

W R A D I O W a t c h



A HAM'S CHRISTMAS

'Twas the night before Christmas, and in the Ham Shack
 Was the warm glow of tubes in the transmitter rack.
 The log book was brought up to date with great care
 In case the FCC might someday be there,
 (YL and harmonics are snug in their beds,
 No Tennessee Valley Indians to addle their heads)
 Plugged in the mike and the new VFO
 Getting all set for a nice QSO.
 When from the relays there rose such a clatter
 Yanked the big switch to see what was the matter.
 Then up on the roof by the two-meter beam
 There came QRM like a hedtrodyne scream,
 On Gonset, On Babcock, On Viking and Elmac!
 On Ranger, On Collins, On Heathkit and Eimac!
 Bias to the grid and volts to the plate,
 Just watch that S-meter while we all modulate!
 As I turned to the rig and reached for a dial
 From the antenna tuner Santa slid with a smile.
 An RF choke, he held tight in his teeth
 And coax encircling his head like a wreath.
 A bundle of Ham gear he had flung over his back
 Was that my name on a new power pack?
 He had a stub nose like an egg insulator
 And his cheeks glowed bright red like a hot oscillator.
 He spoke not a word, but went straight to his work
 Laying out all the gear, then turned with a jerk
 Said "PSE QSL" and up the feeders he rose.
 (Laying a wave meter alongside of his nose)
 He climbed up the dipole, to his team gave a whistle
 And away they all flew like a jet-propelled missile.
 But I heard his last signal from the Ionosphere,
 "Seventy-three: Eighty-Eight! and a Merry Xmas from Here!"



2 *Midwest Amateur Radio Service*

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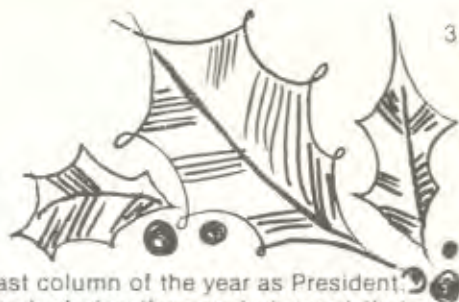
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Copy deadline is the 15th of the month preceding publication. The WATCH goes to press approximately the 5th of the month of publication.

Tnx To JONESY, W8MZS FOR COVER POEM

...The
President's
Corner...



It is with mixed emotions that I write my last column of the year as President. I am pleased with the progress we have made during the year but regret that there is not time to set into motion other projects which I believe would be beneficial to the Service. We have produced an Operations Manual which is widely quoted, and most of our Coordinators have helped materially by taking an active interest in improving Service efficiency by assisting our newer Controllers.

The Board and membership agreed with me that moving the nomination and election of officers to a later date in the year was desirable and voted to do so. The election vote this year was the heaviest in history. The attendance at the Midcars meeting in Dayton was by far the largest ever. Both of these are indicative of the health of the Service. Operation on 75 meters was resumed last Winter with considerable success and this Fall the low frequency operation is enjoying increasing support. Our new decals are now being distributed by the Secretary. To save money, I used one of our membership certificates to make the new artwork pasté-up for the new decals, so any lack of professionalism can be blamed on me. However, it has been favorably received and judged satisfactorily attractive and functional at minimal cost.

A referendum to increase dues to meet rising costs, while doubtless unpopular with some, was voted into effect by a heavy majority. It is my hope that next year's officers, with a firmer financial base from which to operate, will be able to get on with the business of the Service without many of the monetary headaches which have plagued the present officers.

I do not intend to embark upon the dangerous task of attempting to thank all those who have helped me because I'd be sure to inadvertently leave someone out. At any rate, my heartfelt thanks for the warm support and helpful guidance of so many. I am sure that I probably did things I should not have and failed to do things I should have. I plead guilty to this human frailty. Our Service Controllers, who have given so unselfishly of their time, deserve the deep gratitude of all of us.

With the enthusiastic participation of ever-growing numbers, we have, in a few short years, become one of the best-known organizations in amateur radio. We should jealously but humbly guard this recognition.

Two persons whom I must thank individually for their fine work are Jim, W9GET/8, our Secretary, and Bob, K8IKT, Editor of the Radio Watch. I have worked closely with them throughout the year. Jim, in addition to his many normal Midcars duties, has, each month, sent to me a painstakingly-prepared operating statement, detailing our complete current financial status. This has been most helpful. Thanks, Jim. Bob's work speaks for itself in the twelve issues of the Watch he has edited. When I try to express my delight with the Watch, I find myself at a loss for words. I am sure you all agree. Words of praise have come from all sides. It has truly been a banner year for the Watch.

To next year's officers, I wish you health, happiness and much success in moving Midcars ever forward. To each and every member of the Service, a very Merry Christmas and the very best for the New Year. It has been a great honor to serve you.

RADIO WATCH NAMES NEW EDITOR

Starting with the January 1974 issue, the Watch will be edited and published by W8UPV, Vaughn Lewis. Vaughn is located at 3927 Hunt Rd., Lapeer, Mich. 48446.

All unpublished material on hand will be given to Vaughn for publishing in future issues of the Watch and I encourage all members to keep him supplied with articles, pictures, QSL cards, etc. - K8IKT

DEAR EDITOR:

First let me congratulate you - and Midcars - on the November issue of the Radio Watch. The most interesting collection of articles I have read in any national publication in years.

My mobile log shows my first Midcars contact with Ray - K9GPM on Apr. 4-'69 at 1:05 P.M. Since then I have been a loyal fan, believe me!

Ed - W0WYJ - as control practically lived in our car from Feb. 25, 1971 to June of '71 while we took a trip into the southwest, making almost daily schedules with my old pal W3CWY, back in Pittsburgh.

We have now retired to Grand Marais, Mn on a 50 acre "antenna farm" overlooking Lake Superior and have received my old W0AIK call again. The enclosed postcard will locate us to our Midcar friends.

73, Al W0AIK (W3DKW)

INSTRUCTIONS FOR APPLYING MWARS DECALS

Important . . . the decals are **not** the water transfer type and should not be wet. They should be held to the light so that they can be read correctly and then the membrane covering the front should be peeled away, leaving the decal with the adhesive on the **front**, ready to be placed inside the car's rear window with the decal facing outward.

Thanks to Bill, K4DLA for info.

DEAR MEMBERS:

Greetings to all you good members of Midcars. This is your Secretary/Treasurer's final report and remarks for the year of 1973.

It has been a pleasure to serve the members and I hope that I have made most of you happy most of the time.

During the year there have been pros and cons in the mail that I have received. The letters that came along with your renewals and from new members joining Midcars were greatly appreciated and enjoyed. I hope all new members coming aboard and present members will treat their new Sec/Treas the same as they have treated me - with very splendid cooperation.

I wish I could have printed, or had printed, all of the mail, but this was impossible. To those of you that did mail in letters and they were not published in the Watch, they were enjoyed just as much as the letters that appeared.

I understand that the new Sec/Treas will continue publishing the Quip column so continue sending in your comments. They are part of the joy of being the Sec/Treas. Let's hope that the year of 1974 will equal and surpass the pleasant year of 1973.

In parting, let me say, I'm going to miss seeing the mailman coming down White Road with all that Midcars' mail. I will miss all of you. My very best of 73's and it has been a pleasure to serve you this year.

Jim Moore, W9GET/8, Muskegon, MI.

DEAR EDITOR:

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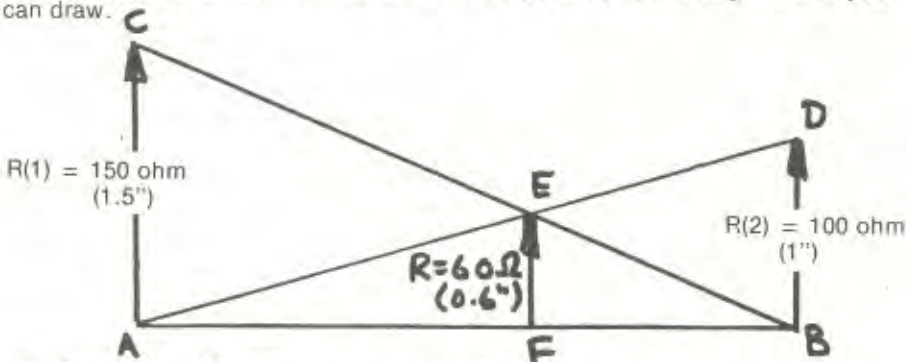
After talking with you the other morning on the telephone, I got to thinking that maybe some of the Midcars members might find the enclosed graphical method interesting and useful. It is not an original idea, although I wish it were.

I first ran across it some years ago from an old ham friend of mine when I was a young novice in Indianapolis. He was then W9SSE; originally 9AIY (c.1917). And he now lives in California if he is still alive. I haven't seen him since 1962. I doubt that the graphical technique was original with him since it is a geometrical method that was apparently known to the early Greek geometers as I understand.

Keep up the good work there on your end. You're doing a great job. Also I hope to be back on 40 pretty soon. I'm working on a "cheap" deal for an old Swan rig just so I can get back on with "something" after "listening-only" for so long.

PARALLEL RESISTANCE CALCULATION WITH A STRAIGHT EDGE

Have you ever had two resistors in parallel, and you didn't want to mess around with the mathematics to figure out the resultant resistance? Well, here's a quick graphical method which is as good as how straight a line you can draw.



- (1) Draw a line AB some convenient length.
- (2) Draw vertical line AC to some convenient scale to represent $R(1)$; e.g., here we have chosen $R(1)$ to be 150 ohms and used 1.5" to represent it.
- (3) Draw line BD to represent $R(2)$; e.g., here we used 100 ohms and a 1" line to represent it.
- (4) Now draw diagonals AD and BC.
- (5) Line EF represents the resultant parallel resistance; here it is measured and found to be 0.6" which converts to 60 ohms.

This is a quick, easy method to use once it is understood. And for those who may not have realized it yet, it can also be used to find the resultant capacitance of two series capacitors; or the inductance of two parallel inductors.

73, Jeff, W8HST

DEAR EDITOR:

Here is a buck for one (1) MIDCARS new style decal. The other fifty cents is for over-head, etc.

Now have 2 m. fm in the car. Regency HR 212. Haven't any extra crystals as yet, but will for most of Illinois, including a few Chicago repeaters.

For the info of the WATCH, many repeaters in Illinois are going to limited access, and some with tone-burst access.

I'll send a list that I compile during the next 2 or 3 months, if anyone is interested in up-to-date listing of repeaters in Illinois.

Cheers and 73 - Paul, K9VJJ

Oh God! My head felt like it was about to burst or something and here it was dawn almost, and I could hear the birds singing, and other strange sounds I couldn't identify. I shook my head, gently to try and see better. Through a pink haze I could see someone standing in the door of the tent.

'Lieutenant, rise 'n shine; The Colonel wants you down to the signal hogan right quick now. Y'hear? It didn't make much sense, but I nodded, and he left. I stood up and almost fainted with the pain. What was wrong? Nothing made sense. I stepped out the hole in the tent and tried to focus my eyes; The sight I saw seemed unreal, yet familiar. Looking around, I spied a number of other tents like the one I had been in, then up on a small knoll a larger one at the foot of a pole with flags on it. I headed in that direction.

"Good morning, Lieutenant; Glad you're here." The Colonel gestured me to be seated. I could tell by his serious expression that he wanted to get down to business. It wasn't long in coming. "Hatfield, you're aware what transpired yesterday; We lost over half the regiment, you yourself caught a mini-ball in the neck, along with a few hunks of shrapnel, and Medic thought we'd lost you too. Now the Yanks are goin' to come at us again this morning, and they have us outnumbered. We don't have much of a chance, boy, unless you can get ahold of that 115th over near Memphis. Think you can do it?" He looked at me with utter faith and trust in his eyes, this man I had come to love like a father, indeed the father I had never had, and I was horrified to realize I couldn't think of his name! I must have really been hit hard . . . but even that I couldn't recall. I nodded and reached for the sheaf of papers he handed toward me. "Yes Sir, I'll try, Sir!" I rose and headed out for the signal tent.

The signal tent lay quiet in the gathering Dawn, and as I entered I noticed that the sole furnishings were a folding chair and a steamer trunk, on which sat a small gaily decorated box. I hung the lantern and sat down. My head still hurt and I couldn't even think of my own name, and somehow this little metal machine was totally familiar to me. I turned it on and spun the dial. There was noise all across the band, but not a single station to be heard. Band conditions were bad again. I listened carefully for a long time, then called CQ signing K9FOV portable four; It seemed natural to do that, but I wasn't sure even what the words meant. I called and called. No response. I was starting to hear the sounds of gunfire nearby, shouts of men. I prayed.

Setting the dial at about 7258, I listened - Oh how I listened, with every cell of my body it seemed. I was just about to give up when I heard a familiar voice John! WB4VIK! John was on Service. Now I know I could get help. I gave a double break. No response. Then another. John came back, very weak. "Kay Nine Fox . . . Ocean . . . Victor . . . Portable four. Bill . . . what can I do for you?" A bullet whispered through the canvas walls of the tent. Ignoring it, I screamed into the mike: "John, this is an emergency; stand by, please stand by!" Frantically I scanned the maps the Colonel had given me earlier. Wiping my eyes, I saw the blood on my hand. I grabbed the mike.

"WB4VIK from K9FOV Portable Four. John, can you copy? I have emergency traffic for Memphis Break!" Static and sounds of battle. "Say again, Bill . . . your signal's a little weak, over."

He was having trouble copying me. I didn't know whether to pray or curse, so I did both. A ball smacked into the steamer trunk. Speaking as calmly as I could into the blood-specked mike, I gave John the details of our detachment's predicament. "Bill, are you pulling my leg?" Somewhere in my dim, dark memory I knew he had reason to believe I might be joking. But I wasn't. "John! No, I'm dead serious! Please send help! Over!" Right back he came, a little stronger. "Ro-ger Dodger Bill . . . Stand by while I make a call. This is WB4VIK . . . Somebody pick up the Service while I make this call." From a distance I seemed to hear a familiar voice, very weak: "OK, John, I'll grab it. MidCars, 7258 . . ."



EDITOR:

Enclosed is a QSL card and a couple of pictures of the club here at General Motors Institute. We read your plea for materials in the Radio Watch and thought you might be able to use these. Unfortunately, both pictures have me in them. Hi, hi!

The station shown in the photographs is one of four and we are presently revamping our entire two meter facilities.

About the pictures: I am the one with his hand on the mike in each. In the picture with the sign is Steve, WN8QJR, another club member. Besides myself, some of the other operators heard on Midcars include Norm, WA9LZX, and Bob, WA2TJA. Other novices in the club are WN8LWS, Dave, and Kevin, WN8OBZ.

We try to be active on all bands, and enjoy operating on Midcars and helping out any way we can. We often offer our two way facilities into Flint and the Detroit metro areas.

73, Jim, WB8ESK

HANK

WB4QNK

"Big Signal
From
Memphis"



Midwest Amateur Radio Service



Bill, K4DLA



Myrtle, Ed's XYL • Ed, WØWYJ • Bob, K8IKT

74 MWARS
Pres. Ed,
WØWYJ
Hard
At
Work!



Bill,
WAØZYC



With Gusto - Dave, W40GQ & Ed, WØWYJ

Betty,
WB9GJJ
Glen,
K9MKM
AND
SON



John
WB4VIK
and
John
WA9ELV



Mike,
WAØZCW



Left: Myrtle, XYL of Ed
Above: Glen, K9MKM (Hi)



MERRY
Christmas



PETE KH6HBZ

Cliff
WB9DKS

KØYTM/MM

EDITOR:

Enclosed are a couple of shots of marine mobile.

Rig is CX7-A with Newtronics mobile antenna mounted on cabin top. It is located in after stateroom.

Boat name is Ozark Star. She is a 47' Trojan Voyager. Built by Whittaker Corp. in Maryland, March, 1973. She is 15' in the beam and powered by twin 330 H.P. gas engines, total 660 H.P. She is all electric with 13 kw of AC, fully air-conditioned, automatic anchoring. Sleeps 8 with 3 separate. Twin bed staterooms, 2 Heads both with showers.

Many thanks for all the excellent Radio Watches this year.

73, Ralph, KØYTM

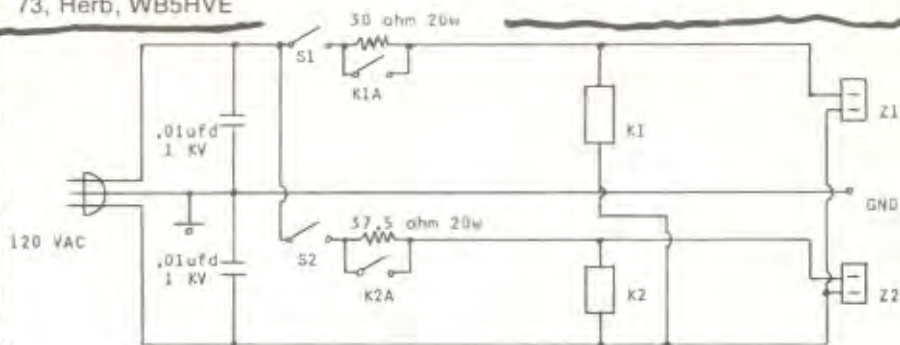
With reference to your request in the October Radio Watch for info on me, am enclosing my QSL card and report the following:

Originally became interested in ham radio in the early twenties but dropped it when I left home for school. Reentered ham radio about 15 years ago at the insistence of my SWL son, Andy, and am now glad I did.

Retired in July 1972, moved to this location from La Grange, Ill., where I was WA9EXZ, added a room onto the house especially built for a ham shack and am now in business.

Preferred mode to RTTY but frequently check into Midcars, especially when on a trip, when I operated with Yaesu FT-101.

73, Herb, WB5HVE



K1, K2 120VAC coil, 3A contacts
Z1, Z2 Standard AC receptacles

TRANSIENT AND SURGE LIMITER

Designed for HP23A and SB200 power supplies. Reduces surge when powering up, and transients during power-up and operation. General Electric model 6RS20SP4B4 Thyrector diode assembly may be inserted across each input line for extra protection. Z1 is used for HP23A or similar transceiver power supply. SB200 line cord plugged into Z2, with provisions for a good ground connection. Total cost is between Fifteen and twenty dollars, including the small hi-impact plastic cabinet that the author used. ON-OFF switches on transceiver and SB200 normally ON; limiter switches S1 and S2 used for ON-OFF control. If a switch is not placed ahead of each relay, the relay(s) will activate as the limiter is plugged into the household socket. Check the ARRL Handbook for details on transient suppression.

73,
"De1", WA9MYS/9

CONT. FROM PG. 6

Maybe they could get to us in time. I sighed a prayer of thanks and turned to go tell the Colonel the news. I stopped dead in my tracks . . . No time to do anything . . . no . . . not even time to think. What do I do? Why, nothing, of course! There isn't time. Or is there? No there isn't . . . Well, hurry up and explode, you fat bastard, don't just lay there . . . Then again, maybe there is time. Turn. Run. Nearly Free! Nearly Fr

I sat on the edge of the bed and shook my head. Must no have slept too well. Ache all over. Feel like a bomb had went off under me. Receiver talking on 7258, sound urgent - something happening. Wonder what?

" . . . make the call. Somebody pick it up . . ." "I'll get it, John!" One of the regulars . . . a carrier and somebody sending 'NST' in slow CW . . . It was going to be another one of those days. I waited while he went through the mobiles, then picked up the mike to check in for the morning QRU. Hmmm, a couple small drops of what looks like blood on the mike; Must've cut myself sometime in the last few days and didn't notice it.

Tnx to Bill, K9FOV

DEAR EDITOR:

After listening to Midcars Sunday, November 11, and all the garbage surrounding it in the form of the Sweepstakes Contest, I had to write you this letter.

In my opinion, Midcars provides one of the most useful functions existing in amateur radio. It is, without a doubt, the finest service of its kind.

This type of public service in itself, justifies the existence of ham radio.

But, contests such as the one held Nov. 10 and 11, provide NO useful service. The "contestants" or "combatants" do nothing for ham radio but add to the QRM problems. All they seem to know what to do is call "CQ Contest . . . you're 5-9, fifty-nine North Carolina. My report please." What does this prove?

Amateur radio is a public service. Midcars a part of amateur radio, provides a vital service to mobile stations. Net courtesy and procedure is strictly observed.

Keep up the fine work gentlemen.

I am a very proud member of the Midwest Amateur Radio Service.

73, Dave, WA9PDS

DEAR EDITOR:

Just received my membership to Midcars and am having fun looking through and reading the Watch. I would like to thank Jim, W9GET/8 for such speedy response. The decals look great!

I started my amateur radio interests in the fall of 1972 when I bought an old National NC-183 from one of my profs at Indiana State University in Terre Haute. I soon came across Midcars and spent a large part of my listening time at 7258 and 3903.

As you guessed, it wasn't long until the ham bug (not humbug), bit me. I knew of no hams in the area so I decided to listen closely for the name of a nearby ham that I could phone and get help on getting a ham license. Finally, one Saturday in January of '73 I heard from Gary, W9MGZ, Terre Haute (who often checks into Midcars) giving a mobile instructions on how to get to his QTN. I wrote down the instructions and the next day I commenced to track down the QTH of W9MGZ.

Being only a few blocks away, I had little trouble finding Gary's house and upon pulling into his driveway, I began to wonder who to introduce myself. Not being of serious character, I merely told him my name, the vicinity of my apartment and told him I was picking him up on my TV! Gary immediately broke into a sweat. He knew his rig had more filters than Max-Pac coffee, but he calmly asked me inside to discuss the problem. As I continued pulling his leg, he envisioned having to disassemble his SB-102 until I told him what I was up to.

We then both laughed, thank goodness, and he extended his offer of help in getting on the air.

I passed the general in May and in the same week moved here to Indianapolis to work for RCA. As a result I gave W9MGZ back his Ranger, but soon bought a Johnson Pacemaker. Gary and I are now good friends and often meet on Midcars. I recently passed the advanced class exam and feel I owe Gary, W9MGZ for all his help, and Midcars for spurring my interests. I check into both 40 and 75 meter sessions daily and on occasion have acted as Service Control. I feel Midcars is a valuable asset to amateur radio and I am proud to be a member of such a fine organization. Please remind potential amateurs that it doesn't take a lot of money or elaborate equipment to enjoy this fine hobby. Will send a picture of the shack soon.

73, John, WB8LRR

P.S. to Glen, K9MKM, Let's get W9MGZ to join Midcars!

DEAR EDITOR:

By my call you can see I am a new ham. Age of this OM is 45 and I am a civil engineer. Most of my activity on the air is either CW or Midcars. Thus one useful function of Midcars is to keep guys like me off the phone bands. However, I do see a rough road ahead for the future. It seems my wife, Ruth (WN9MOY) read last month's Watch and saw that Phil (W1DKS) also has a ham wife and she also likes to jot down a little poetry one in a while. I do not need to say any more about my future on the air, hi, hi.

"What is it With DKS's?" [Another XYL's Problem]

I've read of Terry's problems
And how she became a ham.
Now I wish that she could tell me
How to solve the traffic Jam.
We've got two rigs in the family
And they really pack the power.
The rigs both work just dandy,
But we've only got one tower.

Now I may be just a Novice,
And I know that's pretty low,
But I'm working on that General
Just as fast as I can go.
Still I think its doggone selfish
When it's very late at night
And the old man's working 80,
He says 40 serves me right!

Wait until I get that General -
"DKS" will leave his space,
And I'll be working Midcars
With a grin upon my face.
His transmitter will be connected
To a hidden dummy line.
I'll be Senior Operator
And the bands will be all mine!

WN9MOY, XYL of WB9DKS

Hope to see you guys on Midcars, but it may have to be from the mobile out in the driveway, fighting QRM FROM MY OWN RIG!!!

Now who was it that started woman's lib?????

Thanks for the sympathy and
73 - Cliff, WB9DKS

FOR SALE

DX60B Xmtr, HG10B VFO, DX15)A Receiver with speaker, ARC 5 Surplus Xmtr and two surplus Radio Compasses. Contact Steve, WB8NII, 34305 Jerome, New Baltimore, MI (313) 725-1803.

HI EDITOR:

Thanks for all the fine issues of the Watch. We've looked forward to each copy and sure enough they get better and better.

Thing the idea of a Christmas photo issue is just what Santa ordered. Hope you have good support for this. Please find mine enclosed.

Wishing you a happy and prosperous holiday season coming up Bob and hope to see you often on MCs and the Odd Ball Net.

73 - Hank, WB4QNK

- WØQXQ/9 - I have only been active for a few weeks and have found "Midcars" most helpful. P.S. Have been a ham 44 years.
- W4AQL - We enjoy checking into MIDCARS and providing phonepatch facilities into the metro Atlanta area.
- K4YJU - I think you fellows are doing a very fine job and offering a much needed service. How about a "MIDCARS" on twenty?
- W4YOX - Have made many trips and put in at many campgrounds within range of MWARS. Looking forward to the next check-in.
- W9DXP - You're a grand bunch of guys and I'll be proud to be an "Official" member.
- K9FOV - This is my vote for MIDCARS! May it continue to serve Mid-America. I'm proud to be a small part of a great effort!
- W9TMI - I operate mobile and pull a travel trailer so I do make good use of your very worthwhile radio service.

The above are from the October Mail Bag. Keep the mail rolling in with those unsolicited remarks.

73, Jim, W9GET/8

DEAR EDITOR:

I was surprised to find my call in the October Watch. My license was issued in 1959 and my first rig was a Globe Scout and BC348. I'm now using a Drake TR4 with a 2BDQ and TA33Jr.

I've enjoyed many hours on the air and was introduced to Midcars by Art, W8PNW, last Fall. I've made many new friends via 7258 and 3903.

One great guy I would like to mention is Jim, WBOGNL. He and Mary, his XYL recently drove to St. Louis just to put up an antenna for me.

Last July, Jim and Mary drove my XYL, Betty and me to the Terre Haute picnic. I really got a kick out of meeting the Midcars' gang and the wonderful cookout Betty and Glen provided.

I enjoy receiving the taped issue of the Watch. Ed, WØWYJ reads like a pro and Russ and Doris, WA9MJE and WA9MWM tape and distribute.

I'm enclosing a cartoon my daughter, Karen made for me. Maybe I should have asked Santa to bring KH6HBZ/8 a new zipper. Hi.

73 - Harold, KØTMK



DEAR SANTA:
FOR ME AN
AMPLIFIER
AND FOR
M.W.A.R.S., A
"LYLE-FILTER"

KØTMK

...from the shack

of K8IKT



EDITORIAL

Spread before me are the past eleven issues of the Watch. My intentions were to re-cap the happenings and progress of Midcars in a wrap-up editorial for this issue.

However, there are so many things I want to touch on in this last column that room doesn't permit me to list all the progress the Service made in 1973.

Needless to say, if you go back over the year you will quickly recognize, under the leadership of our excellent officers, that the Service grew, innovated new ideas and progressed so that we should all be proud of the Service and the excellent job our officers rendered.

Personally, I enjoyed my participation in the Service and the work involved in publishing the Watch. I have appreciated your kind comments on my efforts and have hoped the Watch served the purpose of its existence. That is, to knit the members together and to serve as an internal means of communication among the group.

Under the editorship of Vaughn, W8UPV, I'm sure our publication will further grow. Vaughn will need the active support of the 1974 officers and members by your articles and contributions to the Watch.

My thanks to all who actively participated and responded to my pleas for material to publish. You are the ones to be congratulated for any kudos the Watch has received. A special thanks to my secretary, Marcia, for her invaluable assistance each month in producing the Watch - and last a note of thanks to Bill, K4DLA and Jim, W9GET/8 without whose efforts the Watch would not have been possible.

Like Jim, I, too will miss the Midcar mailbag.

A very merry holiday season to the MWARS' members and a prosperous New Year to the finest Service in Ham Radio.

Bob, K8IKT

DOES YOUR CALL APPEAR HERE?

WBØAFQ WBBLZE W8LRO WB9BCC W9IYM
WBØHOX K4MEN W8ØXL K9HVI WB9JJT

You're the big winners this month. Send the editor anything you wish about yourself.

Article, picture, QSL - anything I can publish about you.

This, of course, does not mean that other members can't submit an article or picture. Everyone is encouraged to send material for the Watch.

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