



# Chelmsford Amateur Radio Society

Established 1936

Affiliated to the RSGB  
President: Harry Heap G5HF  
Secretary: Jim Smith 2E0JPS

Club Call Sign: G0MWT  
Chairman: John Bowen G8DET  
Treasurer: Brian Thwaites G3CVI

Newsletter No 465

Web Address: [www.g0mwt.org.uk](http://www.g0mwt.org.uk)

November 2004

## This Month's Meeting Radio Amateurs in WW II by Harry G5HF Tuesday November 2nd, 7-30pm at the MASC

Illegal transmissions by foreign powers were monitored by radio amateurs known as Voluntary Interceptors, who were recruited for many operations involving radio. Their activities will be described and also some spy stories from the enemy agents being intercepted. Finally Black Propaganda will be explained. This was run by the Intelligence Services and involved some special wireless equipment.

This all sounds very interesting and it will be told by one of the Club's best raconteurs. Certainly not a meeting to be missed!

As usual there will be a raffle. This month it is run by Ron M3CAM, with help from Anne, and like John said, give them your support!

## -----Subscriptions Are Now Due-----

If you haven't paid up see Brian at the next meeting or send it to him at 118 Baddow Hall Crescent, Gt. Baddow CHELMSFORD CM2 7BU. Unless we receive your sub by the 27th. November we will not be sending you the December Newsletter and you wouldn't want to miss that, would you?

## Dates for Your Diary

November 2	CARS Mtg. Radio Amateurs in WW II 7-30 pm. MASC
November 10	CARS Committee Mtg. Danbury Village Hall 7-30 pm
December 7	CARS Social Evening. Entrance by ticket only. 7-30 pm MASC
December 15	CARS Committee Mtg. 7-30 pm Danbury Village Hall.

## The Club Net Controllers

November David M0BQC

December Chris G0IPU

January Colin G0TRM

## The CARS Social Evening

By way of a change, instead of a formal meal at a local restaurant, the Committee have decided to break with tradition and have a Social Evening on our Club night. This will be an informal affair with entertainment and food. We wish to welcome not only Club Members but also their Partners as well. Numbers are, unfortunately, limited and as suggested on our website we will be making a small charge.

**Admission to this meeting is by ticket only.**

**For further details see the enclosed flyer.**

**Please don't delay in applying for a ticket. First come, first served!**

## Subscriptions Are Now Due

CARS meets at 7-30 pm on the first Tuesday of the month at the MASC, Beehive Lane, Chelmsford.

For details contact our Secretary: George G3UTC on 01277-622707.

Club Nets: Tuesdays 8-30pm: (2nd) 145.375 : (3rd) 1.947 : (4th) 1.947 : (5th) 145.375. All +/- QRM.

Newsletter Editor: Geoff G7KLV 01245-473822 or email: [geoff@g7klv.free-online.co.uk](mailto:geoff@g7klv.free-online.co.uk)

Assistant Editor: Colin G0TRM 01245-223835 or email: [colinpage@ukgateway.net](mailto:colinpage@ukgateway.net)

**Please advise changes of address to Geoff G7KLV.**

## Last Month's Meeting The Annual General Meeting

Our Chairman John G8DET opened the meeting with a number of notices etc, before moving on to the award presentations.

First of all, Harry G5HF presented the Constructors Competition certificates, to the following Club Members: Special Award Colin G0TRM, Third Prize Anthony M1FDE, Second Prize Carl G3PEM and First Prize Geoff G7KLV

In addition to the First Prize, Harry then presented Geoff with two other awards; the 'Roy Martyr Trophy for Excellence in Amateur Radio' (Ela G6HKM usually presents this award but was unable to be present) and the 'Amateur of the Year Award'.

John then gave his Chairman's Report. The year 2004 had been another very successful year for the Club always worried by the thought 'How do we follow that!' He then mentioned that over the past year we have had a number of meetings; technical, radio and non-radio; all very interesting in their own right. John then paid tribute to George Farr, G3UTC and to his wife Jean. George had taken over from Daid M0BQC and they had added their imprint on the Society. He used the word 'they' because of the support always provided by Jean. Next, John acknowledged the support that was received from Trevor M5AKA, but said that he is now working in Wiltshire. Unfortunately he has had to relinquish his post as the RSGB regional representative for Essex. Colin G0TRM was then thanked for his work as Assistant Secretary and his job as sound engineer. Newsletter Editor Geoff G7KLV was then thanked for the work that he does. This was then followed by a request for non Committee Members to provide contributions for the Newsletter. John then announced that our traditional Christmas dinner would be replaced by a buffet style meeting and issued an invitation to Member's wives and partners to join us.

John then continued his presentation by thanking the training group for the work that they do under the direction of Chris G0IPU. The lottery grant application was well in hand and a request for several thousand pounds would shortly be made. The raffle organisers were then thanked by John, who stated that the raffle helps to keep subs down.

John finished his report by stating that he now wished to stand down as Club Chairman, although he would be happy to become Vice Chairman and continue to look after the Club web site.

George G3UTC then gave his Secretary's report. He stated that the Secretary's role is split into three main tasks; minutes, correspondence and meetings. While the first two of these are fairly routine, arranging meetings was a 'different kettle of fish'. George asked if Club Members (rather than just Committee Members) could suggest ideas for meetings. He then went on to give a brief overview of some of the years meetings.

Brian G3CVI began his Membership and Treasurer's report by thanking everyone who had helped out at the four Sandford Mill open days. A chart showing the number of Club Members with different call-signs was then displayed. M3s and SWLs seemed to be the most popular, having 28 and 26 members respectively. Next highest were G3s, having 15 members. Currently the club has 147 members. A table showing Club finances was then displayed and discussed by Brian, who suggested that subs should remain at £10. Acceptance of the Treasurer's report was proposed by Carl G3PEM, and seconded by George G3UTC.

Clive G1EUC then presented his training report. He said that there had been brilliant progress in the past year; two Foundation courses, two Intermediate courses and the start of an Advanced course (currently 5 weeks into this). Clive stated that most of the trainers had completed the 'Train the Trainers' course, and went on to individually complement the trainers; Murray, Chris, Carl and Anthony. He also complemented Trevor for photos/advertising, John for the lottery bid, Brian G3CVI, Bob M1DTA, Dave M0BQC and Jim 2E1GUA for their support. Chris G0IPU then thanked Clive himself for his continuing support.

Harry G5HF started his President's report by saying that 'the trouble with being last is that everyone else has said what I was going to say!'. He then said that the Club is lucky to have a very good Committee and a magnificent set of Members. Harry then thanked the training team and then John G8DET for being Chairman for 14 years.

John G8DET then retired the old Committee. Harry G5HF proposed that Chris G0IPU should stand as Chairman. This was proposed by George G3UTC, and seconded by Bob M1DTA. This was then put to the audience with unanimous agreement. Marytn M3VAM then proposed Jim 2E0JPS as Minute Secretary. Carl G3PEM seconded this. Ken G7RFT then proposed Martyn M3VAM as Program Secretary with Carl G3PEM seconding. Steve Cocks G4ZUL was then elected as Contest Manager. The rest of the Committee was then re-elected, with the exception of George G3UTC. This ended the evening's formal proceedings.

After the break, Harry G5HF did a short presentation on 'Small Aerials for Top Band'. He started by saying that this talk is based on experiments that he has been doing on top band. He said that in the past, top band has mainly been used for marine communications and that very few amateurs used this, but that more recently marine activity has dropped and more amateurs are using this band. Dipoles are not worth using for top band, verticals are much better. Harry said to go up as far as you can and to roll the rest into a coil.

The easiest way to do this is to put a coil underneath the vertical part of the aerial, and use this to feed the aerial. But as Tony G4YTG mentioned on his Antenna presentation, this puts the current maximum at the feed point. A better method is to put the main coil near the top of the aerial, using a smaller coil lower down for the feed point. A 'top hat

capacitor' at the top of the aerial makes it very good for transmitting. 'Weather proofing' is very important and for this he uses his own 'home made' varnish, consisting of packing dissolved in cellulose thinners.

Harry then showed several loop antennas that he has made, but stated that he had not had much luck transmitting from loop aerials. He made the point that Loop Aerials are brilliant at eliminating man made noise but when made much larger in diameter this advantage is reduced. He wondered whether this was because they then were no longer a loop aerial but a squashed quad or similar.

He pointed out the feature that they posed a serious risk when used in close proximity on transmit as the near field effect was high & quoted a story about an amateur being blinded when tuning one up. Charles, G0GJS said that he had been using Loop Aerials at the bottom of his garden for some 12 years and found them very good but sensitive to tune.

At the end of his presentation, Harry was asked what length of wire he used for his aerials. He said that it was 'about 60ft of wire', but mentioned that his loops were not measured, they were mainly 'trial and error'. If they don't work, he throws them away!

*The above report is based on Jim 2E0JPS's minutes*

## **Retirement of John G8DET by Geoff G7KLV**

For the last two years, and probably three, our Chairman John G8DET has said that he would like to stand down as Chairman. At the September Committee meeting I and other Members have managed to talk him out of it but we didn't pull it off this year! I gather that there was considerable domestic pressure for him to lighten his 'retirement' work load! We were bound to lose in the end!

Ever since I joined CARS about twelve years ago I have always enjoyed his Chairmanship. John was never at a loss for words always knowing the right things to say, putting our visiting speakers at ease and coming up with a suitable anecdote for every occasion. Everything always went smoothly, making it all look so very easy.

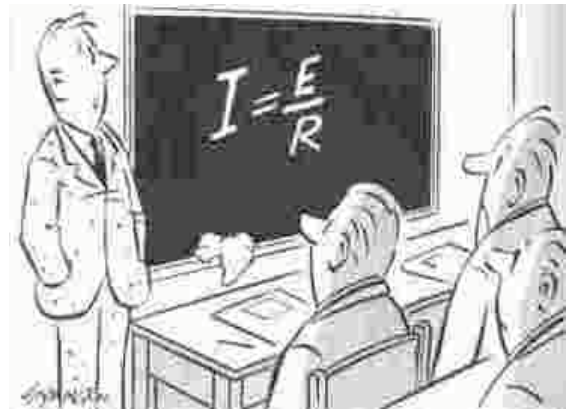
Looking back over our records I see that John was first elected Chairman in 1990 and before that he had also acted as Treasurer on a number of occasions. What a record of service to the Club!

Luckily for us John has agreed to become Vice Chairman and continue his excellent and time consuming position as our webmaster. In his retirement he hopes to take to the floor at our meetings and socialise.

So how do we follow that?

Luckily for the Club, Chris G0IPU has been persuaded to take on the job! We noted a certain initial reluctance on his part but it was a unanimous Committee decision to ask him to take up the challenge. He can count on the Committee's full and loyal support and we can look to the future with confidence under our new Chairman.

## **Advanced Licence Training Course by Geoff G7KLV**



**"Right, if you've got that we'll go straight on to DDS."**

In his short talk about the progress of the training program Clive used so many superlatives that I resolved to find out if his choice of language was really justified! At Chris's invitation I sat in on one of the sessions.

For the first ten minutes or so Carl went over the answers to the homework questions. He did point out that the questions he had set were, most likely, more difficult than any which would appear in the exam, a useful confidence boosting ploy!

Then Murray took over for forty five minutes using his beautifully prepared slides, summarising all the salient points of the lesson. This was the second session on transmitters. It covered frequency synthesis, including DDS, balanced modulators, mixing versus multiplication, up conversion, modulation terms, FM deviation, SSB and AM. Brief summaries were presented and then we had a look at emission codes and BR68 and oscilloscopes. Homework on this occasion was 'read the book!'

After that we were more than ready for a cuppa and a biscuit to be followed by an hour's practical work. I found it a light relief!

Three practical demonstrations had been set up demonstrating the use of a 'scope to measure the frequency and amplitude of sine and square waves.

And then everything had to be cleared up and carried out to cars! Hard work after a day at work!

Was Clive justified in his use of superlatives? My verdict is definitely yes and I am full of admiration for the dedication of all those Members involved.

Discussion on the merits and otherwise of the new licensing regulations will no doubt continue for years to come! The term 'dumbing down' will, no doubt, be used but my impression is that the full 400 watt certificate is probably more advanced than the old RAE.

Just one question though! Of what practical use to amateurs is the formula  $Q = CV$ , or am I just 'iggerant' and missing something?

*My thanks to Chris for the invitation and to sit in and to Tony Froom for the cartoon, lifted from the 'Marconi Mariner' with a slight change to the caption!*

## The CARS Hierarchy

President	Harry Heap G5HF
Vice Presidents	Charles Shelton G0GJS Geoff Mills G3EDM
Chairman	Chris Chapman G0IPU
Vice Chairman	John Bowen G8DET
Treasurer & M'ship Secy.	Brian Thwaites G3CVI
Minutes Secretary	Jim Smith 2E0JPS
Meetings Secretary	Martin Medcalf M3VAM
Asst Secy. & NL Editor	Colin Page G0TRM
Newsletter Editor	Geoff Lovegrove G7KLV
Committee Members	Tony Gilbey G4YTG Ron Ingate M3CAM Denis Lewis 2E0BIA Anthony Martin M1FDE Murray Niman G6JYB
Contest Manager	Steve Cocks G4ZUL
QSL Manager	Carl Thomson G3PEM
Training Co-ordinator	Clive Ward G1EUC

## Cars Versus Computers

At a recent computer exhibition, Bill Gates reportedly compared the computer industry with the auto industry and stated "If GM had kept up with technology like the computer industry has, we would all be driving \$25 cars that got 1,000 miles to the gallon." In response to Bill's comments, General Motors issued a press release stating, If GM had developed technology like Microsoft we would all be driving cars with the following characteristics

- 1 For no reason, your car would crash twice a day.
  - 2 Every time they repainted the lines in the road, you would have to buy a new car.
  - 3 Occasionally your car would die on the freeway for no reason. You would have to pull over to the side of the road, close all of the windows, shut off the car, restart it, and reopen all the windows before you could continue. For some reason you would accept this.
  - 4 Occasionally, executing a manoeuvre such as a left turn would cause your car to shut down and refuse to restart, in which case you would have to re-install the engine
  - 5 Macintosh would make a car that was powered by the sun, was reliable, five times as fast and twice as easy to drive, but would only run on five percent of the roads
  - 6 The oil, water temperature and alternator warning lights would all be replaced by a single "This Car Has Performed An Illegal Operation" warning light.
  - 7 The airbag system would ask "Are you sure?" before deploying.
  - 8 Occasionally, for no reason whatsoever, your car would lock you out and refuse to let you in until you had simultaneously lifted the door handle, turned the key and grabbed hold of the radio antenna.
  - 9 Every time a new car was introduced, car buyers would have to learn how to drive all over again because none of the controls would operate in the same manner as the old car.
- Seen in the 'Morris Register' and published by courtesy of Harry Edwards, Hon. Editor.*

## 80m Club Championship for G5RV Trophy

This competition between RSGB Affiliated Societies comprises a series of short weekday evening contests held between January and July. Unlike other contests participants usually operate from their home station and the scores of each individual station taking part in the club entry count towards the final score.

Sixty-two clubs supported this years event and De Montfort University, Leicester were placed first with 11498 points. They also finished first in each of the three sections. They will receive the G5RV trophy, which CARS presented to the RSGB a couple of years ago in memory of Louis Varney who helped form the Chelmsford Club in 1936.

The CARS Contest Manager until the AGM was Chris M5CSM. He had to retire from this post due to a move to Bradford where CARS wish him all success. He intends to combine his hill walking and Amateur Radio interests by taking part in the Summits On The Air (SOTA) scheme. So listen out for M5CSM calling CQ from a summit near Bradford.

Chris has also been a very active member of the De Montfort University Contest Group since 1995 and has become one the UK's leading contest operators. He took part in the De Montfort entry for this year's championship and was active in 80 metre sessions using all modes even CW! His efforts clearly paid off and De Montfort achieved an impressive score. CARS Member Patrick, 2E0XAP also put in an entry.

Steve Cocks, G4ZUL was an active member of the contest group & has agreed to take over as Contest Manager from Chris. He suggests that CARS Members should consider entering the mid-January AFS 80 metre Contest from the comfort of their own homes. It is of up to 6 hours duration & is SSB for the first part & CW for the second part a week or so later. Details when released by the RSGB. You can contact Steve by E-Mail on [contest2004@g0mwt.org.uk](mailto:contest2004@g0mwt.org.uk).

Eric G2ADX has now moved in to his new house near Plymouth. His phone is 01752-872691 and his email address is [EricLawley@compuserve.com](mailto:EricLawley@compuserve.com)

## The Dengie Quiz Night

This popular event will be held on Wednesday 22nd. November. CARS usually sends a team. If you would like to form part of the team get in touch with Geoff G3EDM. Contact him on 01245-223494 or by email at: [glmills3g3edm@onetel.net.uk](mailto:glmills3g3edm@onetel.net.uk)

## The Last Word

**If you haven't already done so, renew your subs and, if you wish to come to the Social Evening, send off your application now. Places are limited.**