

JAN 74


# RADIO WATCH

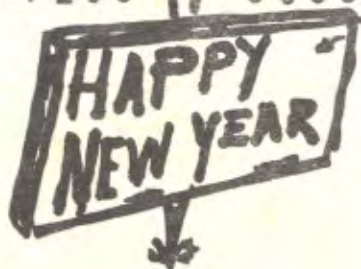
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ALL Roads Lead  
To Midwest



7258  3903 KHZ.



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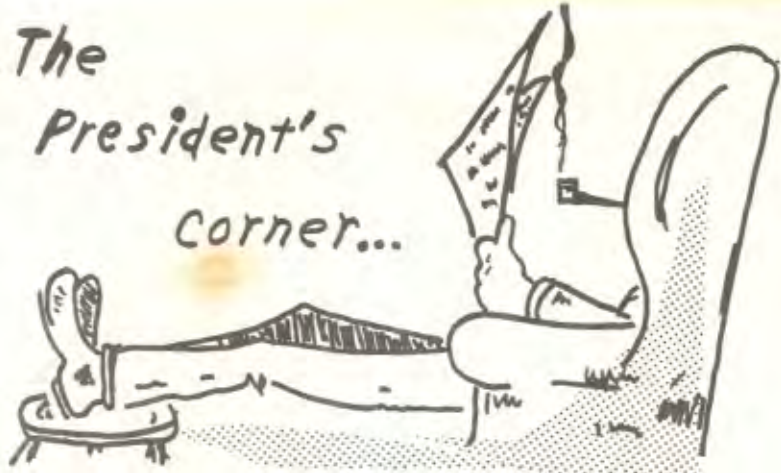


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Copy deadline is the 15th of the month preceding publication. The **WATCH** goes to press approximately the 5th of the month of publication.

## ...The President's corner...



Let's put it all together. Considering the personnel of Mid Cars and how the service keeps rolling along despite its inadequacies, it takes on a dimension of almost unbelievability.

Think about it for a minute--the various personalities, sections of the country, vocational and educational backgrounds represented in this assembly of operators. Admittedly, it is a loose knit organization, held together, almost entirely by bonds of fellowship and purpose, however it gets the job done. Nevertheless, we can't afford to become complacent, we must strive for constant improvement.

Following are a few simple ways we can improve the service.

1. It takes money, not a King's ransom, but enough to get the 'Watch' printed and mailed, and a lesser amount for postage and other incidentals of the secretary. Dues, therefore should be paid promptly.
2. It takes participation and involvement. This means picking up the service and not let 58 go begging for a control station. It means relays when needed and help for the service control.
3. It is imperative to set an example by checking in with clarity and brevity.
4. We must all practice self discipline. Do not check in when the service is loaded with mobiles and or traffic and ask for a signal report or just to sound off a 'QRU and QRV', save that for keeping up the spirit of service control station when check-ins are slow.
5. Please, please do not come in with this bit, 'I was wondering if you have a station on from \_\_\_\_\_ area, or if WCØ XXXX checked in yet'. Once you are acknowledged by the service control, call the station or area you are seeking and your wonderment and curiosity will be dispelled one way or the other.
6. Do not list traffic, if you are not going to be available when it is available.
7. In case of emergency traffic when the service control asks all stations to stand by, do just that unless your help is specifically requested.
8. Finally, when the kooks come on with carriers and kookie comments, ignore them, by throwing a carrier on the kook is doing the same to the service control station.

These are just a few simple things that could, with everyone's cooperation, make this the best year yet for the service.

Let's put it all together, and make this the best year yet.

# Hints and Kinks

For the Experimenter



Here is a simplified procedure for adding an I.F. gain control to the Heath "Hot-Water" transceivers. On first reading it may seem to be too detailed -- Like assembly of the concentric pots -- it just will NOT fit in the space any other way (I tried). Same with the split bushing lineup -- No other way it will grip the shaft.

I.F. gain control is a spoiler system as it reduces all signals when in use. If the desired signal is stronger than the background and the control is set for minimum gain (Seldom) The tube does not amplify. The tube interelectrode capacity will pass enough of the strong signal to drive the audio amplifier stages; at the same time the background garbage is further attenuated. Once used on 40 phone at night you would not be without it -- easier listening!

## RECEIVER I.F. GAIN CONTROL FOR HW-22, Etc.

Makes copying easier by reducing signals weaker than the desired one. Cost is a mere \$3.24 and does not spoil the front panel layout.

Rec I.F. Amp    Xmtr I.F. Amp

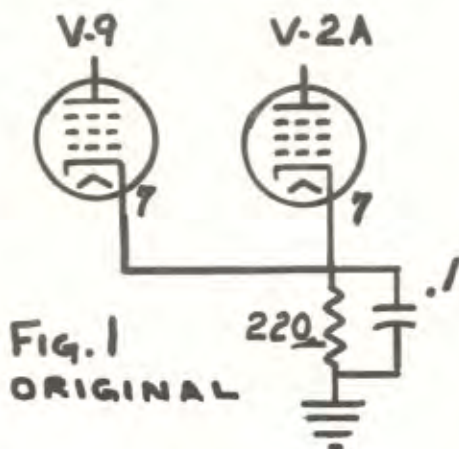


Fig. 1  
ORIGINAL

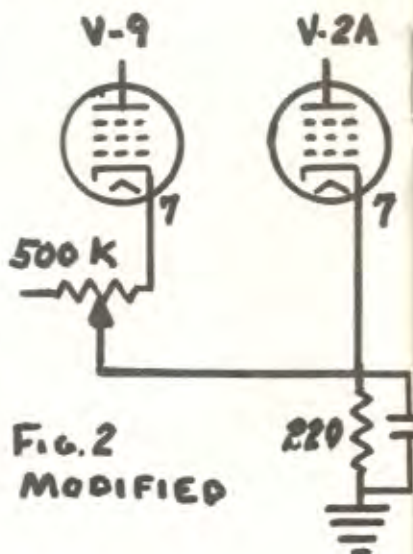


Fig. 2  
MODIFIED

1 - 500K pot Mallory #RU55L #4 Taper (linear)	.54
1 - 1 Meg pot Mallory #P16L #4 Taper (linear)	.57
1 - Bushing Mallory #3038	.35
1 - Shaft Mallory #OS-562A	.39
1 - Shaft Mallory #1K-1187	.39
1 - Knob, Lever Heath #462-218	.25
1 - Bushing, Lever Knob Heath #455-52	.10
1 - Bushing, Split Heath #455-11	.10

(A dollar to Heath will cover price changes and postage)

(Continued on next page)

(Hints and Kinks - continued)

Assemble concentric pots with Mic gain (1 meg) in front. From the shaft end the terminals point left on front pot and **DOWN** on rear one. Solder 7 inch pieces of insulated, stranded wire to center and left (pointing down) terminal of the rear pot. Make a pictorial of connections to the Mike gain pot and remove it.

Drill a hole for a 6/32 bolt one inch to the **LEFT** of the **FRONT** dial light bracket retaining bolt. Move the insulated tie point to this position. Tie point goes parallel with chassis edge and back of the bolt.

Loosely twist the 7 inch wires together and feed them through the cut-out in chassis divider, back of the VFO coil. Tape wires where they touch metal edges. Install the concentric pots with the front pot terminals pointing **LEFT** and re-connect the Mic gain control. With shafts full CCW install the knobs. Bar knob is tricky. If the bar is slightly off, the pot assembly can be rotated to line the bar up with your zero reference mark.

From front of set, locate V-9 and 2 jumper wires angling away from the lower right side of the tube. Unsolder the rear jumper from the coil and connect the free ends of the 7 inch wires. Either wire to either foil. Check that the BIAS adjustment pot is not blocked by wires.

With maximum I.F. gain (full CW), no antenna, check for Zero on "S" meter and reset it. Take "S" meter reports with full I.F. gain. To remove background garbage turn the control CCW. "S" meter will read up to full scale. At plus 20 DB most of the garbage will go. With minimum gain it may be necessary to increase the audio gain setting for signals below S-3. This modification can be applied to any receiver and is most effective when two I.F. stages (gain) is controlled.

For happier copy, D. V. ('Den') Tolle -- W9EBT (39)

P.S. Line up split in split bushing with set screw in old knob!

Frank Warnok, K8NLM is again this year making the award available to help promote contributions to be published in the Watch. The award is made in memory of the late N. Guinn Warnock, W8AHN. The award is to be kept by the winner and would look very nice above someones rig. Any and all articles are welcome from technical to cartoons. Who knows? You could have the best article!

Dear Editor:

Although I am not a Ham Radio Operator, I spend some time listening to my husband's radio. I am very impressed with the many interesting and intelligent people taking time to communicate with each other. However, some slang remarks are adverse to communicating with good taste. For instance: Slangs such as X.Y.L. -- O.M. -- Handle... Although, I do not wish to pursue all of them. I would like to mention, I am not an X (or past) young lady, I am married, but also a **young lady** and I resent being referred to as XYL.

Thank you -- Shirley Lewis, Married YL

# Midwest Amateur Radio Service



WA8AWJ - ART 



WA9ELV  
JOHN


WA9MJE  
RUSS

WB9IJV  
MIKE




K9FOV - BILL  
PORTABLE 4 WHITE MILLS, KY



W8MZS - JONESY  
 WEATHER STATION




 WA0USD - JACK  
"UPSIDE DOWN"

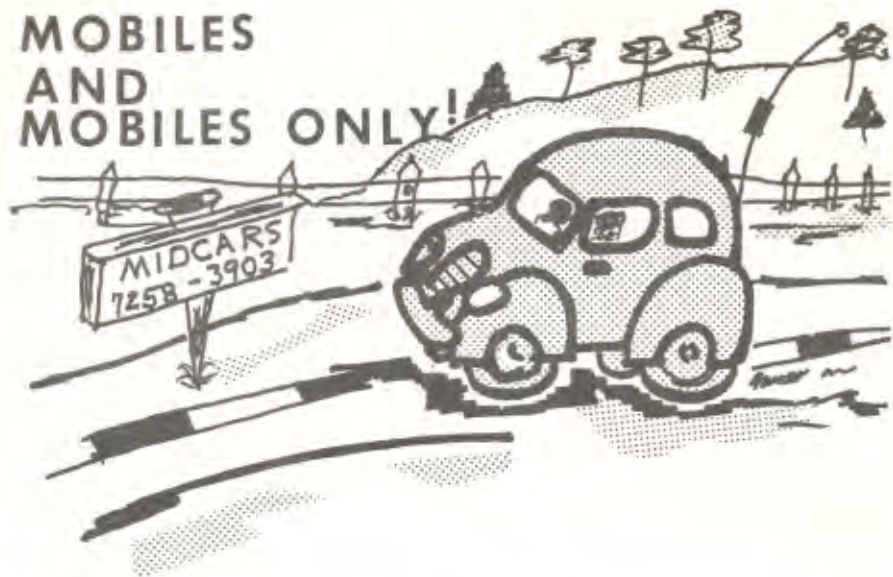


## Relaxing at OHM



WA5OPP - MELVIN 

# MOBILES AND MOBILES ONLY!



Did you forget your power supply? Now that may seem like a silly question, you probably changed the oil, tuned the engine and generally prepared the car for winter driving but what about the radio. Nothing is more aggravating than finding a dead radio in your car on a cold winter morning. Except for those few whose rigs have built-in supplies, here is a number of things to do for all those with separate supplies.

If the supply has not been on the bench for awhile, it's best to pull it out and inspect all power and ground connections. On most supplies the power switching transistors are mounted on the outside of the case and constantly exposed to the elements. Removing the transistors, scraping clean all ground connections, cleaning away all rust and dirt accumulations, and re-installing them with silicone grease will assure maximum current capabilities. If the power supply has relays, clean and inspect all contacts. Inspection of the power supply connector is probably the most important part of the winter check-up. Many power supplies, such as the Heath HP13 series, use a type of connector in which the insulating material deteriorates with age and moisture. As the insulating properties of the material weaken, the high voltage points may tend to arc to the chassis. This arcing will further destroy the insulation, thus aggravating the situation. If the weak spot is small, a couple drops of fast drying glue will usually fill the cracks and provide the necessary insulation. In severe cases, replacement of the assembly will be necessary.

Visual inspection of the power cables to the battery is a must. Baking soda and water makes an excellent solution to dissolve battery acid buildup.

The last step in the winter check is the antenna. Inspect the mast and coil for cracks and other signs of deterioration. Finally, scrape clean and re-solder all ground connections from the coax to the base of the antenna and frame of the car. This will assure an adequate ground plane for the antenna.

The winter mobile check-up not only will assure a working rig in all types of weather, and with that excellent mobile signal, you might even qualify as "Midcars Mobile of the Month". Any mobile can win, just keep the rig on 58 and you can have your name in **The Watch!** I hope everyone had a nice holiday and see you all on the services.

## MEET YOUR NEW SECRETARY-TREASURER

Jim, WBOGNL was first licensed in March, 1972 and joined Midcars November, 1972. He started his electronics career in 1942 when attending the National Youth Electronic School. After spending 2 years as a radio repairman in the U. S. Army, Jim then attended Central Radio Technical Institute in 1946. For 2 years Jim worked as a broadcast engineer and in 1947 started working with the Federal Aeronautics Administration, FAA. He was in charge of Electronics Operations Section covering a number of midwest states. Twenty-four years later, Jim retired from FAA in 1971. He now works part time with the Wilcox Electronic Company.

Jim's Radio Shack consists of a Drake T-4XC transmitter, R-4C Receiver, MN-2000 tuning unit and the QRM eliminator a SB-220 amplifier. The antenna farm consists of a 80 and 40 inverted 'V' and a tri band three element beam up 40 feet. He also operates from his mobile with a Drake TR-4C transceiver and the new tronics Hustler mobile antenna.

Midcars is fortunate to have Jim as a member and secretary treasurer for this coming year.

### QUIPS FROM SECRETARY-TREASURER

WB8GEG I'm sending my renewal, enjoyed MIDCARS in past years and am looking forward to another enjoyable year.

K9MGA I get a great deal of enjoyment from the Radio Watch and I sincerely appreciate the company of all those who operate the service.

WA9VLK Happy New Year to us, Happy New Years to US-SS, Thanks for a job well done, Jim. I know it's hard to resist those political kickbacks and counter kickbacks and shady dealings and silent contributions et alia You know, I've been thinking if the American people would like to hear SOME REAL INTERESTING tapes...They ought to try those made from 7258 by the FCC Monitors-Hi.

KØOJG I've been mobile about 3 days and have checked into the services each day several times. Enjoyed it very much.

The above are from the November Mail Bag. Your new 1974 Secretary-Treasurer welcomes all the Midcars mail. Keep those quips coming. 73, Jim WBPWBØGNL

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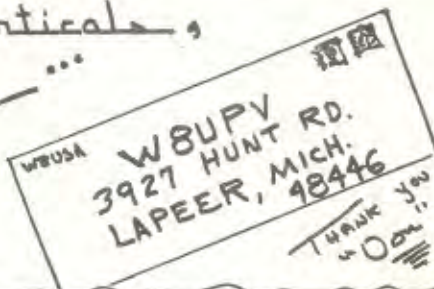
Dear Editor: Greetings to you on taking over the editor work on the 7258 'The Watch'. This magazine of the group carrying amateur members can be considerable help in their work. Would appreciate the postcards being worked out for the amateur members Advise when you have decided whe type of the card that can be obtained for us. Sincerely yours, Al Cox W9UAQ



# WANTED !

... For Printing in the  
Watch ... stories,  
PSL'S, Pictures, Cartoons,  
Feature Articles,

Send to  
The Editor ...



## Bits and Pieces

St. Peter stood at the gates, a fresh group of candidates stood by for an interview that would gain them entrance or send them to the valley of Hells fire and brimstone.

There were three of them. One who appeared to be a self appointed spokesman, stepped forward and said, 'A funny thing happened, St. Peter, on the way up the golden stairs. As we became acquainted, we discovered that we were all members of Midcars.' 'That's nice', the sainted one replied, 'Midcars and its service is well known up here. Tell me, what did you do as a midcars member that you might be proud to relate?'

Number one replied, 'I was Service Control one day and helped get an ambulance to the scene of an accident.'

'Bless you,' St. Peter said, 'Enter'. 'And You,' he beckoned to number two.

Number two proudly told of an incident wherein he got assurances for a father and mother of their sons safety in a snowstorm.

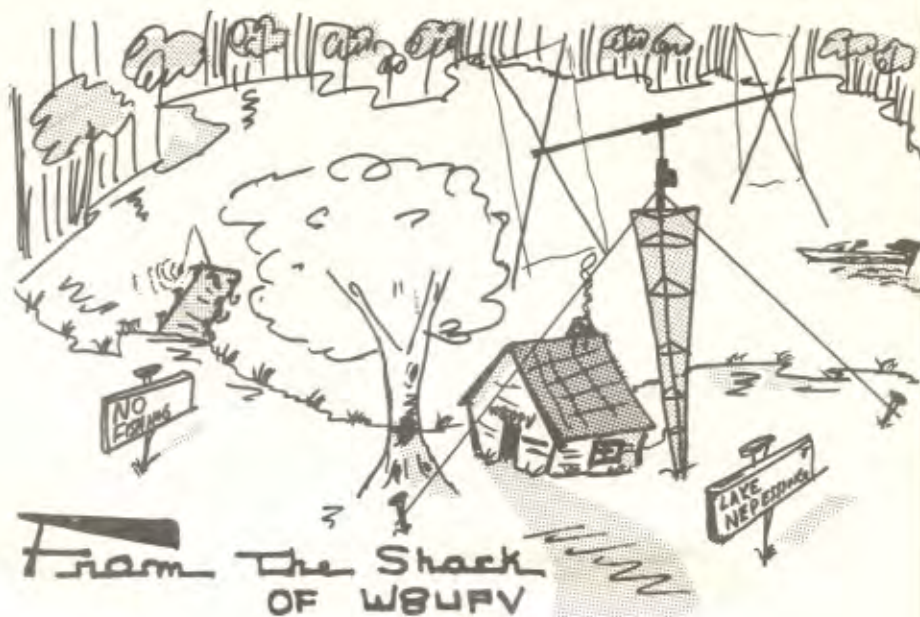
Number two was admitted.

Number three, without being asked, volunteered that he couldn't relate such heroics. He said, 'really my story is more confessional. For about two weeks when I got home from the office, I would have a martini or two and listen to Midcars. It occurred to me that they were so relaxed and enjoying themselves it would make me furious. I would throw a carrier on the frequency. Just for kicks, you know'.

St. Peter looked at number three and said, 'Do you remember the exact dates and time?' 'Yes,' was the reply. 'It was from about July 5 to July 19 from approximately 5:30 to 7:00 p.m.'

A trapdoor suddenly opened under number three and down he dropped from view.

As St. Peter shut the gates he was heard to mutter, 'Those carriers sure do raise hell with the new electric harps!' ---W8ZKL



### AN EDITORIAL

As we start a new year of publication, it is fitting that we thank the many people who have continued to make Midcars and the Radio Watch possible these past years. --And a very special 'thank you' to the family of Midcars staffers who tirelessly labor to make this fine hobby of wireless communication exciting, educational and rewarding.

Each day new members are welcomed and your help to them is important. The gratitude of the newcomers you help is only part of your reward; equally important is the satisfaction from breathing new life and continued growth into the greatest of all avocations.

My call is for your assistance in strengthening Midcars through drives for increased membership in an organization completely dedicated to amateur radio. It is not expected that each of us can or must share the load equally. It is obvious that some can contribute far more than others. It isn't necessary for us individually to become world-renowned leaders as long as the sum of all our individual efforts is worthy of the fine traditions of amateur radio and service to our fellow man.

As the new editor, I will strive to keep the Watch interesting and informative. Bob, K8IKT, has made my work a lot easier due to the super work that he has put into the Watch this past year. Thanks, Bob!

73 Von W8UPV

happy new year!



Send \$5.00 Dues to Jim, W8QNL

Midwest Amateur  
Radio Service  
7258 & 3903 kHz.

Where the Action  
Is! CHECK IN...

James C. Ray  
WBØGNL  
5223 N. FLORA  
KANSAS CITY, MO.

64118 ZIP



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