

THE PRESIDENT'S CORNER. . .

We are nearing the end of another year - a year which has seen interest and participation in Midcars remain remarkably high despite continued capricious band conditions on 40 meters. We have attempted to maintain some semblance of regular communication with all members through the Watch, this being the tenth issue of the year. Appeals for articles from the membership have produced little response, with the result that the Watch has been much smaller and consequently less interesting than we had anticipated. Hopefully, 1976 will see a turnabout in both band conditions and articles and comments from members for publication.

Every member has recently received an up-to-date copy of our Constitution and By-Laws, as well as a new Operations Manual. The Midcars meeting at Dayton was the largest ever and our hospitality suite was visited by large numbers of amateurs who partook of the refreshments and fellowship.

In this, my last article as President, I'd like to once again congratulate the newly-elected officers for 1976 and to wish them well in their efforts during the coming year. I have sent a congratulatory letter to each of them. I'd like to take this opportunity to thank everyone for their continued confidence and support. I value very highly the hundreds of friendships I have made through the magic medium of Midcars.

A special thanks to Bob, K8IKT, our editor, who despite much time away from home on job assignments, always came through with the Watch copy in record time. Frank, W8LRO, served as chairman of the Dayton meeting, did a fine job and made all the arrangements in his usual efficient manner.

A special thanks to Jim, WB0GNL, our Secretary, who kept abreast of all membership activity throughout the year and sent highly detailed monthly reports to each officer. A very fine job, indeed. A member who has wished to remain in the background, but whose services to Midcars have been invaluable, is George Mangus, WB4UIW. Through his generosity the Watch has been produced each month with a minimum of fuss and bother and, more importantly, at very minimal cost to the Service. Moreover, the computer-printed address labels have been produced all year at no cost to Midcars.

Kirby, WA9CMY, manned a Midcars booth at Radio Expo in Chicago and did a fine public relations job for the Service, as did Jerry, WB4ZML, at the Louisville Hamfest. To all the hundreds of members whose continued support has kept our Service alive and well, our sincere thanks. I am sure they feel as I do - that through membership in this organization we receive much more than we give. A very Merry Christmas and a Happy New Year to all.

73, Bill, K4DLA

EDITORIAL

End of year vacations and business travel schedules are the reason this issue of the Watch is late getting into your hands. But here it is and I do want to pass on the Season's Greetings to the Midcars members. This will be my last issue due to complicated business schedules, but I do want to pass on the editorship in a helpful manner. Hank, WB4QNK, is looking for new leadership of the Watch. If you have any desire to take over the Watch, please contact him on '58 or by phone. I'll be happy to offer the new editor any help I can. A sad note - Paul, W9JLL, passed away recently. I enjoyed working with him each morning getting '58 started. He was truly devoted to Midcars and will be missed.

Jonesy, W8MZS, furnished to cover poem for the Watch in 1973 and I've repeated it for the current issue. Tnx again Jonesy for your efforts.

Evan, K9SQG/8, sent in an interesting article on rotatable antennas. I didn't have space for it in this issue, but look for it in a future issue. Again, thanks Evan.

Editorial continued...

Well that about wraps it up for this year. A special thanks to Bill, K4DLA and Jim, WBØGNL, for their help in getting out the Watch each month. A very Merry Christmas to the members - and I will be looking forward to saying hello to you on 58.

73, Bob, K8IKT

A WORD FROM NEXT YEAR'S PRESIDENT.....

I would like to thank the membership of MWARS for the opportunity to serve you for 1976. The officers we have previously enjoyed are, in my opinion, the best I have been associated with in any other clubs. It will be extremely difficult to duplicate their performance so, I will appreciate all the support and suggestions any of the members may offer.

Bill, K4DLA, had remarked a few years ago that "Midcars is a way of life". Bob, K8IKT, said in his editorial in the last issue of the Watch, "We enjoy all day everyday action-packed meetings, that are interesting and human with touches of drama, suspense, intrigue and entertainment". I believe these statements sum up my deep appreciation of the Service. In operating as S.C. last year, I received three public service awards as a direct result of Midcars Service, so the league thinks well of our group, also.

I work as an electrical planning and design engineer for plant facilities at International Harvester, Memphis Plant. Received my first ham ticket in 1951. Served as net director for IHARC (INT. Harv. Net). Other clubs and activities have included:

Mid South Amateur Radio Assoc., ARRL, Memphis F.M. repeater, Mid South VHF Assoc., 10-10 Net of Southern Calif., Tenn. SSB Net, Miss. SSB Net, Halo Net, Central States Traffic Net, and International Traffic Net.

This is a run down of the hamming here, but most of you know one rig in this shack stays tuned to 7258.

Will be looking forward to good band conditions, less QRM and lots and lots of optimism on 58 in '76.

Please move all that 2 meter gear over in the car and put that 40 meter rig back where it should be. We need more mobile activity always.

73, Hank, WB4QNK

SILENT KEY

With deep regret, we record the passing of Paul, W9JLL of Mount Vernon, Ill. Paul was a well known musician for many years, and after retirement, he spent his spare time as a piano tuner. Paul was a staunch supporter of Midcars, served as vice president in 1973, and for several years started the Service with clockwork regularity at 7:15 AM each morning. He will be greatly missed by all.

Ed. Note - Ye ol' editor spent many mornings with Paul getting the Service started. His cheery voice was the one I had my morning cup of coffee with, I'll miss him. Paul was an excellent SC man - calm, decisive and with a touch of humor when things got hectic. He left his mark on Midcars - and amateur radio.



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