni Club to acknowledge the contribution of Motorola to the Austin high technology community in honor of Mr. Gary Daniels. The scholarship was started by an anonymous donor and the members of the club have been invited to contribute to this scholarship as well as the Club scholarship. Scholarship applications can be found on the MAAC website and for Seniors who are graduating in 2021 applications are due by May 31,2021.

Speaker: Club member and speaker Terry Lawell started with Motorola in 1978 working as a Product Planning Engineer in marketing for the Microprocessor Division. In 1979 he joined the Microprocessor design group as a Systems Designer. While at Motorola he was involved with various design projects including 6801, 6809, and the 88K RISC Microprocessor. He was also involved with the R&D of computer architectures for Neural Networks and very high- performance Vector Processors. Terry holds 7 patents with Motorola and 3 patents with AMD. He left Motorola at the end of 2000 and went to work for Cadence Design Systems as a Group Director and consultant for computer modeling for verification. He left Cadence in 2005 to join VERILAB (a Scottish based design verification consultancy) as vice president of Business Development. After 5 years of interesting work, finally decided to retire in 2010 and pursue a hobby of restoring classic sports cars.

When he retired his thoughts were on restoring his and Sandra's 1963 Jaguar XKE. While doing research on his Jaguar he was presented with an undeniable opportunity he couldn't pass up. He belongs the Jaguar Car club and one of their friends of 35 years had about 11 cars. The husband (Frank) was 94 when he passed away with 7 cars in disarray, His wife said she wanted to restore them and then sell them. She asked him if he would be willing to restore them as a hobby and split the profits. He would do all the work and she would pay for all the parts and sell them and give him half the profits.

The first car was Meredith's car and was a 1960 XK150S. This type of

car won the LAMANS in 1955, 56 and 57 and had been sitting for 27 years in the garage. The car completely intact and had been previously restored. It was dirty and grungy and would not start and the wheels were frozen because the brakes were rusted. He started systematically taking the car apart.

First thing you do on any car is to try to get the engine where you can move it. He has a technique where he pulls the spark plugs, pull all the wires off and the carburetors off and fill each cylinder with Marvel Mystery Oil and left it set for about a month and put a bar on to work the engine till it turns freely. Drain all this out and put it back together and fill it with oil and start it.

He started the engine on this car and it actually ran. He did not have to do anything to it. He rebuilt the carburetors and cleaned the radiator and polished it up. He rebuilt the brakes that were frozen. He worked on cleaning it up and restored this car without doing anything to it except putting a lot of elbow work into it. Everything in the interior of the car was original and just needed cleaning and making it look presentable. The car was sold for \$49K to a man who lived in the South of France and wanted it shipped overseas but it was delayed because it was the dead of winter. It took about four months to get it over there. This was not a typical restoration, but it was a fun way to get started.

The second car also belonged to Frank and Meredith and was a 1967 XKE Jaguar Fixed Head Coupe they bought brand new and were the only owners when he started to restore it. It also had set for over 20 years and only had 9500 miles on it. It had been in a gallery in an area where they also had a Ferrari that had caught fire sitting next to it and it had fire damage to the right front fender and some of the hood was scored but the rest of the car was unscathed. The engine was frozen and the brakes were frozen. He pulled the hood off and matched up the paint on the quarter panel, repainted it and compounded and restore the rest of the car. When he pulled the rest of the interior out it was covered with moth eggs. The carpet was Wilton wool and he had to get a new interior kit for it. The seats were grungy and needed to be cleaned. Everything in the car was original and when you looked at the engine compartment it looked really clean except for a little rust on the engine. He had to remove the oil and water because it was gunky, replace it and see if he could get it running. He cleaned up the steering wheel, all the chrome and dashboard and returned the seats to the interior after replacing the carpet. When he got everything back together and the engine looked brand new and started right up. It

looked just like it did when it was brand new. This was described as a 2+2 car and had a back seat. Tall people bought these because they could fit in this car. They sold it to a Frenchman for \$54K. who had a museum full of very unusual cars. He wanted it because it had all original parts including the original tires but was told not to drive it anywhere with those tires on it because they were unsafe. This was the second of our restorations and a lot of fun.

The third car was my favorite and where I really got into the world of Classic Car Restoration. It was a 1972 365GTC4 Ferrari, one of the last 12cylinder Ferrari built. Frank and Meredith bought it brand new. It had 3500 miles and never been into the dealership inspection. This was the car that had caught fire. Frank had been in his gallery starting each of the cars and when he came to this one, it would not start. They were notorious for the choke system not working well. They had 6 Weber carburetors on them. Frank took the air cleaners off and sprayed ether in them and when he started the car, it started right away but backfired and the engine kept running. The metal fuel lines had never been replaced for 25yrs and the backfire blew a hole in one of the rubber hoses that fed the carburetor and it started atomizing gas out of it for about 15 seconds, enough time for it to reach the distributor in the back part of the car and the car exploded. It literally destroyed the car from the front. The biggest mess was from the foam the fire department sprayed on the car very heavily. This devastated Frank and so he just parked it over in the corner and left it. They also had no insurance on it. The fire didn't hurt the engine, what hurt the engine was sitting for 25yrs. He took the car completely apart labeling everything and documenting where it goes and started the rebuild from the ground up with the electrical wiring system on the floor of his garage and made it work outside of the car. He had to take apart, clean and rebuild the engine due to the foam residue and had to have some help. The leather inside of the car was not destroyed but after sitting for 25+yrs it was deteriorated and was replaced with new identical material.

After reassembling the car and finishing the restoration they sold the car to a guy in Fresno, CA for \$150+K. The guy takes it to car shows and wins trophies with it. He said it was an excellent restoration job. It took 2 ½ yrs and with a lot of help from friends and a lot of contacts about how to get things rebuilt. He really learned a lot with this one.

The next car was another of Frank and Meredith's and it was bought by Hector Ruiz while it was still unrestored with the agreement that he and Terry would restore it together. It was a 1973 911T. It was a complete car,

but it was pretty corroded. It was another one of those cars that was just take it apart, clean it up and put it back together again. Even though he spent months on the engine to get it freed up it still had bad one cylinder that would not hold a compression, so he had to take it apart and rebuild it. When they put it back together the car looked brand new. The interior of the car was in great condition, so they did not need to do much to it. Hector kept the car for a few months and then decided to get rid of it along with his other cars.

The next car was Terry and Sandra's 1963 XKE Jaguar that they bought in 1970 with 17000 miles on it. They bought it from a friend in San Antonio who bought it and cleaned it all up. He bought it from a pilot at Bergstrom Air Force Base. He and Sandra paid \$1300 for it running. He said it was not the original color and had several dings in the paint. He wanted to put it back to the original condition. He started to tear it down for a ground up restoration. The back part of the body was a monocoque body construction where the body of the car is several sections welded together into all one piece, and the frame of the body was made from wood. You need to take that off to get down to the metal body. Take apart the sheet metal to get down to the wiring and some of the wiring was pretty rough looking and the car had a lot of electrical problems. He needed to label all the wiring so he could put in new wiring. He pulled the rear end out of it and rebuilt it and now it looks like it just came from the factory. It was amazingly easy to rebuild.

The engine was the original engine, but it had been rebuilt five years before he started the restoration. He just pulled the head off and checked everything and put it back together without replacing or rebuilding anything. When he had everything off the frame, he took the frame to a paint shop where he blasted off the old paint and they painted the body the original color, Opalescence Blue. He then started to put the car back together and placed insulation on the front floorboards because foreign cars tend to generate heat for the driver under the front floorboards. He put Wilton Wool Carpet in the interior and put the leather seats back in. The car was put back together without the chrome on it and he said a lot of Jaguar cars do not have chrome on them and they look beautiful without it. The completed car has the chrome in place. The engine has 211K miles on it and it runs beautifully. Sandra and he said they will have it for a long time.

The last car he talked about was also one of Frank and Meredith's cars. It is 1952 MGTD. It was purchased from Debra Carr, the actress from

Beverly Hills, California. Actually, the car belonged to her boyfriend, screen writer Peter Betel, but she rode in it all the time as his girlfriend. This car had sat in the garage since 1975 completely untouched and the paint had cracked and flaked off in some places. It was a ground up restoration. He pulled the engine out and rebuilt the carburetor, but the engine was running in the car without touching anything on the inside. The engine and the transmission are the original. He rebuilt the carburetor and some of the water components and the electric system. He took the rest of the car apart and it is a true body and frame system. He took the frame down and all the suspension off, rebuilt the frame and repainted it and put it all back together. He took the body to the paint shop and sanded all the paint off. The car had seven different layers of paint on it when they got it all blasted off. That is part of the reason the paint cracked.

This part of the body is all wood. The frame was all wood and he didn't have to do anything to it, it was perfect. Terry showed a picture of the car today and it was beautiful, fully restored and he said it drives beautifully.

Terry said that was the last of his car restorations, but he did recently buy a British car called a Sunbeam Tiger. It is an Alpine with a Ford V8 engine in it, Carroll Shelby made it. He said he and Sandra had one when they met in France in 1965 and always said they wanted another one. The car is an original 1966 with an original engine with 113K miles on it. Everything on it original, it has never been wrecked, and he talked to the original owner who is a doctor in Hawaii, and he traced the history of it and each of the subsequent owners. Every one of them was a responsible professional and the car was well taken care of. He plans on restoring it. Since it has been 50 years and it does have some dings in the body.

Terry explained the difference between a Mechanic and one who does restoration. A mechanic just fixes a problem but someone who does car restoration understands all the systems, parts, components of the car as a complete system. A car restorer needs to understand organizational skills to be able to take the car completely apart numbering and labeling each part and where it goes so he can put the car back together with no leftover parts. The complexity of this makes it very necessary to understand organizational skills.

Terry had excellent photos of each car he restored and the process he went through with each car. Jim thanked him for his presentation and asked if anyone had questions. Jim said he must have an awesome garage and tools to be able to do the work on these cars and he said that he used Frank and Meredith's 3 car garage because he had 2 lifts and it was part of the agreement that he would do the work there. Terry was asked about

how long it took for the restoration process and Terry said it depended on the car and what the condition the car was in. Some took months and others up 2 1/2 yrs. Any one can get in touch with Terry for more information by getting in touch with Ray Voith at the MAAC address or rayvoith@att.net and he will get the contact information to Terry.

Organizational Changes: The new officers of MAAC for 2021 are listed below.

President:	Sandra Lawell
Vice President:	Norm Herr
Secretary:	Pat Haner
Treasurer:	Cal Gooden
Christmas party:	Sherry Sullivan
Newsletter:	Danna Redford
Communications and membership:	Ray Voith
Scholarship:	Jim Binneboese, Mary Jane Harned, Bill Pfaff
Picnic:	Wayne Harned
Welcome:	Open (was Warren Weimann, will rotate)

All job descriptions are up on the website, maacweb.org, and if you would like to serve on a committee or in a position, please contact us.

Also on the website is a tab labeled Bio so you can send us your bio and what you have been doing since leaving Motorola.

Reminder from Cal to continue to keep up with your dues and if you have it in your heart to help a young person entering college, you can donate to the scholarship funds.

Our next meeting will be in May and will probably be a ZOOM call meeting unless things change.

Jim adjourned the meeting and asked that you reach out and help people if they need it or need ride to get their vaccination or registering for the vaccination or help getting food or just extra help. Please stay safe and stay healthy and follow protocols to stay healthy.