

# County Hunter News

July 1, 2013  
Volume 9, Issue 7

Welcome to the On-Line County Hunter News, a monthly publication for those interested in ham radio county hunting, with an orientation toward CW operation.

Contributions of articles, stories, letters, and pictures to the editor are welcomed, and may be included in future issues at the editor's discretion.

The County Hunter News will provide you with interesting, thought provoking articles, articles of county hunting history, or about county hunters or events, ham radio or electronics history, general ham radio interest, and provide news of upcoming operating events.

We hope you will enjoy the County Hunter News. Feel free to forward, or provide links. Permission is given for copying or quoting in part or all provided credit is given to the CHNews and to the author of article.

CW County Hunter Nets run on 14.0565, 10.122.5, and 7056.5, with activity occasionally on 3556.5 KHz. Also, there is SSB activity now is on 'friendly net' 7188 KHz. The cw folks are now pioneering 17M operation on 18.0915. (21.0565, 24.9155, and 28.0565 when sunspots better). Look around 18136 or for occasional 17M SSB runs usually after the run on 20M SSB. (21.336 and 28.336)

You can see live spots of county hunter activity at [ch.W6RK.com](http://ch.W6RK.com)

For information on county hunting, check out the following resources:

The USACA award is sponsored by CQ Magazine. Rules and information are here:

<http://countyhunter.com/cq.htm>

For general information FAQ on County Hunting, check out:

<http://countyhunter.com/whatis.htm>

MARAC sponsors an award program for many other county hunting awards. You can find information on these awards and the rules at:

[http://countyhunter.com/marac\\_information\\_package.htm](http://countyhunter.com/marac_information_package.htm)

The CW net procedure is written up at:

<http://www.wd3p.net/ch/netproc/netproc.htm>

There is a lot more information at [www.countyhunter.com](http://www.countyhunter.com) . Please check it out.

Back issues of the County Hunter News are available at [www.CHNewsonline.com](http://www.CHNewsonline.com)

Want county lines on your Garmin GPS?

<http://pages.suddenlink.net/w4ydy/hamlinks.html#County>

Download the file to a flash card that fits in your GPS unit, turn it on, and the county lines should appear!

De N4CD, Editor (email: [telegraphy@verizon.net](mailto:telegraphy@verizon.net) )

## Notes from the Editor

**1 ) N4CD Rumblings** – Things started out with a 'bang' in June. First, KW1DX heads to HI and puts them all out, including Kalawao. Then Jeffrey, AF3X, heads to Cape Cod and runs Nantucket and Dukes – along with much of New England, New York, and PA. . Meanwhile, team W8FNW/W4FNW head on out to San Juan, WA – so many of the rarest counties make it on the air in June and Second AK should be on in early July! Those hard to get to counties have been activated or will be shortly. Serendipity! That doesn't happen very often!

On the other hand, propagation has been squirrely this month, with high A index and geomagnetic disturbances many days. The sunspot count seems to have 'stalled'. At times, the A index is up in the 20s and 30s. There's days with no cw activity.

**2 ) Special Needs Page** - Don, K3IMC, has upgraded the County Hunter Needs Page to include a Mobile Diamond Category. For those working on Mobile Diamond, they have a new

category to list needs. You must complete your Master Platinum award before starting on Diamond.

**3 ) Storms in OKLA.** As you can tell from the newsletters, I'm always watching out for the 'big red blob' (weather channel) – the area of high probability of tornadoes. In June, a record width F5 tornado hit the west OKLA area – out by Yukon, OK – where it crossed I-40. It was 2.6 miles wide – 0.1 miles wider than the previous record. It killed more than a dozen people including some veteran 'storm spotters' who were out investigating this one, and got trapped when it suddenly veered and changed directions. The tornado was on the ground for 17 miles. If you are traveling in 'tornado alley', do keep a careful eye on the weather and an ear to a local AM station that is updating you. They can pop up in just a few minutes and if you are on unfamiliar roads, it can be deadly serious.

Now, severe weather season has shifted north to the central part of the US – and up to the MN and Dakotas and east coast.

#### **4 ) In the Olde Days before Logger**

Posted on the K3IMC forum: “My question is how did everyone keep track of their counties worked and not worked before logger? Was everything done via paper log? How did you confirm MRC's? How did you confirm counties if you worked a mobile and he was in multi counties? I am so frustrated right now I am not sure if I want to go back to the old ways or quit. Matt has been great helping me and I thank him for that publicly here. Hopefully everything will get fixed soon. I had to let off some steam thanks for listening. “

Yes....there was the “record book” from the B&B Shop and from CQ Magazine. You can still buy them today from CQ Magazine. It has a space for every county to put in the station's call, date, frequency/mode. All 3077 of them. (Well, if you have an old one, you might have to add in Broomfield, CO). That's one way folks tracked counties.

There was the Coloring Book - or Map Book – that was available from 3 sources over time. One from the folks in SC. One from the B&B Shop in AZ. Ed, N4UJK, offered one for many years but is no longer able to supply them. It had spaces for every county, and a map of every county by the state listing so you could color them in as you worked them. You could use it for any time around, Bingo, etc.

The B&B Shop also had a Five Star record book – where you enter the mobile call/date for each of the five stars needed.

You'd have several books if you were tracking Bingo, Yls mobile, etc. There weren't Teams or Platinum or Diamond to track way back when.

Now, for early computer users...there were some programs for tracking things. CHERRIES was one. I'm not familiar with them but they were DOS based. Others just used a spread sheet with a listing of all the counties. When you got your county confirmed you'd put a mark in that county. Way back when, you had to confirm both first and second time.

As to sending out cards...there were the "Mobile Reply Cards" with 5 to 8 lines for multiple contacts with a mobile. You'd have to fill them out by hand. There were two QSL buros most of the time you could use for the MRCs. Now there is just one run by Jim, KN6ZB. It's now 40c per MRC card.

**MRCS**  
**P.O. Box 1**  
**Oak Run, CA 96069**

more info here

<http://www.cquest.com/ch/aces.htm>

It helps to have a few spare MRC cards around (available from N4UJK or other county hunters who have finished up) for the DX stations who send you QSL cards with 10 contacts crammed on the back of their QSL cards....and you have to fill out an MRC and send it back along with a regular QSL card.

Now, Logger prints out the equivalent for you to send out for confirmation. MARAC just took over Logger a few years ago. It was written by Willis, KJ4EJ and tracked most of the awards up till the time he turned it over to MARAC after maintaining it for years and years.

Hope that helps with a bit of the history.

### **Mobile Activity Report**

The end of May saw:

Bob, **N8KIE**, made it back home after 'the county hunter way' back from Dayton. He noted: "Home after 4620 miles in 9 days"

Silver, **N9QS**, was out running in southern IL to get some of the rarer counties.

Jim, **N4JT**, put out a few in VA.

Jeffrey, **AF3X**, headed on down to Blount, AL, the LC WBOW for NF0N's Master Gold Award. Later he was running all over VA into MD and NJ

Team **W8FNW/W4FNW**, made an extensive trip out west. Made it out to San Juan, WA, too.

Dave, **KW1DX** showed up in HI running the islands

Karl, **K4YT**, was out in NV and CA again putting them out.

**W9DP**, Dave, ran a few in IN for the folks

**K4YFH**, Jimmy, and Linda, **W4URZ**, were spotted out in NC

### In June

**AF3X** was busy running in New England, getting out to Dukes and Nantucket

Jerry, **K5YAA**, ran counties on the way back from the AL QSO Party. There was short skip and he was working stations all the way up to 10M.

Paul, **N7JPF** was out in WA and OR. He made it to Wallowa, one of the rarer ones.

Dave, **KW1DX** continued putting out the HI Islands including Molokai with Maui/Kalawao line.

**N9CJH**, **AA0TT**, **N3MRA**, and **AC0HW** were on the road many times putting them out on SSB.

Mike, **KA4RRU**, headed up to upstate NY and put them out on the way there and back. Later he was over in MD.

Larry, **W7FEN**, headed from CO to WA state.

Mike, **W0MU**, headed back from MT to CO. Ran on 17m as the screwdriver ant wouldn't tune down to 20M.

Paul, **NU4C**, was putting them out in GA. Later in PA.

Kerry, **W4SIG**, ran TN and MO counties on his way around the countryside. Later he would head to CA and be there for 10 days.

Gary, **WB5LFO** was spotted on SSB out in western CO including San Juan.

Greg, **KG5RJ** was on a trip up through MO and KS – then back to TX.

Frank, **KC5P** noted out and about in LA.

**KB0BA/N0XYL** were in IN.....came to cw a few times for the folks.

Bill, **K2HVN**, started his long trek to AK. In MT at press time.

Ed, **K8ZZ**, was in the upper peninsula of MI and a few in WI

Jeff, **N8II**, ran a few county lines in WV

**WB0PYF**, Ray, headed west from MO putting them out.

Larry, **N2OCW**, spotted in a few.

Jerry, **K5YAA**, was running all over OK.

Don, **W0EAR**, was busy in MN putting them out.

Jeff, **W9MSE**, put out some in WI

Mike, **NF0N**, put out a few in IA

Jack, **N7IV**, ran some in ND

## Dayton Follow Up

Did we have fun or not? Many are still enjoying the recent memories from Dayton.

Nice 12 minute video of Dayton 2013

<http://www.youtube.com/watch?v=w0BzGNaC5fk>

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Some extra tidbits from various sources on Dayton Hamvention:

from Amateur Radio Newsline

### **Yaesu Radio - New product**

Tim Phactor, KT7F, of Yaesu described the new entry:

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Phactor: "We've come out with a very new HF rig which is called the FTDX-1200 which is an entry level TFT screen radio.

<http://www.youtube.com/watch?v=Jpnb4Ji5Ndk>

"Last year you may remember that we came out with the FTDX-3000 which was an opportunity for those who liked the 5000 to have a price point a little less. So this year we just topped that with now an entry level TFT screen radio with a built-in bandscope and the kind of features you would find on a higher priced radio."

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### **ICOM**

Not to be outdone, Icom was there with two new products. The company showcased both its ID-51A portable and IC-7100 mobile radios. Both are D-STAR ready and as such they facilitate clear digital voice, short data messages, worldwide D-STAR linked repeater access over the Internet and more.

The IC-7100 is particularly of interest in that it combines VHF and UHF analog and digital with all-band all-mode mobile operations using a new slanted control head with what is the amateur industries first touchscreen interface.

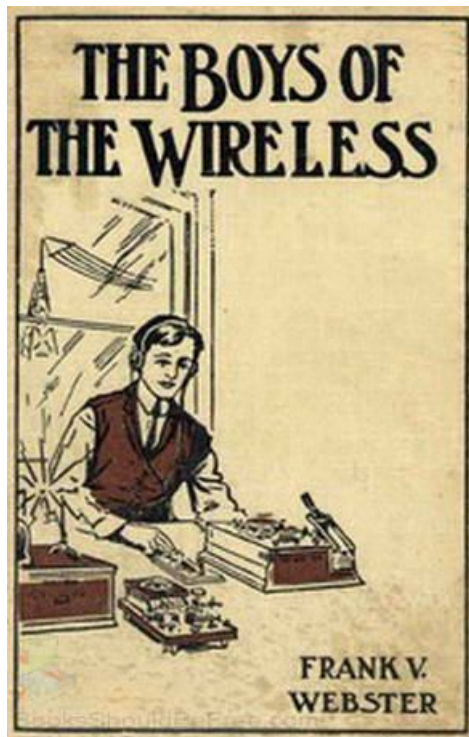
<http://www.youtube.com/watch?v=EpyEQSr0b7Q>

There's a picture of it later in this newsletter, too.

## Book Review of the Month

Title: The Boys of the Wireless

Author: Frank V. Webster





This is another action packed thriller with some actual wireless in it. At the beginning, Tom Barnes and his buddy Ben Dixon are discussing Tom's little wireless set. He's got a real small set that can only receive from a couple miles away. It's the 1912 era plus or minus, and the equipment is coherer receivers and spark gap transmitters – good for a few miles for a simple station, and maybe 25-50 miles for a 'good station'.

Down the road a bit from them is Station Z, run by Mr Edson at Sandy Point. This is a 'good' wireless station built in an old windmill tower. Mr Edson has to leave and offers to sell Tom the station for \$100. That's a lot of money back then, but Tom tries to raise the cash to buy the station and take over as operator, hoping to make a few bucks by sending messages, or better yet being the one to receive messages and maybe even a distress call where he will be rewarded for having received that message. They view 'wireless' telegraphy to be like land line telegraphy where people expect to pay for message delivery and sending. It's just 1912.....and wireless is still very primitive.

There's a lot of intrigue and adventure. Tom 'intercepts' a message that saves a local businessman a small fortune and he rewards Tom with more than enough money to buy the station. Eventually, Tom sells the station to International Wireless and is employed at Station Z full time. Between his friend Ben and himself, he keeps it manned most hours of the day and evening.

During the story, he's kidnapped but escapes. There's the evil gang to be overcome, a rivalry for 'the girl' with a nasty suitor, lots of chases with horse and buggy, or just horse, to get here and there. There's another kidnapping and mystery.

There's half a dozen adventures, and the final one – where he hears a distress call from the Olivia, a sinking steamer than lost power and is floundering against the rocks 25 miles away, . during an intense storm. He passes the alarm on to others, heads to the nearby port. He then goes out on a gasoline powered boat with Ben to rescue the passengers on the yacht, including his girl friend and her mother – from a sinking steamer than lost power and is floundering against the rocks.

<http://www.gutenberg.org/files/35044/35044-h/35044-h.html>

You'll never learn much about the wireless, but it is interesting to see what folks thought they could do with wireless and how they could make money from it. For example, after rescuing the passengers on the ship, the passengers sent around a hat and rewarded them with over \$500 in cash for saving their lives – well, at least in the book. No one needed callsigns back then, and you could set up your own station and send messages to and from ships - at least in the book.

It's a good 2-3 hour read, free, online – good on a dead band day with no mobiles running, or in

the evening after they've all quit for the day.

## CQ WPX CW Contest

The last weekend in May was time for the CQ WPX CW contest – a 48 hour marathon event in which you could operate 36 hours if you wished. Conditions went from abysmal to horrible over the weekend with the A index going from 20 to over 30, and the K index 2 or 3 the entire time. It's signal report and serial number for the exchange. You never know what new counties you might hear. Some DX'ers head to exotic locations for the contest, too.

Still, the DX stations worked over 4000 QSOs and you could work a couple hundred prefixes if that was your thing. There was even some activity on 10M, with the louder DX and Caribbean coming in here with good copy, and a fair amount on 10M. (some had 1000 QSO on 10M!).

I was hoping to add in some new counties – but it seems the 'regular' contesters were on, and I'd worked most of them in SS or in the QSO parties, so there weren't to be much in the way of new counties. Of course, if you are hunting for prefixes, there were tons of 2x1 and 2x2 calls to work. It seems most of the scores submitted had 2/3rds as many prefixes as contacts – ie, someone would work 1000 stations and have 660 different prefixes out of that 1000 contacts! Likely there was some rare DX in there, too, but I'm not a DX'er.

Figuring out the counties is also not always easy as folks might be using their calls at someone else's station in a different county, ie, NX3R operating from the next county over at a friend's big station. Checking by email can often yield the real QTH. For example, NX0X's call was used by N4PN in ....GA.....1000 miles away from the listed address.....you had no way to know other than N4PN submitted score on 3830 contest reflector and thanked Brian for the 'borrowed call'.



Paul, N4PN, USCA # 15

Paul, N4PN, received his USCA number back in 1969!

Hi hi Wonder if anyone worked him, and logged the 'stars for one reason or another? Or maybe a contact on a band that would be difficult normally like 15m to WI? Hmmmm?

(Actually, unless the person holding the call was present and 'in control', loaning out your personal call to someone else could be possibly illegal. You can't be 'in control' as the control operator when the call is being used 1000 or 2000 miles away, and that control is 'required' by the FCC).

There were a dozen or more JA's coming in...but I only worked one or two...otherwise, six months from now, I'd have a QSL card from each and every JA I worked! They QSL 100% even in contests.

I heard N8II and WA6KHK on, but not too many other CH regulars. Then again, conditions were not all that great with the highly disturbed conditions so they could have been on, and I just didn't hear them. Needless to say, there was no cw county hunting spots as the regular net frequencies were filled with "CQ TEST" calls. I made a couple hundred contacts, worked some of the DX to give them points, worked AK - 3<sup>rd</sup> district – nothing rare – listened for the other AK districts and HI and heard no others. Things were slow on the CH net. There wasn't much happening on 40M either as conditions there were 'bad' and the band full of springtime

QRN from thunderstorms.

When propagation hands you lemons.....made some lemonade....

## Sunspot Update

On June 3 NASA updated their forecast for the peak of the current solar cycle, available at

<http://solarscience.msfc.nasa.gov/predict.shtml>

This differs from a month earlier, when on May 1 they predicted a cycle maximum in Fall 2013 with a smoothed international sunspot number of 66. Now they predict a peak at 67 in Summer 2013. Summer officially begins at the Solstice, two weeks from today, on June 21 at 0504 UTC, which by the way is the Friday before Field Day weekend.

From NASA:

“We are currently over four years into Cycle 24. The current predicted and observed size makes this the smallest sunspot cycle since Cycle 14 which had a maximum of 64.2 in February of 1906. “

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It looks like this cycle is fizzling out. Peak this summer, not this fall, and not great sunspots. After the peak, it is slowly downhill for the next couple years, and who knows if there will even be sunspots in another 11 years. The trend is not good.

Then again, at the end of the month, the sunspot number doubled and activity on the sun increased.

# Keeping Busy in Texas

During the weekend of the AL QSO Party, there was an auction held to 'clean out' the contents of a Radio/TV repair shop that had been in business for 40 years over in Garland, TX, which is 22 miles away. A gentleman ran it – and repaired both radios and TV sets from the 50s to the 90s....then semi-retired. He passed away five years ago, and his family was getting around to settling the estate and wanted to sell the house. There was a 15x15 foot room that was 'the business' where he conducted his radio repair, and it also held all the parts. He had his radio collection in another room. It was packed to the ceiling with 'stuff'.

He worked on everything from car radios to the big console radios of the 30s, 40s, and 50s. Do you remember the big furniture type consoles with speakers at the end, and a phonograph and radio combination in the middle? There were TV sets from the 50s and 60s and maybe 100 broadcast radios up for sale. Some hi-fi/stereo tuners and amps. Everything was sold as 'as is' so the prices were not too high. Tools, tube testers, fixtures, adapters, TV test jigs, special parts for TV sets. Way back when, those 50s and 60s sets required constant fixing. They pulled 200-300 watts from the wall outlet and heated up inside. The smaller and crammed in the parts, the more the heat.

There were no early radios – probably the oldest was two or three from the late 30s, and a handful from the 40s, and everything else from the 50s and 60s. There were boxes of tools, used parts, new parts, and speakers. There must have been 200 speakers hanging on the walls, in box after box, of every size and description. If you needed speakers, this was the place to be. Not many even bid on them. There were boxes of tubes.



There were radios from Bakelite to plastic to wood case radios, lots of TV/radio test equipment,

and boxes and boxes of parts and tubes. Not much for the 'ham' other than test equipment and some parts, but many were specialized to the repair business. I missed about the first half of the AL QSO Party while having fun at auction. A few things followed me home.

Any tube used in hi-fi and guitar amps is now very expensive these days. A 5R4 rectifier can go for \$40 or \$50 used! The compactron type tubes and sweep tubes (used in some ham gear) is over \$40 to \$50 per tube, if they were used in ham gear or in the guitar audio amps. It seems musicians will pay whatever it takes to make their guitar amps keep working with 'tubes', even the rectifier tube. The 'tube guys' picked up a couple hundred tubes for cheap. Then again, the boxes came filled with tubes starting with 17, 19, 22, 39, etc.....just who needs a 19DT6 or 31GS8 or similar?

A few things followed me home including some 'orange drop' capacitors, but there wasn't any ham gear, shortwave radios, or similar to get me excited. More auctions coming up this fall so maybe they'll be some ham gear at some of them. Meanwhile, there's a hamfest or two in TX to look for goodies – coming up.

There's hamfests all around the country in the summer time. If you're traveling to get to one, put out some counties, take some county sign pictures and have some fun.

## Alabama QSO Party

Yes, we had a party. The mobiles were out and running on cw, and some running on SSB as the spots showed. If you were multi-moded, you could have picked up about 2/3rds the state or more with contacts if you managed to get through on SSB and CW. Conditions weren't great but cw was working – but DX and longer skip was suffering badly. It would appear every county made it on the air. That's a major change from years past when you could hardly work 20 counties on the air!

I needed about 2/3rds of the state to start with, so it was nice filling in about half the missing ones as fixed stations and mobiles hit the ones I needed! Ah yes....starting over (did that a year ago) makes those QSO parties a lot more interesting!

Well. Let's see...we had K5YAA from OK in AL for the test, along with KN4Y from FL putting out some. N4ZZ is from TN and came down to run some. Same for NY4N, another ham from TN. KC4HW is an AL ham and was putting them out on cw. The pileups got big on 40M in the evening and the test ran till the wee hours of the morning (0400Z or midnight in AL

local time). I pooped out early and the activity was winding down by 0200Z.

There were at least a dozen fixed stations on cw and more on SSB giving out their home counties or operating at guest stations in nearby counties.

The regular county hunters were in there in droves. WA4UNS, KO1U, N8KIE, N9STL, N9QS, W7KQZ, K7INA, K5WAF, W0EAR, NF0N, W0GXQ, NT2A and on and on. It was a 'feast' and not much else was going on. There was a "Maritimes' Party up in Canada – you could give a few contacts to the folks. VE1OP was on making contacts.

From the 3830 contest reflector:

### **KC4HW – mobile**

I think that our level of participation is good, but sometimes folks just don't send in their logs. So if you can please send in your.

My mobile operation really came together at the last minute after it appeared that we were not going to have some of the South Alabama counties NOT active.

So Thursday I begin working on getting my mobile ready. Still had a TS-50, but an attempt to get the CW interface working was not successful. Turns out I had a bad 3.5mm connector.

Nevertheless, in a last minute effort I borrow a IC-706MKIIG from Don/K1DC and it worked perfectly. This was a much better solution, because the TS-50 did not have a CW filter. Additionally I had to borrow a 20m resonator from James/KE4GWW and an 80m resonator from Glen/K5WP, so "ith a little help from my friends" I was off and running about 9AM Saturday.

Drove about 325+ miles.

In Butler County, ran into a big T-storm but thanks goodness I already on 20m and just started there. By the time I wanted to change over to 40m the rain had pretty much stopped.

All and all it was a pretty good event for me. It was a bit challenging getting everything going ahead of time, but once it all came together, it just worked. Amazing!



Jim, KC4HW

Thanks to all the station that hung in there with me on my poor to bad CW.

Already have received 86 logs--thank you very much. Please if you participated please send me your log. Send it to logs at alabamagsoparty dot org.

I would like to thank Tom/W4NBS, Tom/K4ZGB, Tim/KT4TX, Ed/KJ4LTA and all the members of the Alabama Contest Group for helping to promote and put this event on!

73

Jim/KC4HW

### **W4AQP Mobile (K4ZGB opr)**

The resonator on the 20m antenna failed about half way thru my route, so I finished the last 5 counties only with 40m.

Weather and conditions not good. Hoping for a better next year.





Tom, K4ZGB

Thanks for following me around. tom-k4zgb

### **KB4KBS mobile**

Had a wonderful time traveling through rural eastern Alabama handing out contacts in Cherokee, Cleburne, Clay, Randolph and Chambers counties. Highlight of the trip was stopping near Heflin, AL, to see the town leaders unveil a sign dedicating a stretch of Highway 90 to a local judge and his wife. Americana at its finest.

Thanks to KQ3F,N2MM, KD5SRW, W0BH, and a few others for stalking me as I traversed my trails. I did spend time on 40M for the benefit of the folks back home in GA, but to no avail.

As always, many thanks to my dear wife for being my chauffeur. She deftly navigated a crude set of waypoint instructions and carefully steered me through areas with high QRM. On the way home she asked me when the TNQP was... I think she likes this stuff!

73,

Scott  
KB4KBS

### **N4ZZ mobile**

Many thanks to all of you who worked us. Conditions were pretty poor during much of the contest, and copying was difficult at times. We appreciate all the

repeats, and the fact that the others waited patiently till we got it right. We traveled a total of 750 miles, with 550 actually in the contest. We ran the same route as last year, which luckily somehow kept us clear of all the big thunderstorms which we could often see off in the distance.

Our score of 1312 was not as good as last year (1543), or the year before (1355). If we would have been able to operate on 15m, as several requested, our score would certainly have been a bit higher. We have always had SWR issues with our 15m antenna, but on Sunday after the contest we worked hard to improve the ground wiring and connections in the Montana Van. It was very successful, so look for us on 15m in the future.

We only worked 3 DX stations, DK3BN (2), GW0AAA/P (1), and YV5OIE with a nice total of 27 contacts.

A big thanks to Jim Johnson KC4HW making this contest happen. And most importantly, a huge thanks again to Melody KI4HVY for driving us safely, and on course, all over beautiful Alabama. You're the greatest.

73 from the N4ZZ/M team,

Jim - AD4EB  
Don - N4ZZ  
Melody KI4HVY

### **KN4Y mobile**

Nice weather for mobile run. Ran 12 counties and traveled a total of 645 Miles. Bands a little flakey, 15-meters a surprise with some 10-meter openings. Still have problems on 80-meters with dash emergency lights coming on, even with many many ferrite beads. On the way home after midnight did not see any QSL party vampires.

### **K5YAA mobile**

I got started 30 minutes late due to a misunderstanding with N1MM. Seems it forgot my CW set up for the AQP and I had to redo from memory which took quite a while considering my memory nowadays. Got going after a half hour and the crowds were there all the way to CLAY county which was the last one I worked. 40 meters was the big band for the last 4 hours of the contest. 250 of

my 352 40 meter Qs were made in the last 5 counties of Talladega, Calhoun, Cleburne, Randolph and Clay. One 20 meter Q was made in those counties!

Of special note was the 7 hard earned Qs made with N6MU in CA. John has to work especially hard to work the eastern part of the country so I want to recognize his tenacity! W0BH was everywhere. I worked him on every band CW and SSB except for 80 SSB and that was because I didn't go there. 10 meters was open with big signals but few people showed. 15 was likewise open with big signals but small showings there too. YV5OIE made 17 Qs with me. His signal was stout and he broke the pile up several times even on 40 meters. There were many familiar call signs that I worked. Thanks for all the QSOs and for following me around the state.

I was sitting in Fayette county and along comes a pick up truck with dual big sticks in the bed of the truck. Turns out it was N4ZZ blowing by. I looked around the bands and found him on 40 meters warbling - I thought he would be strong but the signal was actually rather weak for such close quarters. I worked ZZ in several counties after that.

No problems other than a 20 amp fuse blew every once in a while on the accessory jack feeding my GPS and laptop. I had to replace it 3 times during the day. I have installed a new battery in the laptop so don't know why the fuse continues to blow. If anyone has an idea ( 2006 Dodge Caravan ) I would appreciate hearing from you.

I almost cooked one of my generators in Jefferson county. Placed the rain/snow cover on backwards and the exhaust window was reversed causing the generator to exhaust into the plastic cover - actually burnt a hole in the plastic. Swapped generators after the one quit running due to heat and made sure I put the cover on the right way! The rest of the day was OK except for all the road construction along Interstate 20. Really torn up causing slow going at times.

I enjoyed the trip through the state and all the QSOs.

### **K0TEX (K4VU operator)**

Don't usually operate AQP, even though i live in the state. Antennas are all down for the summer, except for the 40 GP. no 80 or 10, strung up at 20m GP around noon CST. tribander on the ground. still, worked out pretty well.

Conditions were so-so. K index at 6 was a little freaky. Watched a massive 6m opening unfold on the cluster. hope that happens next week. :)

73

robin / k4vu

#### **NV4B – AL – CW/SSB entry**

Despite band conditions, two hours QRT for weather, a late start because I was sure the contest started at 1700Z instead of 1600Z, and spending more time than I should have on SSB for a mixed mode entry, I had a blast! I wasn't sure how serious I was even going to be in the contest this year as I've been involved in other projects and interests lately, but when I got on the air and got a rate, I was hooked.

Band conditions were poor -- W6s and W7s were few and far between -- but the strong sporadic-E opening mid-afternoon kept me in the chair operating 10 meters. The MUF reached 2 meters at one point, and when I went to 20 meters, it sounded more like 40 with the close-in states booming in. In fact, I worked several south Alabama counties on 20. I tried 15 but never could get a rate. I was greeted with a massive pileup when I finally left 20 for 40m at 0200Z. It's nice to be the hunted for a change!

#### **K5WAF – fixed – TX**

Another really fun QP. All the mobiles (K5YAA, N4ZZ, NY4N, KN4Y, KC4HW, KK4TE, W4AQP and N4QP -- and hopefully I didn't miss anyone) really made it an interesting day.

K8MR – OH – fixed

Nice Es resulting in more qsos on 10 than 80 (or 80 and 160 combined). 20 and 15 was making qsos well into the evening. Did not count, but even had a 10 meter Es QSO with N2CU, 250 miles away. On the flip side, the low bands were noisy.

Always glad to pass out qsos in the state parties, in return I hope to work lots of AL (and other) stations in the Ohio QSO Party on August 24.

## **K4TD – fixed – Madison, AL**

I wanted to get on the air and at least hand out a few MDSN CW Q's for this one. (Yeah, I know MDSN is the least rare county in the state)... Actually, I was amazed at the number of participants around for the start of this. I had several minutes at the beginning where I was working 5 Q's/min (300 Q/hour rate). That's as good as any DX contest I operate from here. Others have mentioned the lousy RF conditions so no need to beat that dead horse. The WX here was also a factor in my limited operating time. After the third time I had to shut down for lightning, I just decided to stay off the air. (With my own eyes, I've seen my tower get hit 23 times, so I didn't figure I'd risk being on with lightning popping around me).

I was pleasantly surprised to find that 15 and 10 were open to somewhere most of the time I was on... Unfortunately, not many came up that far looking for a Q. N8II asked me to move to 15 and 10 after he worked me on 20. His signal was great on all three bands. I only operated a short time on 40 and never even got to 80 as I had gone QRT well before time to try that band.

## **W0BH – fixed – KS**

Terrific job by the mobiles! Most were quite predictable and stayed around the same frequencies making them easy to find. Special thanks to those of you who dragged out a mic and helped me out in mixed mode.

44 N4ZZ/m - got faster as the QSO Party went on :-)  
36 K5YAA/m - consistently loudest CW signal into Kansas.  
30 NY4N/m - thanks for the SSB switches!  
19 KN4Y/m - not loud, but easy to find.  
11 W4AQP/m - not loud, but relatively easy to find.  
10 KK4TE/m - consistently loudest SSB signal into Kansas.  
09 KC4HW/m - kept popping up in a county I needed.  
04 KB4KBS/m - finally discovered you on SSB heading to GA.  
03 N4QP/m - a surprise entry.

Overall, I worked (mixed) 64/67 counties missing only Cherokee, Clarke, and Monroe. NY4N/m went through Cherokee early, KK4TE/m went through Clarke before I found him, and KC4HW/m was in Monroe according to the posted schedule, so it seems all the counties were on this year. I worked five more CW counties than

last year and the same number of SSB counties with 43 unique calls.

from K3IMC forum comments:

**K5KDG:** Had a good time with Alabama QP!!! Only needed 9 to finish for 6th time all cw and got 8 of them. Now must find someone in Washington county. Band conditions got really bad and lucky that 15 meters opened up some. Great job guys!! 73's STEVE K5KDG

**NF0N:** it was good day to work Alabama here also. Most on 20 but a number on 15 and some on 10. I worked 21 of the 30 I needed on CWII so it was a good day.

**WE7G:** “Band cndx not so hot in UT but got 5 of the last 7 that I needed "W" “

**N9QS:** “conditions were good with short skip both on 20 and 15. I got 8 of my last 9 in AL for CW III....fun fun fun...”

**WA4UNS:**”AL QP was great fun... band condx were... interesting... from NC... sometimes 20M, sometimes 40M (until after dark). Came in needing a bunch (having started 5th time back in Oct... came away with 36 new AL counties!!! (Just a handful for BINGO III). Tnx to K5YAA for knocking my CW needs down to two!!! “

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Here's one of the contest regulars – Jerry,N4JF – in SS, some QSO parties, CQ WPX, etc. He was putting out his home county of Jefferson, AL in the ALQP.



N4JF, Jerry

## On the Trail of Regens I

I bought some DVDs at Dayton with every issue of CQ Magazine on them. Naturally I looked through them. The issues start with the Jan 1945 issue – and the war is still going on in the Pacific in a big way. Things are still 'hot' in Europe, too. Hams are 'off the air' and won't return for a while. There's only 40-45 pages a month in CQ – paper is rationed, too. The ads are all defense work related, ie, the men of Meissner are busy making military gear, etc.

Here's a regen design article from 1945 issue – April issue – called the Life Raft Transmitter receiver:





second – Mcs. The plan is to move activity to 144-148 after those 90 days. Hams are officially back on the air. Tubes are once again available to hams to buy.

Hams are wondering about 160M. Before the war, hams had 1750 to 2050 KHz. Now there was talk of a lot less. On the plus side, hams are happy there might be a 15 meter band – although it would be the last to be authorized.

In 1946, the FCC does away with 'split state' call areas. Before the war, NY state had both W8 and W2 calls. It adds the '0' call area which did not exist before, and will now assign calls starting with "K". Those hams who have to change calls are not happy, of course, but the FCC is insistent upon the changes. Mobile stations can only operate above 25 MHz ( 10 meters and VHF/UHF bands). Regular station can operate 1750-2050, 3500- 4000, 7000-7300, and 14000-14400. The 1 1/4 meter band is 235-240 until Jan 1949, then it moves to 220-225. Only 50w can be used on the 420-450 band. Hams share a band (11meters) from 27.185 to 27.455 with medical equipment (diathermy). No 15m yet. They are talking about Novice and Tech class licenses, but now only Class A (extra), Class B – regular , and Class C – conditional – licenses exist.

When hams get back on 40 and 20M, they find there are still hundreds of commercial stations in South America and around the world still on the band. It will take years to clear all of them out, and , of course, some never leave – staying at the top of the band where international broadcasting still exists in some parts of the world. Phone activity shifts 'up' and cw activity shifts down for the most part. Making it more confusing, many foreign governments authorize phone all the way down to the bottom of the band, while the US has 'cw' only for the lower part of each band. It really never gets sorted, out, even 70 years later!

CQ for October 1946 has a nice article on a portable rig for 80, 40 and 20m – a two tube regen, or 'blooper' as they are often called back then, plus a 10w or so transmitter – both running off a 'vibrapack' power supply. The receiver also 'must' have a BC coil so if you are off in the boonies, you can listen to the BC radio. 6J7 tube followed by a 6J5 or 6C5 triode audio amp, with a 500H audio choke for coupling. Hartley detector (tapped coil). No need to show the schematic – same old circuit you've seen half a dozen times already!

CQ Mag is now up to 75 pages with lots of ads for new ham equipment and surplus stuff.

CQ Magazine is now pushing Narrow Band FM. Hams are using it on 10M, and there are experimental licenses for 20 and 80 m from the FCC for 'tests'. Needless to say, despite years of promotion, NBFM goes no where, and when SSB comes along in a few years , it is totally forgotten.

### 1947 CQ Magazine

In 1947, the Zero Bias column mentions that 'mobile' and 'portable' hams are being hassled by police departments around the country. Anything 'shortwave' is suspicious – after five years of vigilance by police to catch 'spies'. Some hams are hauled off to the precinct house. Despite years of the WERS radio – working with agencies around the country, the ideal of mobile shortwave radio is strange to authorities. Veterans groups try to work things out, but there are so many police jurisdictions that it remains a major problem!

1947 is the year of the WRC – that takes 50 KHz away from 20M – leaving us 14000-14350, and decides that the top 150 KHz will be 'shared' with broadcasting, ie, 7150 to 7300 will be shared with high power broadcasting in other regions worldwide.

The October 1947 issue has “The Versatile Regen” - a band switched two tube regen using a 1N5 and 3Q4 tube in classic regen radio. A copy went into the regen file here – but no need to show it – same old type circuit. TVI is becoming a major issue. The 4<sup>th</sup> harmonic of 20 meters down 50 dB is not enough – and that is 'state of the art'. The FCC imposes 'quiet hours' on many hams who causing TVI, or hams voluntarily do not operate during prime TV watching time (evenings). In reality, the design of transmitters lacks the shielding and bypassing needed to keep a lot of transmitted 'crap' from getting to the antenna output or directly out of the chassis – radiated, and no one has had to worry about spurious oscillations 'way up there' until now. Both hams and makers of ham gear are scrambling for solutions.

### CQ Magazine 1948

1948 yields a few regen articles including one in September 1948 titled: The Regenerative Receiver comes into Its Own. The design is for a 4 tube set , plus rectifier, using a 6BA6 RF amp, 6AU6 regen detector, 6SF6 first audio and 6C6G audio output tube – those new 'small' 7 pin tubes instead of the octal tubes that had been around forever. The radio uses 3/4 inch diameter plug in coils.....and the author gives a useful hint – when you are soldering to the pins – after you apply heat, melt the solder – and it flows – then 'quench' the pins quickly in a water bath to keep the plastic coil form from melting. Hmm. Seems with the small diameter forms it's more of a problem and there is a lot of 'cut and try' to get the coils centered into the ham bands as this design has little 'C” to work with – being designed for ham band coverage only.

**The BIG NEWS this year is that on July 14 the FCC allows HF mobile operation on all amateur bands!** County Hunting can start (well, the award won't start for another 15 years!).

TV set manufacturers are working with the ham community to try and build somewhat better TV sets – protect them a bit more from overload. Progress is being made. CQ Magazine is up to 110 pages in length. The November issue sees the first 'build your own' SSB transmitter. The audio phase shifting network design and implementation has been a real barrier, but Bob, W3LOE, tells you how to build your own successfully.

Of course, with HF mobile operation allowed, articles show up about 75M mobile operation, operation on 20M, etc. How do you put a 75M antenna on a car and have it work – back in the AM days with 6v power systems? George, W2CVV, talks about designing base loaded coils for use with 7-8 foot tall whips. (wow, about 0.3 w ERP if you are lucky back then).

### 1949 CQ Magazine

The news this year is the new MARS- Military Affiliated Radio Service. Seems the 'cold war' is heating up again. Other news – the 160M band has been restored, but it is now shared with LORAN – the navigation system, and there are power limits in most parts of the country. 500W day time, and 0 to 200w at night. No operation along the Gulf Coast in those states at night!

The FCC has stirred up a hornet's nest. In addition to proposing the entry level Novice License, with 5 wpm code test, the FCC is proposing the Technician Class license. In a bit of 'incentive licensing', it is proposing to 'cancel' all Class A and B licenses, granting them General Class privileges. In order to use all of the band (the lower 25 KHz) of both SSB and CW bands, existing Class A holders must pass the Amateur Extra test at 20 wpm code speed! Existing hams who haven't touched a key in decades are naturally really upset to lose privileges! The changes would take place in 1951.

August 1949 features “A Pint Size Station” by W2PPT - - with a 6J5 and 25L6 final, modulated by a 25L6 and and it had 25Z6GT rectifier – ran right off the A/C line – but you had a 10w resistor dropping some of the voltage in the filament string. Remember good ole AM? Using plug in coils, it would go from 80 to 10M. (no 15 and WARC bands then). The receiver also ran right off the line, starting with, what else, a 12J7 detector, followed by a 12J5GT first audio and 50L6 audio output. Nothing new. It used a 50Y6GT rectifier tube. Add up the filament voltages (50 + 50+ 12 and 12) and you get 122v. One side of the a/c line is directly connected to the chassis! They advise you to use only one wire in the a/c plug. If you plug it in 'wrong' it won't work and you won't get electrocuted that way.

As part of the push to eliminate sources of TVI – rigs are now moving to 52 ohm output. That allows a 'low pass filter' for TVI and a 'shielded connector'. With a 300 or 600 ohm link coupled output there is no way to keep harmonics/parasitics from getting out of the transmitter.

That was five years worth...I'll save digging through the next five years for another issue – we've got some dead band days likely where no CW mobiles will be out or be heard here!

# Carbon Motor Company - Defunct

Maybe you never heard of the Carbon Motor Company? Yet another greenie type car company trying to break into the market.

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Carbon Motors was formed to develop and produce the E7, the first purpose-built police car ever made. The E7 was to be only available for law enforcement agencies to purchase. The prototype was first revealed in 2008 on the "Pure Justice" tour.

The E7 had an expected release date of 2012. It was designed in part by American law enforcement officers for the sole purpose of producing a vehicle to be most effective to police. The company stated that, in order to keep the vehicle out of private ownership, when an agency wishes to dispose of an E7, it would either be sold to another law enforcement agency or returned to the factory to be parted out.. The Carbon E7 was to be built to last 250,000 miles, compared with 75,000 to 120,000 miles for the typical patrol car.

The vehicle was to be equipped with a BMW Straight-six engine turbo-diesel engine, which is more fuel efficient than current gasoline engine police car engines. It was designed to be rear wheel drive, have a six-speed automatic transmission, be governed to a top speed of 155 mph, and accelerate from 0-60 mph in 6.5 seconds. It also featured numerous safety features, including 75 mph rear-impact crash capability, and optional ballistic protection panels. The vehicle also had law enforcement equipment designed into the vehicle intended to be installed during production so agencies wouldn't need to purchase equipment from other companies and then install them on the vehicle.

Carbon Motors officials had worked with the DOE for over the prior two years to address concerns over Carbon Motors' plans. Carbon Motors criticized the Department of Energy's reasons for refusing the loan as politically motivated and related to the 2012 elections. Another Indiana startup, Bright Automotive, was forced to end operations the week before after applying for the same loan in 2008 and being unable to continue waiting for the DOE to act on the application.

In early March 2013, Carbon Motors began to remove equipment and vacate the plant in Connersville. The lease on the plant was allowed to expire on March 31, 2013. The company's website and Youtube channel were taken down around the same time. By April 2013, the company effectively shut down.

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The local town...and the State of Indiana....lost tens of millions on payments and tax relief and other concessions....for a promised 1500 jobs making tens of thousands of special police vehicles.

Yet another 'stimulus' jobs program greenie program bit the dust taking lots of local and state tax money down the drain. They tried to get fed money but started 'too late'.

Probably the owners/founders of this company failed to donate enough money, or were caught by the Obama administration snoops, IRS agents , NSA telephone and internet intercepts talking with conservatives and Tea Party members...and not coughing up enough cash for the democrats, otherwise Obama Cash would have flowed their way by the tens of millions. Based upon recent revelations, it wouldn't surprise me one bit, with every phone call, every email, every web search – all winding up in the government's hands for nefarious purposes.

## SuperComputer News

At the end of May, an international group of high performance computing researchers gathered at the International HPC Forum in Changsha, China. One of the talks detailed the specs for the new Tianhe-2 system, which as we reported last week, is expected to rather dramatically top the Top500 list of the world's fastest supercomputers.

Thee system will be housed at the National Supercomputer Center in Guangzhou in southern China.

Dr. Jack Dongarra from the University of Tennessee and Oak Ridge National Lab, one of the founders of the Top500, was on hand for the event in China and shared a draft document that offers deep detail on the full scope of the Tianhe-2, which will, barring any completely unexpected surprises, far surpass the Cray-built Titan.

The 16,000-node Inspur-built Tianhe-2 is based on Ivy Bridge (32,000 sockets) and 48,000 Xeon Phi boards, meaning a total of 3,120,000 cores. Each of the nodes sports 2 Ivy Bridge sockets and 3 Phi boards.

According to Dongarra, there are some new and notable LINPACK results:

I was sent results showing a run of HPL benchmark using 14,336 nodes, that run was made using 50 GB of the memory of each node and achieved 30.65 petaflops out of a theoretical peak of 49.19 petaflops, or an efficiency of 62.3% of theoretical peak performance taking a little over 5 hours to complete. The fastest result shown was using 90% of the machine. They are expecting to make improvements and increase the number of nodes used in the test.

This certainly seems to confirm that this will indeed be the top system on this June's list.

Each of the nodes is laden with 64 GB of memory, each of the Phi elements come with 8 GB of memory for a total of 88 GB of memory per node for a total of full system memory at 1.404 petabytes. There is a global shared parallel storage system sporting 12.4 petabytes.

The peak power consumption under load for the system is 17.6 MWs, but this is just for the processors, memory and interconnect network. When the closely-coupled chilled water with customized liquid water cooling unit operations are added in, the total consumption is 24 MWs.

Source: <http://www.hpcwire.com/>

## County Sign Database Project

Progress continues to be made to getting them all in there. . Gary, K4EXT, asked on the K3IMC forum if anyone was aware if there was a picture album of all the counties put together by 'someone'. I suspect maybe that someone could have been Sonny, W5VDW – who at one time was trying to work every 'county line' possible. For example, Collin County has borders with Grayson, Dallas, Denton, and Rockwall County. That's 4 possible 'county lines' that could be run. He had a database of all 'possible' lines you could run, including some on islands in the middle of rivers that separated two counties. Anyone know if he actually had pictures of the county signs around the country? Or if anyone else did? Contact K4EXT if you have clues to the mystery. Maybe WB9NUL or W5VD might have a clue if there was an album and if so, what happened to it. Meanwhile.....

This month, pictures from Rick, W5QP in ARK/OK were added, along with ones from Paul, N7JPF, to the database.

Jerry, K5YAA, sent in a bunch from AL and his run in the AL QSO Party. Gary, K4EXT,

added some in MO from NX0X/KB0MHH, some from Bob, KA9JAC and some from Scott, KA3QLF. Ed, KN4Y, added some from GA.

( I sure hope Gary has several backups of all the pictures now – hate to see all the work disappear with a 'computer crash!')......

Jeffrey, AF3X, sent in a few. Here's one where you don't find a 'county line sign'. It's from Nantucket, MA – and this is about the best you can do. The 'county line' is in the water – Nantucket is an island and the county line lies half way between the mainland and the island. The CHNews usually puts in pictures of the signs with a mobile or person in the picture...but I'm not even sure a 'county line sign' exists for this county! (sort of like Maui, Honolulu, Hawaii and Kauai – you won't find 'county line' signs there either! )



Nantucket, MA by AF3X



K5YAA – Colbert AL

Jerry, K5YAA, pulls a trailer with the generator (to run the amp) behind him. He stops to run each county normally.

Larry, N2OCW, sent in a few from WV. Joe, WB0CQO sent in even more from IA. KB0BA/N0XYL sent in a bunch from IN.

The count is now over 1400 approaching half way to the goal.

Here's where all the pictures are:

<http://www.charchive.com/cntys.asp>

## Maritimes QSO Party – Canada

Yes, Canada has 'counties'. You don't hear too much about them, but every now and then there is a contest up in Canada, and usually if I hear them on, I'll give them a contact and a point or two. It's good to help out others – so they'll show up in our QSO parties and give out those multipliers of Canadian 'sections'. Who knows? Someday maybe someone will sponsor a Canadian Counties award? Wow..that would be a tough one to get – some of the 'counties' are likely like Alaska 'boroughs' that you can't drive to in a car. Isolated – you fly in or canoe in or get there by dog sled or other means.

The Maritimes are the 3 provinces of New Brunswick, Nova Scotia and Prince Edward Island. Sable Island and St Paul Island also count if you find someone there. There are 36 'counties' in those 3 provinces. There were 3 'bonus stations' on as well to work.

Canada has a couple contests a year. When I see one listed, and hear stations calling, I'll usually work 'em if I can through in a couple calls and give them a point. I'm not exactly in a rare state (TX), but if all the county hunters jumped in, we could help them out. Then maybe they'll jump in our contest (US Counties Party) and other state QSO parties and keep the activity going as well.

Here's some comments from the 3830 contest reflector. Remember – the further north you are



– the worse the propagation from 'solar storm events' with high A, K indexes. Conditions weren't great.

### **VE9AA mobile/rover**

You thought condx during CQWW WPX CW were bad? That was NOTHING !!!  
Looks like the K was a 6 or a bit less for most of the contest...GAH.

Special mention goes to Bob, N4 Baked Potato for tracking me down in a lot of my counties and county lines. He has the ears of an elephant to hear my pipsqueak mobile signal of 70w and a tiny screwdriver (SD-330 by Diamond) on the back hatch of my MINI COOPER. Way to go Bob !



VE9AA mobile

See you down the road,



Mike, VE9AA

Mike VE9AA / ROVER . . . many counties in NB  
FT-857D, N1MM, SD-330, Winkeyer-USB

#### **N4BP - 53 QSO**

Got shut down by thunderstorms for 3-4 hours Saturday afternoon. Thanks to mobiles VE9AA and VE1AI for providing some mults. And to VE1ZAC portable from a four county line who provided nearly a third of my mults. This QSO Party is special to me having visited the Maritimes several times.

#### **W4VIC – 13 Q**

It's a shame that conditions were so very poor for this event. Bad propagation coupled with low turnout of the small number of stations which were the 'targets' for this event made for a very long and unproductive day. It seems that Canadian Contests are lightly supported by the Canadian Amateur community -- or so it seems after several years of trying different RAC events. I hope this trend reverses soon -- I'd like to collect a lot more VE/VY contacts.

In this event, KUDOS go to the ops at VA1MCC, VE9MCC, and VY2MCC, who were heard early and often throughout the entire event. Congrats also to VE1OP, a well-known Q from the VE contingent who was also very prominent throughout this event.

# Greenie Failure of the Month

Electric car startup Better Place is liquidating after \$850 million investment

In 2008, Better Place partnered with Renault to build an electric car and create a system of battery swapping stations, but the concept never gained momentum.

Better Place wanted to make the world a better place by replacing gas stations with battery switching stations that would remove the driving mileage limitations from electric cars and eventually rid the world of fossil-fuel burning vehicles. But after six years and burning through \$850 million, the company is filing for liquidation in an Israeli court.

In 2008, Better Place partnered with Renault to build an electric car and create a system of battery swapping stations along highways, similar to gas stations. However, the concept never gained momentum, with fewer than 1,500 electric cars operating in Israel and Denmark today.

Shai Agassi, the founder and CEO of Better Place until October 2012, focused the company on serving smaller countries with shorter commutes and high gas prices, such as Israel, Denmark and Japan, as well as states, such as Hawaii.

Better Place had built more than 130 charging stations on four islands in Hawaii, for example, but sold them in March 2013 to OpConnect as part of an effort to reduce costs and concentrate on Denmark and Israel.

Reuters cited a report from Israel Corp., owner of about 30 percent of Better Place, that the company had accumulated a deficit of \$561.5 million and was expecting more losses in November 2012. Subsequent efforts to raise more funds were unsuccessful, leading to the shutdown of the company.

In addition to Israel Corp., Better Place investors included General Electric, UBS, HSBC and Morgan Stanley.

Source: [http://news.cnet.com/8301-11386\\_3-57586236-76/electric-car-startup-better-place-liquidating-after-\\$850-million-investment/](http://news.cnet.com/8301-11386_3-57586236-76/electric-car-startup-better-place-liquidating-after-$850-million-investment/)

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de N4CD

They had several problems including just a 100 mile range for the cars. The idea of 5-15 minute battery swap outs was interesting – if you needed suddenly to have more range, or didn't get a charge last night, you'd swap out your batteries quickly in a car wash type set up – all done automatically – drive in, and drive out with swapped battery pack. Unfortunately, the costs of being able to do that, and the price of the new car or lease payments, didn't get a lot of folks excited. With 30 different models to choose from, plus a whole raft of options, gas/diesel powered cars provided a lot more choice for folks and as long as you can drive for 10c/mile or so in a new efficient gas cars, the 'electrics' will be a hard sell. The Volt is selling less than half the projected units- and that will go forever once the battery runs out - on the small gas motor.....and the Nissan Leaf is selling less than half of that predicted. Folks just aren't lining up to buy them. Fiat is planning on losing \$10,000 on each EV car it sells in CA in the next few years.

## Sixty Years of Lafayette Radio

Here's an interesting link and some regen kits from way back when. The catalogs start in 1935 and go up to the 1980s.

[http://www.ohio.edu/people/posr/bapix/LafArt\\_60\\_3.htm](http://www.ohio.edu/people/posr/bapix/LafArt_60_3.htm)

The referenced article includes many of the receivers of the 60s, 70s, 80s.

Going back a bit -

1921 – broadcasting was just starting. Every station was on 833 KHz – and in big cities, stations time shared that one frequency. It was a time when millions of folks built basic receivers – crystal sets and one tube radios if they could afford it.

From the article:

“For the most part, it was teenagers and youth who were the radio experimenters. They were the geeks of their age. It was in this time period that small stores selling radios and parts sprang up in major cities. Wholesale Radio Service Company was founded by 21 year old Abraham Pletman in New York City. . Just a few years later not only was Wholesale Radio Service Co. doing business as a New York store but had developed mail-order sales. A 1924 ad in Wireless

Age magazine offered a free copy of their catalog, proclaiming "We Sell Retail at Wholesale Prices".

The following year, Wholesale Radio advertised an 80 page catalog in an ad in the April 1925 issue of Popular Radio followed by a 96 page catalog in October. The full page ad offered a complete set of parts for a superhet that Popular Radio's Technical Editor Lawrence Cockaday had designed and written up in the January 1925 issue as the Cockaday Improved DX Receiver.

Patents helped create a strong market for parts kits for radios that originated in magazine articles. The experimenter could build a set and avoid the expense of royalties. Cockaday would continue to introduce a radio of his design in Popular Radio magazine and its successors for each new year.

Catalog sales for Wholesale Radio Service continued throughout the 1920s although few catalogs seem to have survived from those years. A 1927 catalog flyer was 26 pages and included radios, parts, and kits by well-known names of the era such as Hammarlund, Loftin-White, Remler, Silver-Marshall, and of course, Cockaday.

Radios sold directly by Wholesale Radio were trademarked "Lafayette" in July of 1931. The company also registered Trutest, Symphonic, and Duo Symphonic as trademarks

Wholesale Radio grew during the tough times.(Depression) During those years, some major radio manufacturers went under.

An ad in the October 1939 Popular Science magazine announced: "And so today, Wholesale Radio Service becomes Radio Wire Television Inc.

Lafayette developed its own ham radio division. One example is a transmitter that was written up as an article by Frank Lester, W2AMJ (footnote 1) in the December 1936 Short Wave Craft magazine. Lester was Chief Engineer - Transmitting Division for the Lafayette Manufacturing Co. Titled the "25 watt Junior transmitter", the article notes that the Trutest transmitter uses the same circuit as the "now-popular Lafayette P46 transmitter. The circuit was chosen for simplicity of construction and operation, as well as its sure-fire performance. The circuit consists of the Les-tet oscillator buffer or doubler...". The "Les-tet" circuit was named after Lester himself. A type 53 tube was used as oscillator, a 56 as buffer/doubler and a parallel pair of 46 tubes for RF output. For more on the Trutest 25 watt Junior, see K2TQN's excellent column in the May 2010 QST magazine.

The 1937 catalog has a complete description of both the 25 watt Junior and the larger P46A, a handsome rack-mounted 30 watt output transmitter which sold for \$52.95 plus cabinet, tubes and crystals. A matching modulator, the B46, was available for \$39.50 plus tubes and an antenna tuner, model 46A sold for \$19.95."

After WW2, the NY operation took on the name Lafayette Radio

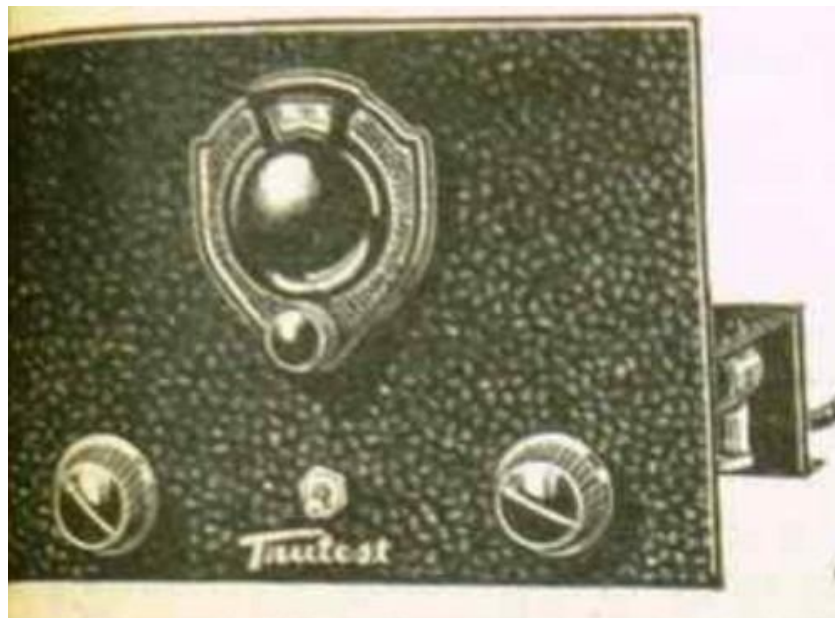
Lafayette relied on Japan for many of their branded offerings, much more so than their competitors such as Allied Radio. All seven of the Lafayette-branded shortwave and ham receivers in my radio collection (see cover picture) are made in Japan. Fred Osterman's **Shortwave Receivers Past and Present, Third edition**, lists 19 Lafayette radios, all of which were made in Japan with the exception of the KT-135 Explor-Air, a three tube regenerative kit.

Lafayette Radio began to suffer in the 1970s. A major competitor, Radio Shack, was taking business away. Lafayette got into the CB craze – but it crashed as fast as it went up at the beginning. They lost money throughout the 1970s.

Lafayette filed Chapter 11 in January 1980.

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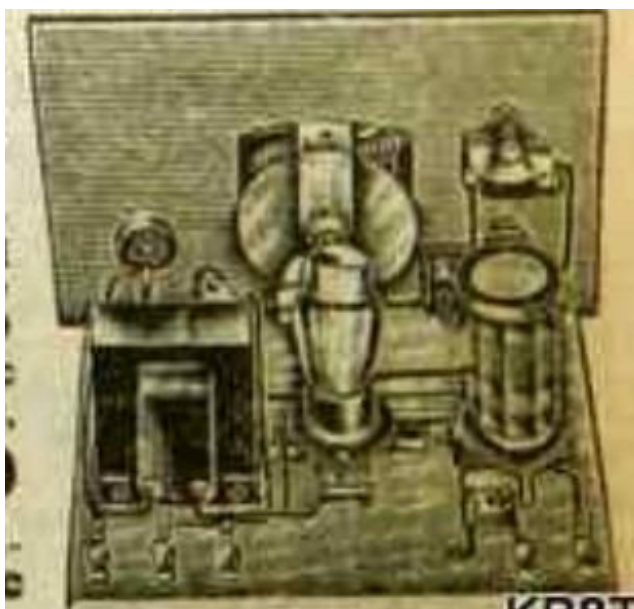
In the 1935 catalog, Lafayette came out with the Trophy DX receiver kit for SW listening. It was a 3 tube job with a type 58 rf amp, a 57 regen detector and 2A5 power amp tube. A.C. Powered. Power supply on separate chassis. Like other kits it sold, these were sold under the 'Trutest' name.



Lafayette Trophy 3 Tube RX  
sold under brand name Trutest

Things were tight in 1935. Lafayette offered a beginner ham radio receiver with a single type

19 tube – kit – for \$6.95. The tube was another 58c. It had plug in coils for 160 through 20M. Batteries would run you another \$2.77 and if you needed headphones, they were 97c extra.



Lafayette 1 tube set

You could also buy superhet receiver kits that covered the BC and shortwave band as well

In the 1937 catalog, they had a portable shortwave receiver with two type 30 tubes (kit). Two type 30 tubes for \$71.95...tubes for 80c and coils for either SW or ham bands were \$2.10 for a set of 4. Batteries were another \$1.18





Lafayette Bandsread Portable – 2 x type 30 tubes

The 1938 catalog saw an ad for 1 and 2 tube regen – 6J5 regen detector with optional RF amp stage. \$4.52 for the one tube version. Times were still very bad as the FDR socialist depression dragged on.



One and Two Tube Set



The site then skips to 1960s catalogs – you might have seen them if you were a teenager back then like many baby boomers. On the other hand, about 70 or 80% of the people in this country were born after the 60s so this is 'before their time' by decades. Hi hi Just as the 30s were 'decades before' the boomers time.

## Cooking the Books – Global Warming

Ninety-seven percent of scientists agree: #climate change is real, man-made and dangerous,” President Barack Obama tweeted last Thursday, May 16.

The president was cheering on the media-drawn bandwagon for the latest round of global warming “consensus” puffery. John Cook, an Australian blogger/global warming activist, has President Obama and all the usual climate alarmists in academia, the media, and the Big Green NGOs twitterpated over his latest “research,” which purports to prove that the scientific world is virtually unanimous in declaring that anthropogenic global warming (AGW) — that is, human-caused global warming — is a dire and imminent existential threat.

Certainly “97% of scientists” is an impressive-sounding claim. But is it accurate? As we shall see, this supposed near unanimity of science evaporates like H<sub>2</sub>O over a Bunsen burner as soon as it is subjected to scrutiny.

The story by Rik Myslewski of the British newspaper The Register is a typical example. The Register’s main headline read: “Climate scientists agree: Humans cause global warming.” But sub-headline immediately beneath says: “Of those who have an opinion, over 97% say we're to blame.”

The crucial point here is the qualifying clause, “of those who have an opinion.” In other words, even the highly questionable Cook study doesn’t actually claim, as President Obama does, that “Ninety-seven percent of scientists agree.” In fact, when examined closely, one finds that the

study says only one-third of the authors of the published research papers they examined expressed an opinion that the Cook team interpreted as either an implicit or explicit endorsement of AGW. So now its 97 percent of one-third of selected scientists in a sampling of research papers. That's a far cry from the 97 percent of all scientists claimed by President Obama and many of the media stories. And, as we will show below, even this admitted dramatically lower consensus claimed by the study is fraught with problems and falls apart further under examination.

### The Consensus Con Game

The Cook study has already been taken apart and refuted in a number of blogs and articles. One of the critical scientists to take an early look at Cook's suspicious claims was Dutch chemist and science journalist Marcel Crok, who points out many of the problems — here — concerning the Cook study's misleading selection, categorizations, and descriptions of alleged endorsers of AGW.

A major reason for the supposed importance of the Cook study is that it claims to be based on surveying abstracts of “over 12,000 peer-reviewed climate science papers,” published in the period 1991-2011, which would be an impressive sampling. But it turns out not to be so striking after all. Firstly, even most of the climate catastrophe skeptics readily concede that human production of CO<sub>2</sub>, along with other human activities, may have some impact on global temperatures. The question is how significant is the human contribution.

### Only 65 (!) Abstracts in Cook Study of 12,000 Strongly Endorse AGW!

On that question there is a wide divergence of opinion in the realist/skeptic community — just as there is also a similarly wide divergence among the AGW believer scientists. Blogger Brandon Shollenberger appears to have been the first to have uncovered the Big Secret of the Cook charade: **When stripped down to the bare truth, the actual number of studies in the Cook sampling that can be said to endorse the position that human activity is responsible for most of the experienced global warming is — get ready for this (drum roll ...) — sixty-five. Yes, 65, or around half a percent, not 97 percent!** And this miniscule number of strong endorsers is actually less than the number of skeptical scientific papers included in the Cook study.

One of the issues that has dogged many of the leading purveyors of AGW alarmism in recent years is the accusation that they have refused to provide the public, other scientists, or even the government oversight agencies responsible for their funding, with the alleged research on which they base their extreme predictions. With far-reaching public policy at stake, including hundreds of billions (even trillions) of dollars, the circle of critics has become larger, more vocal, and insistent that the taxpayer-funded alarmist researchers supply this data. The lame excuses given by the likes of Michael Mann, Phil Jones, James Hansen, and the UN's Intergovernmental Panel on Climate Change (IPCC) for failure to make their research available

has embarrassed and outraged even many of the alarmists' supporters.

Remembering AGW stands for anthropogenic global warming, or global warming caused by humans, take a minute to let that sink in. This study done by John Cook and others, praised by the President of the United States, found more scientific publications whose abstracts reject global warming than say humans are primarily to blame for it.

The “consensus” they’re promoting says it is more likely humans have a negligible impact on the planet’s warming than a large one.

Shollenberger’s discovery, as important as it is, is far from being the only major problem with the celebrated Cook study. Australian researcher/blogger Jo Nova, as usual, provides a very incisive column, “The twelve clues that good science journalists ought to notice,” that fairly eviscerates Cook — and the media mavens who unquestioningly accepted his deceptive offering.

One of the important points made by Nova is that the research methodology used by the Cook team to select abstracts for review was flawed from the start. Cook, et al, used the key words “global climate change” or “global warming” in searching the data base to assemble their sampling of research papers. But Nova pointed out:

Keywords searches may miss the most important skeptical papers.

Keyword searches are more likely to turn up “consensus” papers. Many skeptical papers don’t use the terms “global warming” or “global climate change”: eg Svensmark (1998), Douglass (2007), Christy (2010), Loehle (2009), and Spencer (2011). Were they included? Perhaps they were, but they don’t appear to match the search terms in the methods. These are just a few seminal skeptical papers that might have been missed.

As it turns out, Nova was spot on. In a subsequent post, she reported that other researchers had confirmed that all of the important skeptical studies she had cited were indeed “missed” by Cook and his vaunted research team. Hardly a sound endorsement of Cook's dependability. “I randomly checked my top list of major skeptical articles and had no difficulty coming up with those 6 papers,” says Nova. “I could have come up with many more if I bothered to keep opening papers and searching for keywords. He has missed many skeptical articles. And that would matter if the study was worth doing in the first place.”

Special mention should be made of the proper trashing of the Cook AGW propaganda by Spiegel Online, the German flagship news magazine, one of the few exceptions in the Big Media to subject Cook’s claims to critical examination, rather than merely regurgitating and amplifying his talking points.

Speigel reporter Axel Bojanowski hit on a number of key points, including another study by the University of Mainz in Germany that surveyed climate scientists and came up with decidedly different results than Cook. According to the Mainz survey, reports Bojanowski, “Only 59% of the scientists said the ‘climate development of the last 50 years was mostly influenced by man’s activity. One quarter of those surveyed said that human and natural factors played an equal role.’”

Moreover, as Bojanowski notes, scientific skepticism is even far more widespread when it comes to the reliability of the computer models that are being used to predict climate change. “Only 10% said climate models are ‘sufficiently accurate’ and only 15% said that ‘climatic processes are understood enough’ to allow climate to be calculated,” Bojanowski reported.

### The Media Should Have Been Skeptical

The so-called mainstream media should have been skeptical of the Cook study from the start. John Cook is well known for cooking the books when it comes to climate issues. Cook runs the blog site SkepticalScience, a deceptive misnomer, since he fanatically endorses and practices AGW alarmism and has failed to express the slightest skepticism regarding even the most outlandish catastrophic climate predictions. While not a climate scientist himself, Cook very unscientifically and unprofessionally disparages distinguished climate scientists who are skeptical of claims of catastrophic climate change. He calls the skeptics “deniers” and “denialists.” In 2011, Cook co-authored Climate Change Denial: Heads in the Sand with Haydn Washington. The “denier” label is a particularly vicious form of character assassination, attempting to link scientific AGW skepticism with Nazi Holocaust denial. The Cook book also claims that the scientists who disagree with AGW alarmism are part of the corrupt “denial industry funded by the fossil fuel companies that literally denies the science, and seeks to confuse the public.”

source: <http://www.thenewamerican.com/tech/environment/item/15457-global-warming-consensus-cooking-the-books>

# Ebay Items this Month

Here's something you don't see every day. It was on Ebay and from the pictures, one might guess it is late 50s to 60s vintage American Industry – by RCA – Electronics Kit Number 1. There were many 'electronic lab' kits – put out by RCA, GE, Knight Kit, and Heathkit during this period.

You don't see many still around but occasionally one shows up. This is the first time I've seen this particular one. According to what I can garner from the covers, you can build a one tube radio.



You built in on a board using the template supplied. Takes filament battery and B battery to run it and drives an earphone – the old style magnetic ones – of 2K impedance or so. From what I can make out, it looks like it makes a BC band one tube regen radio.

Two bidders bid it up to \$96, plus 20 bucks in shipping. Ouch! There are some serious collectors of 'unbuilt' stuff out there.

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Here's something many 'baby boomer' hams might recognize. It's the Lafayette Bug (made in Japan) in the original box! How many have saved the original box and paperwork? It would seem this one was lightly used. (for the newbies, a 'bug' makes dots automatically – up to about 6 or 8 of them – but you need to make each dash manually – and it takes a bit of effort to put a bit of muscle into keying it.). There are lots of 'bug' and 'key' collectors out there, but this one is not rare – they sold tens of thousands of them, including one to me back in the days. A year or two later, I built my own tube type electronic keyer...and that was, for the most part, the end of my using a bug. Now, just about everyone uses 'paddles' and an electronic keyer or keyboard for code – and there are a few old straight key hold outs. Only W7GQK and a few others use a bug.



Here's a weird 'toy' radio from the 1950s – probably. Never saw one back then, and they seem to be rare. An in the box Da-Myco Radio Telephone toy – one tube set in the original box. Asking price started at \$250.



A battery goes on the back – where the wires are now wrapped – looks like just a 1.5v battery. There's one tube inside, and it looks like the 'dial' is the tuning control. You've got a ground wire to hook up and an antenna lead. Probably it is a 'grid leak' detector since there is no B battery mentioned in the Ebay ad – or maybe even just a diode detector using a tube? . The telephone handset is your earphone. Da-Myco made crystal sets (on cardboard) as well.

Here's another rare item. A Millen 90800 transmitter from likely the 1940s using a 6L6 osc and 807 PA tube using plug in coils (2). The power supply is external.



Along the back are the tubes and the sockets for the plug in coils. To change bands, you'd have to power down, reach in behind (this is a rack mount unit), change two of the plug in coils mounted on ceramic strips, and one 1 inch diameter coil, then fire it up again on the new band!



The coils for multiple bands would likely add quite a bit of cost but there were only five bands back then – 160, 80, 40, 20 and 10m.



Without any shielding of the power amp, you can surmise this might radiate a bunch of TVI once TV broadcasting started after WW2!

## US Counties Party

2013 (47TH) MARAC U. S. COUNTIES QSO PARTY  
1400Z TO 2400Z JULY 27 AND 1400Z to 2400Z JULY 28, 2013

### **RULES:**

Fixed Stations may be worked only once on each band and mode.

U.S. Mobiles may be worked each time they change county or band or mode.



When operating on county lines count one QSO for each county.

A station may not operate more than one transmitter at one time.

Spotting is encouraged, including self-spotting by mobiles and fixed stations.

### **EXCHANGE:**

U.S. Stations: RST/RS, state and county.

All others: RST/RS and "DX".

County abbreviations (prepared by W0QE) are available at:

<http://www.bnk.com/w0qe/CountyAbbrev-V3-4col.pdf>

<http://www.bnk.com/w0qe/CountyAbbrev-V3-4col.doc>

[http://www.w0qe.com/county\\_hunting.html](http://www.w0qe.com/county_hunting.html)

### **SCORING:**

1 point for Fixed stations;

15 points for U.S. Mobiles (must activate more than one county);

5 points for DX.

FINAL SCORE = TOTAL QSO POINTS times unique U.S. COUNTIES WORKED.

For a valid contact, one station must be in a U.S. County.

Net contacts are invalid for contest purposes.

Mobiles changing states during the contest should calculate their scores for each state and total score.

Total Overall Score must not count a county as a multiplier more than once regardless of the mobile's county or band.

Separate logs for CW and SSB contacts are required.

### **FREQUENCIES:**

CW: 3.550, 7.050, 14.050, 21.050, 28.050.

SSB: 3.850, 7,250, 14,270, 21,400, 28,400.

Mobiles operate below, fixed Stations above, listed frequencies.

### **AWARDS** (CW and Digital are combined):

MARAC Contest Certificates:

First Place CW and SSB Mobile and fixed in each State.

First Place CW and SSB in each DX country (non U.S.).

MARAC Contest Plaques:

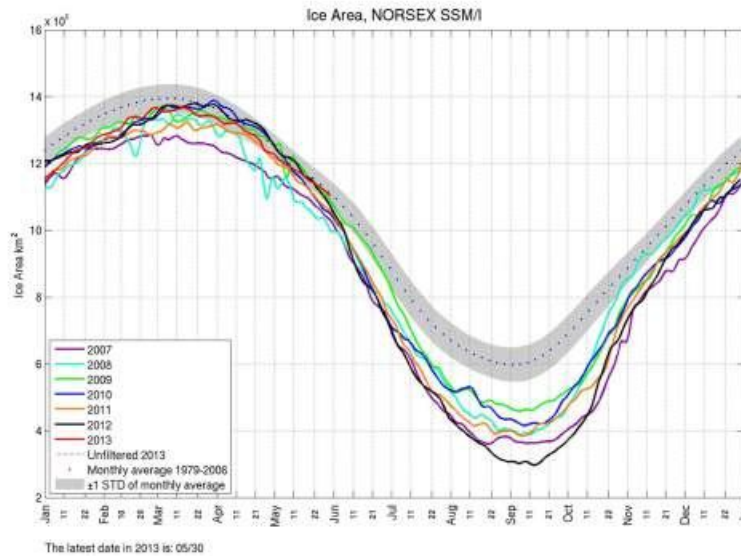
First place CW and SSB mobile and fixed U.S. stations.

First place CW and SSB DX stations (non-U.S.).

## **Global Warming -OOPS again**

Three weeks after a big meet of the top agencies – where they heard presentations about the 'disappearing arctic ice cover'.....Alarmism 101 resounding to the highest levels of government.....guess what?

Three weeks after the White House was warned of an imminent Arctic death spiral, the Arctic ice hit the 30 year mean.[1] You just can't make these things up!



Source of graph: [http://stevengoddard.files.wordpress.com/2013/05/screenhunter\\_02-may-31-13-58.jpg](http://stevengoddard.files.wordpress.com/2013/05/screenhunter_02-may-31-13-58.jpg)

Global “Warming” once again debunked. We hit the 30 year mean once again. So.....if we keep hitting the mean for the last 30 years.....one must conclude there has been no significant warming and it's really all about 'one world government control' by some UN like committee and total world wealth redistribution – yours – around the world. Global 'carbon taxes' to sock it to developed countries to fund the 'development' of third world counties since 'they don't have what you have' and you've got to give up what you do have. That's the only way to be 'fair' in a liberal's mind.

## On the Road with N4CD

The road wasn't too long this time – all of about 8 miles to get over to the Hamcom convention. This is one of the largest hamfest in Texas, but in reality – as someone who just went to Dayton for the first time this year said 'Hamcom is just a garage sale compared to Dayton'. Ah yes – you can't beat the Dayton Flea Market and all the forums and vendors there. However, you can sometimes find some goodies at Hamcom in Collin County, TX. . Typically 7000-8000 people show up. There's a big DX banquet put on by the Lone Star DX club and they usually sponsor a talk or two on a DX-pedition during the hamfest – if you're into that, and probably

1000 of the attendees are.

One of the advantages of a 'smaller Hamfest' – only 8000 people, is that you can actually talk to the vendors. At Dayton, the vendor tables are mobbed with folks milling about. At Hamcom, you can play with the radios – and talk to one of the vendor reps. ICOM, Yaesu, Bengali and a dozen others were there. Several of the large ham radio sellers were there including Texas Towers. As usual, there were 'good deals' to be had on new rigs.

I was up bright and early and over at the Plano Center where the hamfest is held at about 6:15 am on Friday morning. Things start early in TX and folks were coming into the outdoor flea market and unloading. The real early birds needed flashlights to see, but by 6:15 it was light enough to see everything. The temps were in the low 60s, which is absolutely delightful for TX. This time of year it can be a sizzling 95 deg or more at noon, but today was going to be a 'cooler day' with highs only in the 80s. Folks needed jackets in the morning to keep warm. For most of June, it barely gets down to the 70s by morning. The forecast for the rest of the week has 99 deg for the high for the next five weekdays! Summer has arrived. This was a respite from the 'warm' of summer. We had 'perfect weather' for this year's event.

There wasn't anything I had to have out for sale– some nice Hallicrafters sets, quite a few Heathkit receivers and transceivers, some nice Collins sets, some WW2 surplus stuff (at least 4 or 5 BC-348 receivers - nice ones of the day – popular with new hams back then). You could pick up a nice SX-101, SX-115, SX-110 if you wanted. Or 75A4 Collins. Surplus was on a few tables – the WW2 vintage BC-348s and ARC -5s.

Fred, K0FG, was at the Hamcom. Bumped into him. He needed a power cord for his new VHF/UHF radio and found one. Fred is getting set to move from MO to Baker County Florida soon.



Fred, K0FG USCA 1183

I wandered around outside for an hour – that was more than enough , then managed to get in a bit early and check the indoor flea market. Not much to get excited about in there, either, but you never know. The only other county hunter I ran into on Friday was Rick, AI5P. He came over from his QTH in NM. We chatted a bit. He's just back from his long trip to the Caribbean where he played DX.

There was just one forum that I attended - on the 630 meter band. Yep, 630 meters down around 480 KHz below the broadcast band. To date, the FCC has issued a slew of Part V experimental licenses, and hams worldwide are working on antennas, propagation, equipment and different modes to check out the bands. Some countries have now allowed 630 meter operation – some have banned it outright.

While the WARC 'allocation' became effective Jan 1, 2013 for North America, the FCC has yet to act on implementing the 472-479 KHz band in the US. However, experimenters are working on Class D amps for 100w output, various receiver/transceiver converters, and antenna systems. You can run 1w EIRP. Antenna efficiency at that frequency, unless you can put up a 500 foot high vertical, is in the 1% range. Many modern rigs will tune that range, but often without front end selectivity, and often at reduced sensitivity (they want a nice 50 ohm matched antenna). An outboard pre-amp/pre selector does wonders, and some use the old Heathkit VLF converters (an upconverter) to listen in. There are also now 'transverter kits' available.

During the day, it's all groundwave – out to maybe 250 miles. At night, it's like the lower end

of the broadcast band, where stations hundreds to thousands of miles come rolling in. If you recall, Marconi favored 500 KHz and 250 KHz to operate his worldwide network of radio stations serving ships around the globe. That's where 'radio' started. When the Titanic sank in 1912, all the communications was on 500 KHz.

Do a Google search for 630 meters and all sorts of good info will come up. So when will county hunting start on 630 meters? Who knows? Most activity is in the fall/winter/spring months as the QRN can be ferocious in the summer time. Much of the activity now is CW. Obviously there isn't room for SSB or AM in a band that is only a few KHz wide.

I did spy one early BC type regen – a Browning Drake 'kit' radio. All the Browning Drake radios were kits – they only sold parts. It used a single 201A type tube.



Browning Drake RX

This one needed some work – the dials were 'frozen', there were lots of cobwebs, and it would take some hours of re doing things to bring it back to presentable and working condition. Probably, this is from the 1922-24 era when one tube regens were the rage and there were no superhets to buy. You needed a good outside antenna (50-100 feet) and a good Earth ground, a 6v battery supply (likely a wet cell – car like battery) and a B+ battery to run this. The first year or two of broadcasting had every station on the same frequency! Shortly there were two frequencies in use. You didn't have to tune much. Then not much later the government started assigning stations up and down the band.

There was one other 'antique' radio for sale. It was also a kit radio with components made by Remler. Likely it dated from the early 1920s as well, with 3 tubes in it – a '200' – gassy detector regen tube, a 201A audio amp and a 212 audio output tube. The Remler capacitor is somewhat unique. You've likely never seen one like it in ham radio stuff.



Remler Variable Capacitor

The unusual thing about this – is that there are two complete halves – and they are gear driven and mesh together. It takes 360 degrees of rotation to fully mesh the capacitors, going from almost zero to full capacity. I missed out on buying this radio – but, oh well, think I probably have enough early BC sets.

The Remler Company started out early. From the web:

“Remler Company, Limited, was founded in 1918 and was in business until 1988, a remarkable span of 70 years in the San Francisco Bay Area. It was founded by Elmer Cunningham of vacuum tube fame (the name Remler is supposed to be Elmer spelled backwards with an extra R for Radio!), but by 1922 it was owned solely by co-founders Thomas B. Gray and Ernest G. Danielson. In the early 20's the company made radio components such as tube sockets, variometers, and switches; a little later they came out with detector panels and amplifiers. By 1924 they were marketing components for the first of a long succession of Gerald Best's 45 kHz i-f superhets. In 1926 E.M. Sargent invented the first up-conversion superhet (i-f of about 3 MHz), and it was Remler who sold the kits for this "Infradyne" circuit.

Several persons famous in engineering and ham radio circles worked at Remler Company; these included:

Gerald M. Best, designer of the 50 kHz i-f Remler-Best Superhet kit in 1926.

E.M. Sargent, who designed the first commercial upconverting superheterodyne broadcast receiver. As mentioned above, the Remler "Infradyne" had an intermediate frequency of 3 MHz and several versions were marketed as kits from about 1927 to 1929. Sargent also designed and marketed regenerative and superhet ham communications receivers in the mid to late 30's out of Oakland, California.”

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Remler existed up till about 1988. It was very active during WW2 making radar, keys, and other things the military needed. Before WW2, it had 70 employees, ramping up to 400 during the war years, then back to pre-war levels after the end of the war. It made airborne radar intercept receivers and lots of parts/pieces for military contracts. “

Source: <http://antiqueradios.com/chrs/journal/reminiscences.html>

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By early afternoon, the flea market had started to end as folks packed up to avoid the afternoon heat. All the 'buyers' had already arrived by then. Things would start again early on Saturday morning. I headed home about 2pm. I'm sure there were more county hunters around – but we just didn't connect for an eyeball meet. K5OT was there.

It was the same routine on Saturday morning, arriving early. The nice cool weather was still with us with 60s in the morning. A few new sellers showed up but there wasn't all that much to get excited about. These days, I pretty much follow the 'one hand rule'. If I can't carry it easily in one hand, I don't buy it. That keeps me from buying boat anchors that tug at the heart with 'nostalgia' and 'I wish I had one of those rigs when I was a kid' type buying binges. Hi Hi. Some of the rigs for sale easily weighed 120lb like a DX-100 Heathkit transmitter.

Later in the day I ran into Van, WC5D. He's been inactive for a year, but is planning on getting on a bit more. He's got his indoor dipoles tuned and working now, and he'll likely be out in the TX QSO Party coming up in September. Van recently got re-married – current XYL 'tolerates' radio. When he is mobile, he uses a Buddy-Stick antenna. He stops to run and puts up the antenna – usually at county lines. Maybe you heard him recently on his trip to Maui back in December? He was spotted there and I worked him on 20M. He notes he worked a couple dozen county hunters from there on 20 cw.





Van, WC5D USCA 1092

He's using an IC-7000 these days. The Buddy-Stick is made by Buddi-Pole and is half a Buddy-Dipole type arrangement with a 24 inch base section, your 'tuning coil', then another 2 foot section, with an extendible whip on top of that – for about 8 feet of total height.



WC5D mobile – TQP 2012

Well, speak about the TQP, Keith, NM5G, had the display this year for the Texas QSO Party. He had the 2012 winner plaques there to give out to any who happened to be attending – otherwise, if you won one of the categories, the plaques will be in the mail – or certificates. Here's a picture of him



Keith, NM5G, TX QSO Party Coordinator

He'll be the one working to get every TX county on the air. In 2012, 250 of the 254 counties were on. 4 were missed for one reason or another - mobile op sick, family emergency, etc. We're aiming for all 254 again this year.

Here's one of the winners from 2012. He won 3<sup>rd</sup> place in TX, single operator CW holding his plaque.



WB5KSD Jon

One of the displays at many hamfests are 'hole free' mounts for the newer cars where you don't have much ability to bolt things down. Lido sells a line of 'cup holders' and 'seat bolt' radio head mounts. Here's one of them.



Lido Seat Bolt Mount

The bottom of the 'arm' goes under the seat bolt and you can adjust the flexible 'goose neck' to put the head in close proximity to the desired location – where you can see it and operate the control buttons and pots.

<http://www.lidomounts.com/homepage.html>

ICOM was showing their new radios including the IC7100. Here's a picture of it. It is not 'type accepted' yet, but should be – soon.



IC-7100 Radio and 'slant face' control head

Unlike years past, where the control head is one thickness – this one will sit flat on a table and is 'slanted' still. It's about 3/4 inch thick at the front and maybe 2 inches high at the back. It's a touch screen and across the bottom are menu buttons as well.

After 8 hours of wandering around and checking for new things, it was time to head home. The only decent regen for sale was a Knight Kit Space Spanner – with the wrong knobs on it and with a banged up cabinet – and an asking price of \$100- way out of line. Since I have one or two of them, I didn't even bother to even try to talk him down to the \$30 it was worth in that condition. I did buy some tubes for the regens, a coax adapter, one Popular Electronics issue with a regen article for 50c, and two small variable capacitors for a buck. The September issue of Pop 'Tronics had a regen design article using a new FET – a 2N3819 – followed by stages of Germanium transistor audio amps. You'd be hard pressed to find those Ge transistors today!

The outdoor temp was up in the 80s in the flea market – a concrete parking lot - but the breeze kept it tolerable. I took one more quick tour of the flea market but nothing new had arrived. You can do it in 15 minutes – that time will barely get you down one of the 30 aisles at Dayton. Things were winding down at that point.

It was a good two days at the Hamcom. I don't know how many county hunters made it this year – some years there's a dozen county hunters showing up from KR5C and W3DYA to N5XG and KJ5PQ/KG5UZ – along with KK5NA and others from around TX. I just might have missed them in the crowds. There's no county hunter 'forum' or event.

It's a while till the next hamfests in TX - Austin Summerfest - (Travis County) at the end of July and two in OKLA in September/October. There's a 100% probability of sizzling 100 deg type temps in Austin in July. Meanwhile, there's time to put out some counties and travel while the weather is good elsewhere. For the rest of the folks 'up north' the calendar is full of good hamfests in PA and IL and VA and elsewhere. May you find that 'goodie' you want when you attend and run into other county hunters.

## Q.B. Lu's Paper -It's not CO2

It's really upset the greenies. His paper shows it is CFCs ,not CO2, causing 'warming' – and that is – did cause warming – which has ended.

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Chlorofluorocarbons (CFCs) are to blame for global warming since the 1970s and not carbon dioxide, according to new research from the University of Waterloo published in the International Journal of Modern Physics B this week.

CFCs are already known to deplete ozone, but in-depth statistical analysis now shows that CFCs are also the key driver in global climate change, rather than carbon dioxide (CO(2) ) emissions.

"Conventional thinking says that the emission of human-made non-CFC gases such as carbon dioxide has mainly contributed to global warming. But we have observed data going back to the Industrial Revolution that convincingly shows that conventional understanding is wrong," said Qing-Bin Lu, a professor of physics and astronomy, biology and chemistry in Waterloo's Faculty of Science. "In fact, the data shows that CFCs conspiring with cosmic rays caused both the polar ozone hole and global warming."

"Most conventional theories expect that global temperatures will continue to increase as CO(2) levels continue to rise, as they have done since 1850. What's striking is that since 2002, global temperatures have actually declined - matching a decline in CFCs in the atmosphere," Professor Lu said. "My calculations of CFC greenhouse effect show that there was global warming by about 0.6 degC from 1950 to 2002, but the earth has actually cooled since 2002. The cooling trend is set to continue for the next 50-70 years as the amount of CFCs in the atmosphere continues to decline."

The findings are based on in-depth statistical analyses of observed data from 1850 up to the present time, Professor Lu's cosmic-ray-driven electron-reaction (CRE) theory of ozone depletion and his previous research into Antarctic ozone depletion and global surface temperatures.

"It was generally accepted for more than two decades that the Earth's ozone layer was depleted by the sun's ultraviolet light-induced destruction of CFCs in the atmosphere," he said. "But in contrast, CRE theory says cosmic rays - energy particles originating in space - play the



dominant role in breaking down ozone-depleting molecules and then ozone."

Lu's theory has been confirmed by ongoing observations of cosmic ray, CFC, ozone and stratospheric temperature data over several 11-year solar cycles. "CRE is the only theory that provides us with an excellent reproduction of 11-year cyclic variations of both polar ozone loss and stratospheric cooling," said Professor Lu. "After removing the natural cosmic-ray effect, my new paper shows a pronounced recovery by 20% of the Antarctic ozone hole, consistent with the decline of CFCs in the polar stratosphere."

By proving the link between CFCs, ozone depletion and temperature changes in the Antarctic, Professor Lu was able to draw almost perfect correlation between rising global surface temperatures and CFCs in the atmosphere.

- - - The paper is available online at:

<http://www.worldscientific.com/doi/abs/10.1142/S0217979213500732>

The points of his paper

a) Loads of circumstantial evidence that AGW (Anthromorphic Global Warming) is caused by CFCs(chloroflouorocarbons) which deplete the ozone layer and not by CO<sub>2</sub>. This can be summarized as a steady rise in CO<sub>2</sub> from 1860 to 2012 while climate warming only occurred from 1950 to 1995 - coincident with the rise in CFC (also referred to as halogenated chemicals) usage and its ban after the Montreal Convention of 1985. He emphasizes that this mechanism still qualifies as anthromorphic, i.e., man-made, global warming.

b) He contends that the warming effects of increasing CO<sub>2</sub> were already saturated in the 19th century and that the 20th century increase in CO<sub>2</sub> from 200 to 400 ppm (parts per million) have had little or no effect. He also shows that CO<sub>2</sub>'s absorption is mostly outside the spectrum of the earth's blackbody radiation (hence the need for the hypothetical "increased water vapor" or "strong CO<sub>2</sub>-forcing" in climate studies). He makes a similar point for other GHGs (Green House Gases) like NO<sub>2</sub> and CH<sub>4</sub> (methane, aka natural gas).

c) His theory that CR (Cosmic Rays) induce ozone depletion due to the interaction of CREs (Cosmic Ray electrons) with CFCs frozen to PSCs (Polar Stratospheric Clouds). This produces Cl (chlorine) radicals that destroy ozone. I am not sure this theory, which has been widely criticized, is needed for conclusion (a).



d) His prediction that global temperatures have stopped rising and will remain constant for 20-30 years - assuming TSI (total solar irradiance) remains constant - while sea levels rise. After 2040, he predicts a slow return to 1950s levels for both temperature and sea level by 2080. I think his argument here is that while the ozone levels over the poles have been mostly restored, the overall warming of the past 45 years (1950-1995) will continue to melt polar ice for a while.

## Regen Kit of the Month

iGen of the UK has come out with a nice regen kit. It's a two tube set with an added 384 IC audio section and runs on 12v. Yes, 12v on the plates of the tubes. Tube 1 is an RF amplifier and the second tube is a pentode regen detector. It has 'plug in coils' but of a different form. This set uses varactor tuning (no regular tuning capacitor) saving a bunch in cost. If you want, check it out here. The entire manual is on line including the schematic. Nifty.



The kit comes with all parts, a nice PC board, and will drive a small speaker. You get coils for the BC band and SW band, with a spare board for even more bands if you want.

<http://www.6v6.co.uk/archive/manuals/iGen%20Max%20Manual.pdf>

Likely uses the Phillips DF96 tube, equivalent to a 1AJ4 US type tube.

Here's a video of the predecessor to this radio which came with a front panel option. It used a regular variable capacitor (getting to be expensive new these days other than the polyfilm ones)/ This would have set you back over \$100 by the time you pay shipping to the US.

<http://www.youtube.com/watch?v=VORG7gGBnRQ>

## On the Road with N4CD II

This trip the road was a bit longer than the last 7 mile trip. This was all the way to northern California and the south few counties of Oregon, then back across Nevada and UT and CO to home after 4000 plus miles. Those mountains were calling! The snow was gone from the mountain passes out west and from the forecasts and the weekly deluges of rain had ceased after the spring season of lots of rain and more rain in CA and southern OR. This trip would be through the woods, over the mountain passes, across the high deserts, through the Redwood forests, along the Pacific coast and more!

The weather was getting hot in TX. Forecast were for close to 100 degrees for the next two weeks. There was no reason to stick around in TX for the heat. Worse, it only gets down to 90-95 at 9pm and if you are lucky, to 80 deg by 6am in the morning. The humidity is also up there so it's hot and muggy. It's a good time (summer) to be 'gone' to cooler climes. Everything heats up during the day and radiates heat all night long. Of course, folks live in the 'air conditioned' spaces – housing, work, shopping centers and you get your chores done early in the morning before the sun really beats down. Now, the days are long and it's a great time to be traveling. For the most part, the big 'red blobs' of severe weather are now further north and east rather than sitting over TX and OK.

I checked my needs for Mobile Diamond – and for the other Diamond hunters – there were a half dozen in CA, two in Oregon, one in NV – and that would be the 'dots' I'd hook together to plan the trip. There were other needs sprinkled all over CA – but it's a big state and I couldn't get to many of them. It can take you 7 days or more just to put out CA, and I was just there after the last convention doing what seemed like half the state back then. So were others on their way home or getting to their own needs or trying to finish off running the state. In hind sight, I probably should have tried to get all the ones I needed for Mobile Diamond last summer after the convention in WA state, but was hoping AA9JJ and N8KIE and others would hit them on the way home. They did – for some of them – but we never connected in all of

them. When you and the others are running counties, and I'm on cw half the time, you just don't 'connect' or can hear them due to distance. They might be on 40M SSB for 3 minutes every 90 minutes. One can't be busy putting them out and monitoring all the other frequencies at the same time. Maybe an assistant watching the spots would help a bunch? Didn't have one and didn't have the time to stop and check spots every five minutes either so I missed them.

The James Boys were around last summer, too, so no relays for N4CD on 20M either – not that I could hear 'em at 200-300 miles on 20M. So – it would be back to CA to get those 'needs'. Seems not too many Platinum holders are wandering around in CA these days. Darrel, W6TMD, has given up county hunting. Ron, KB6UF, made a circle a year ago in CA, but he too, has 'burned out' on county hunting as is barely heard this year – either as a mobile or from home. Well, the good thing about county hunting is you can stop for a while, then pick up and start again. Jerry, W0GXQ, just announced he has decided to work on his 6<sup>th</sup> time CW after a six month pause – and he's back seriously chasing mobiles again.

I used MapQuest to help plan the trip. Let's see – how far could I get the first day? Uproute 287 to Amarillo – OK....put that in MapQuest – and get a distance and time estimate. Good – that is less than half a day if you leave 'early'. Then you hit I-40. How far can I make it if I go 800 miles the first day? Well, all the way across NM. Good. How far to CA? Wow...1300 miles or so to get to the first 'dot'. Then how far up to Redding CA where I leave the interstates/freeways and head off on the back roads? That's about 3 1/2 days – or a bit less if I push hard. And that is how the trip was planned. Use the map program to calculate from Redding in Shasta County – over to Crescent City in Del Norte. Then from there to Grant's Pass just south of Douglas OR at the I-5. Then down to Susanville in Lassen County and from there to Reno, NV to Pershing County and then to home. I could do that in 10 days of driving – less if everything went well. If not – it could take a few days extra.

I canceled the mail delivery and stopped the paper for two weeks. I packed the small suitcase and laundry bag for two weeks. Well, actually, the suitcase holds about 7 days worth of clothes and another 7 days are stashed in a laundry bag in the trunk of the car. After 7 days, I swap the clothes in them and keep on a trekking. I can leave the laundry bag in the car and only have to haul in the small suitcase, the shoulder bag with the SWR meter/VOM and other tools, radio, radio, GPS and spotting pad into the motel each night. (two trips).

As usual for my trips, I was out the door early in the morning – 5:30am this time of year as the sun comes up early and you can be on your way. My goal was to get out west fast and that means the same boring route 287 for a couple hundred miles going NW up to the panhandle of TX, then hitting I-40 all the way to CA! One can zip along at 70-75 mph these days that the eco-loonie 55 mph types have been shut down. Imaging crawling along at 55 mph all the way there! That would have taken at least another day just to CA creeping along. You do remember those mandatory 55 mph speed limits? In many places out west, the interstates are 75 mph speed limits and you can go a bit over that.

Now, it's been a while since I've been on I-40 and there aren't even too many cw ops these days out west and on long trips so I'd still be hitting counties that folks needed. Things went well till NM – then 100 miles into the state, the skies opened and it poured for ten miles to where you were going 35 mph on the interstate. Hmmm? You could see the storms from 20 miles away as the lightning was zipping down and it was 'black' clouds. It didn't make it out of the way by the time I got there. This is the high plains...and they need the rain. Just slowed traffic down a bit. Then it was back to 75 mph for more hours.

Dang..I was pulling around a truck – maybe 200 feet behind and it kicked up a piece of gravel and - it whacked the windshield and left a hit mark. Fortunately it was low and on the passenger side. Just one of them things that happen with miles and miles of county hunting. Ahead not too far was the covered (and obviously not well enough) truck hauling gravel piled up too high. I gave that as wide a berth as I could.

The first day, Friday, I whacked off 857 miles and stopped in Holbrook in Navajo County, AZ at a Motel 6 (\$40/night) – elevation 5000 feet AMSL. There's a convenient McD next door for food. Seems I've stayed in that town before – it looked familiar and if I remember right, the Motel 6 was being renovated a few years back and I stayed down the street at the EconoLodge. Hmmm...too many trips. It was a dry 'hot' and cooled off in the mornings. I was really hungry and didn't spy a decent place to eat there – lots of fast food but no decent restaurants. So I decided to have 'early pizza day' and hit the Pizza Inn. I'd have to skip the normal Sunday night pizza. It's 'once a week' for pizza.

I hit the hay early and didn't worry about the weather. Looking at the weather channel, things looked good going west. No storms in sight. The next morning it was up early and on the road headed to CA.

I made it to CA and hit the first of the needs at the end of the second day. N5UZW needed MD in Marisposa and Madera so I went to SSB for him by special arrangement. The James Boys (Papa and 'Jay Gee") were busy running mobiles off 14.336 most of the day but disappeared in the late afternoons CA time (3 hours difference). . Nearly all the trip was CW only. Merced is the town where I stopped for the night at a Motel 6 (\$60) - elevation 2000 feet - and dinner was at the Hibachi Grill Buffet not far away. Good.

So far, things had been going well – the band conditions were not great but 20M was working – and 17m was often better from out west to the east coast. There were just a handful on 30M most counties and only 3 or 4 on 40M CW – but that's the only way the west coasters like N6PDB, KA7ICF, KC7YE, WQ7A are going to work CA. So far in two days I was 1658 miles from home. I was 'making tracks'. Amazingly, most of my needs were right on I-5 or very close to it in CA. Seems no one had come down the interstate last summer from the convention – all were 'taking the back roads'. Last year I ran parallel to this route, but having them all on the interstate just made for a faster trip for me!

Once you get to CA, it's onto route 99 which is a good four lane highway headed north. You stick on that till Sacramento area where you next get on I-5 headed further north. You are not supposed to stop – but I did quickly – and took the pics through the front windshield. I've got a new camera that seems to work well doing that and will focus on the sign, not the windshield.

On Sunday, I made it through Yolo, Tehama and Glenn and Shasta – then took the long twisting 'scenic' road west across the mountains to the Pacific Coast. It's only a bit over 150 miles across then 100 miles north, but you can plan on more than half a day getting through Trinity to Humboldt and up to Del Norte. You've got to pick your spots with a good shot back east to be heard, too. I was taking 'Percy Pics' of most County Signs. They'll be in the database soon.

You head through the Trinity Canyon – it starts out scenic.....and you head on up over a pass – which is under major construction with 30-45 minute delays for one way traffic and a pilot car. You just spin your wheels waiting. At least it's 'scenic'. There's only one 'big' town along the entire route through Trinity. The mountain slopes are steep in most places and you are in a canyon. You won't be doing too much 'on the run' operating or even hearing much of anything while along a good part of this route. Then I hit Humboldt – and zip past the Big Foot Motel where I stayed last summer. It's in a small touristy town.

Well, after hours of 'scenic' road you get to the Pacific Coast Highway, also known here as the Redwood Highway. Yep, there are giant Redwood trees – hundreds of feet high and you pass them by. You're running right along the coast. You've got nice vistas of the Pacific Ocean. To the east – big hills/mountains that block signals. Lots of static on the radio. I wandered north to Del Norte County, which some needed. It was the only county that barely had activity in the last California QSO Party. Only a few managed to snag it – and there was no major County Expedition there in 2012. However, a few county hunter mobiles recently have trekked there so it isn't rare' at this time.

I pulled into Crescent City in Del Norte – elevation about 20 feet above sea level - and got a room at the Super 8 Motel.(\$68 including tax). Checked in, but then immediately headed north toward Curry, OR, another 20 miles or so ahead. Dang, no County Sign as you enter OR. I was busy taking county signs pictures for the database. There's a great parking lot just as you enter to the west – away from the hills so you can get a signal back east. Probably 10 feet above sea level. Ran it including SSB as the James Boys Gang were gone for the day – then headed off to dinner.

My trusty little six or seven year old Nikon L3 Coolpix camera decided to give up the ghost after Hamcom in early June. I probably accidentally hit the 'macro' button about the time I hit the zoom button and the lens mechanism freaked out and locked itself up. Oh well – it was a one megapixel camera with 3 times optical zoom – and didn't do well in low light. It was 'obsolete' by current standards. Now, I picked up a Cannon SX160 – Nice camera with 16 times optical zoom, 10 megapixels if you want 'em, image stabilizer, and low light operation. \$129 on sale.

I was trying to see how well it would snag those county line signs on this trip. Most had to be 'through the windshield' pics as they were on Interstates or Freeways where you weren't supposed to stop and often couldn't stop. It's amazing what that camera will do at times. I'm still figuring it out. It's got a little computer inside and sometimes it fights you instead of helps you. It's looking for faces to focus on and just doesn't always understand 'county signs' – hi hi With the zoom – it is looking for something to focus on. Usually takes a second or two to lock onto the sign and stabilize. Nifty. I got a few pics at 200 feet across the interstate going the other way, too. Some I tried but didn't get. It's hard trying to steady your hands enough to focus on a sign at 200 feet across the interstate at max zoom and keep it in the picture! (at least for me). If traffic blocks the sign repeatedly, the camera won't lock on to stabilize either. That image stabilizer is the only thing that helps you get a good pic at high zoom levels!

Here's Yolo CA...taken from about 200-250 feet across the interstate! Success! Sign on the opposite side for traffic going the other way! Shot out the open back driver side passenger window across four lanes/median of the interstate.



Yolo CA

I was roughly halfway through the trip at this point in just 3 days. Things had gone great so far – no roads closed, no detours, no forest fires, no earthquakes or other calamities. The road construction delays were minimal (stuck for a while in Trinity and that was about it). The temps in this part of the country were great. It was only 'up' near 60 as I sat running Curry OR in the late afternoon. In the morning it was in the low 50s. That was sure a nice change from the Collin County TX temps! Well, I had my 'view' of the Pacific. Crescent City is 'Yuppie Ville' – a town filled with thousands of tourists – dozens of fancy restaurants. Dozens of nice \$\$\$ motels. It's a good 'destination' spot. Lots of 'nature' to enjoy. More tourists than

residents and a lot of them are CA 'greenie' tree hugger types.

There was a nice (but touristy and \$\$\$) restaurant – the Good Harvest – just up the block and I had a fantastic Salmon dinner there. Great food but pricey. (had to skip Sunday Pizza night as I already had my weekly pizza on Friday). The dinner was a celebration of half way through the trip! Now to get back home the 'county hunter' way.

Crescent City has an interesting motel - Curly Redwood Lodge – built from a single redwood tree that produced 57,00 board-feet of lumber. The entire motel – from one tree. Rates from \$70 and up if you want to stay there. It was right next to the Super 8.

Super 8 had a nice breakfast starting at 6:30 am – so I stuck around till then. The bands are already open at that time.

There were counties to get and places to be – so Monday morning it was up through the nice Redwood forests on 191 to get to Douglas OR via Josephine. You do some winding around so it takes a while to get up to Grant's Pass. It's a lot better than the road south to Happy Camp that I took last summer, though!

You hit I-5 again, and head another 20 miles up and down the big 'ups and downs' of the road – two thousand feet up and then 2000 feet down in elevation – for miles and miles. You see 'snow zone' signs – which I why you don't see me out this way in December! Ha – I wait for the 'warm weather'. You get to Douglas and you can get off right away and stop and run it. After 30 minutes, it's time to hit the road again and go back down I-5 through Jackson OR to Siskiyou CA.

Once you get over the big pass into CA – it's flat while you run down the valleys for a hundred miles. At Siskiyou – it's a jog to the east and a lot of long roads to get down to Lassen and Plumas – the last two I needed and some desperately needed for others. That takes hours and hours – but it's 'scenic'. The GPS lady led the way. Punched in Suanville, then Reno. I was eventually headed to the Reno area for the night. There's not a whole lot of roads that go 'through' in this part of CA. It's big mountains and rough terrain with a few valleys in which the roads go. You pass through Susanville CA- also known as the 'meth' capital of CA according to my next door ex-CA neighbor. Just stopped there for some gas.

As you get way on down the road – you finally get to where you can take a short jog out of Lassen to get to Plumas. You can't stop easily at the C/L but just beyond there's some nice parking off the side of the road. Ran Plumas and then back down the highway. You hit about five miles of Sierra on that highway. It was late in the day and I came on over to SSB. The James Gang was gone for the day. Ran a few counties on SSB that afternoon. That evening it was another Motel 6 in Reno for \$40 and a nice salad at the Denny's nearby. (Avocado Chicken -good!). I hit the Denny's at 5am for breakfast, too, before hitting the road. Elevation 4500 feet in Reno/Sparks area. I was headed 'up'.

There was only one county left on the 'list' of things I planned to hit on the trip – Pershing NV. It's not too far from Reno to get there on I-80 and Bob N8KIE and I hooked up for his LC MD there. (Mine too). Well, it was time to figure out how to get home. I didn't even plan this part of the route. Why? My route home depends upon the phase of the moon, weather along the route and ways around it, and what ever else.....I punched in 'home' on the GPS and the nice GPS lady said – oh, my gosh.....lots of boring miles the short way to get home....all interstates and down 287. Yuk! Those are not 'new counties' to put out either! Well, it was time to have some fun. I still had to get across another 350 miles of NV (boring boring boring) then into UT (more boring). The fastest way home was to get to an interstate – and that didn't appeal to me.

As you enter UT...you hit the 'salt flats'. There's no county line sign for Tooele. At the state line, there's a big gignatic mess of casinos in NV. No gambling is allowed in UT – that Mormon dominated state. So the folks head on over to NV. The GPS is busy showing all the roads/exits and the 'state line' is buried in the details. I looked real hard for a county sign...but none seen. Missed getting that one. Now you are into UT on the interstate. In Tooele county - not Box Elder like I first thought. Dang..... One of these days, I should plan my route home. The GPS has county lines but often what they display is UT/CO state line and you have to hunt to find the counties too..which is very hard to do at 70 or 75 mph!

Everything outside is 'white'. - the 'salt flats' It's like being in bright sunlight after a snow storm. Worse! It's blinding 'white' everywhere. And hot. You've got 40-50 miles of that and it will mesmerize you ....apparently they have major problems with drivers nodding off. The road goes as straight as an arrow – bad. Most interstates have intentional curves to keep drivers from falling asleep due to monotonous straight line drives. If you go off the road, it's into the water/salt flat area. The road is maybe 8 feet above the salt ponds/salt layers.

A dozen miles later after the salt flats end I pass a bump in the road town – population a couple. The motel I stayed at (a real cheapie) maybe 15 years ago is now abandoned and falling down. Hmmm....'history happening'. It was a real dump back then. There was a motel and a gas station. That was it. No place to eat other than buying food at the gas station and nuking it in the microwave.

I see the line for Salt Lake coming up. There's a construction area....and it's one lane but you can pull over to snap the sign. Traffic is whizzing by – it's a busy interstate with lots of trucks. Across the road is the sign for Tooele- maybe 250 feet away. I put down the rear side window and try to shoot a picture of the sign. The camera at 16x zoom takes about 2-3 seconds to 'lock in' and stabilize...but vehicles whiz past the window every 2-3 seconds.....from the one lane of traffic...and same on the other side of the interestate. Well, I sit for a couple minutes...just as the camera locks on....a truck comes by.....dang.....well, that's not going to happen. I got the Tooele pic, but it's not very good – you can see in in the database along with lots of good pictures, even some taken at 200 feet away occasionally. Those new cameras are nifty!



<http://www.charchive.com/cntys.asp>

It's another couple dozen miles to Salt Lake City area and the continuous 24 hour a day traffic mess and backups. Always. Day and night. I skirt most of the traffic and head south, finding a nice new Motel 6 (3 story job) in Lehi, UT. \$50/night. Dinner is at the Texas Road House almost next door. They have a great early bird special at \$8.99 plus tax. Had some delicious BBQ Chicken with sweet potato and a nice generous salad. Lots of food and good, too! However, the place was packed and the noise is very high inside!

Next morning it was breakfast at Denny's at 5am. I was 3235 miles from home on the trip after five days. It was time to have some fun so I mapped out a route to get to San Juan County (town of Silverton). I called ahead and one of my favorite motels had a room available and I reserved it.

The GPS lady said 'go east' and that's what I did, taking the 'scenic route' down through Wasatch, Carbon, Duchesne, Emery – down to the interstate – through Emery and Grand over to CO. I wound my way down to Ouray County – took a jog over to San Miguel at Ridgeway. Dang – you can't park on the county line any longer. That is one of the most spectacular views sitting on that C/L but it's all now 'no parking' both sides. Dang. Well, I ran San Miguel by itself – still high up near the mountain pass on the way over to Telluride. It would be up and down lots of mountain passes for the next few days. Then it was back to highway 550.

You hit the town of Ouray – a real 'touristy town' with expensive motels and restaurants – think Yuppieville. If you drive a Lexus SUV you'd fit right in. Better yet, a Hybrid Lexus SUV. Motels start at \$100/night and go up up up. It would be interesting to stay there but you got to have a big travel budget. There's a thousand people living there and probably 1000 tourists at any given time. The entire Main Street area is a national historic monument. Elevation is 7800 feet. They call themselves the "Switzerland of America" as they are surrounded by mountains on 3 sides. It's an easy drive getting there from the North. Up till 1930, a railroad served the town. Now it's all cars and trucks. Like most towns in CO– Ouray was a mining town. Now – it's 'ice climbing' heaven in the winter, and you can go off road to the 4 wheel drive roads that take you to the real rural parts and higher elevations. It's full of off road bikers and jeepers, and nature lovers. It's got a community swimming pool fed by hot springs, too. Telluride is only 10 air miles away, but to get there it is 50 miles of paved road – or if you are a off road 4 wheel fanatic – about 20 miles over the challenging dirt/gravel/rock roads to get there.

From there going south – it's one STEEP climb over the Red Mountain Pass - 11,000 feet - into San Juan County. The speed limit is 20 mph and you have switchback after switchback at 15 mph climbing the pass going up up and up for a few miles. This is the Million Dollar Highway that connects Ouray to Silverton and Durango. It's one of the most accident prone

roads around, with STEEP grades, no guard rails and big drop offs. You go over the edge and it is thousands of feet DOWN. There's no margin for error. If you are squeamish - skip this road! Going south you are on the 'inside track' up against the mountains. Coming south, you are on the cliff side – no guard rails – and there are big trucks and SUVs and motorhomes using the road. It's narrow, too! They try to keep it open all year but you might be 'snowed in' for a day or two until they get it plowed out.

Your car might complain a bit too. The old Buick, with 200,000 miles on it, didn't like steep climbs...you had to shut off the a/c and turn on the heat to keep that temp needle from climbing too much. It probably needed a new radiator. The Malibu did fine although the temp needle did kick up just a bit..but well within the safety limits. Had the a/c on, too, as the sun was beating down. No sweat. Only 115,000 miles on the Malibu now.

There's construction (still) at the mountain pass. You aren't going to run this C/L now. It's one way at a time with a pilot car up and over the peak – no way to stop. It's NOT a good place to run despite 11,000 feet elevation. The mountains block a signal and it's rotten rotten rotten for propagation. Red Mountain is an extinct volcano. It's full of old gold mines. (and other minerals including lead and zinc – bad for radio work). **Remember that – extinct volcanoes...it's important.....we'll get back to that.....it explains a lot about Colorado!**

I headed on down the other side about 2000 feet in elevation and there's a hairpin turn with a place to pull over that gets you back away from the mountains. It's the best spot 'north' of town to run the county – San Juan. Even though it is lower in elevation, it is further back from the higher mountains to the east and you can 'shoot over' them. At the C/L, you are facing a 45 deg up angle to try and get a signal back east. There's a big enough pull over area where you can sit and not be disturbed.

I run it and then head on into Silverton and the Triangle Motel (\$50/night plus tax). I've stayed there a few times – nice friendly folks who run it. Great breakfast in the mornings, too. I'm ready to chill for a day or two. 3680 miles from home in six days. It's nice and cool there at 9300 feet. 70's in the daytime and down into the 30's at night! Delightful. You need a light jacket at night. The sky is perfectly clear blue! The air is 'thin' so don't overdo anything.

Dinner – Lasagna at the Italian restaurant. Silverton is another 'tourist town' but less expensive for lodging. There's less to do than Ouray and a lot fewer places to eat. It's also 4 wheel 'heaven' for off roading. There's several jeep and ATV rental places and one tour company. Eating is not cheap other than the \$1.20 hot dogs at the gas station.

Their main 'thing' is the train ride. Every day, several trains in the summer time come into town. Folks by the hundreds (up to 1500 a day) are dumped off the train for a couple hours to eat lunch and wander around the small town with tourist oriented shops. It's got the worlds 'highest' Harley Davidson shop and dozens and dozens of other stores for the tourists from 'genuine' Indian crafts, doo-dads of every type, books, pictures, shirts, more shirts and sweaters

and so on.

Come sun down – there may be 200-300 tourists staying over night. You can rent jeeps or take tours in the 'back country'. You can go visit the gold mine tour or some other historic buildings. There's a small mining museum. The downtown area is mostly 'preserved' buildings and half the other buildings in town were moved from other locations to this town. Back in 1900, there was talk of Durango (now 10,000 people) being a suburb to Silverton. Now....Silverton is just 200 people. 100 years ago it was over a thousand.

Time for a break.

## Warming Plateau for Decades?

.The warming 'plateau' may extend back even further

Despite recent claims by Justin Gillis in this NYT piece that the plateau in surface temperatures is misunderstood by scientists...

*“ ...given how much is riding on the scientific forecast, the practitioners of climate science would like to understand exactly what is going on. They admit that they do not, even though some potential mechanisms of the slowdown have been suggested. The situation highlights important gaps in our knowledge of the climate system, some of which cannot be closed until we get better measurements from high in space and from deep in the ocean.”*

As you might imagine, those dismissive of climate-change concerns have made much of this warming plateau. They typically argue that “global warming stopped 15 years ago” or some similar statement, and then assert that this disproves the whole notion that greenhouse gases are causing warming.

The starting point is almost always 1998...

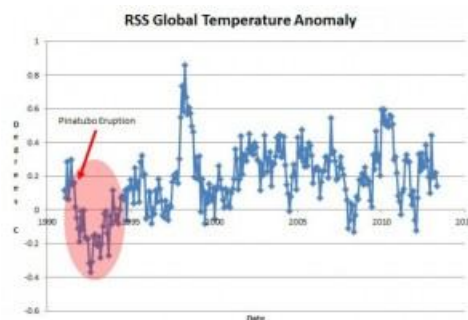
It can be shown that the plateau may extend further back than that, and that nature still rules the climate system, more so than man. Even CRU's Phil Jones admitted in a BBC interview that there had been no “statistically significant” warming since 1995

More importantly, the kickoff point for this most recent discussion by The Mail's David Rose started 16 years ago, in 1997. The 15 year/1998 choice seems like a purposeful misdirection by Gillis.

The absence of any significant change in the global annual average temperature over the past 16 years has become one of the most discussed topics in climate science. It has certainly focused the debate about the relative importance of greenhouse gas forcing of the climate versus natural variability.

In all this discussion what happened to global temperature immediately before the standstill is often neglected. Many assume that since the recent warming period commenced – about 1980 – global temperature rose until 1998 and then the surface temperature at least got stuck. Things are however not that simple, and far more interesting.

As Steve Goddard has interestingly pointed out recently using RSS data going back to 1990 the Mt Pinatubo eruption in 1991 had a very important effect on global temperatures.



The Pinatubo eruption threw more sunlight-reflecting aerosols into the stratosphere since the Krakatoa outburst in 1883. Its millions of tonnes of sulphur dioxide reduced incident sunlight and had a maximum of 0.4 deg C cooling effect on global temperatures and an influence that lasted for several years.

The result of this temperature decrease is to increase the difference between the global temperatures of the 1990s and the 2000s. Removing this volcanic dip reduces quite significantly the temperature increase seen over the 1990 – 2013 period. When the errors are taken into account it is not impressive.

There was another very important volcanic eruption in the 1980s – El Chichon in 1982 – whose aerosols actually reduced solar irradiance by an even greater extent than Pinatubo.

Removing this volcanic signal also reduces the statistical significance of the rise in temperature seen since 1980. (In fact, statistically speaking, one is hard-pressed to find any statistically significant warming between 1980 – 1995.)



One of the interesting aspects of the current temperature standstill is that it persists despite several El Ninos and La Ninas. Since 2006 the influence of these events has been more pronounced in satellite data; El Ninos in 2007 and 2009-10, La Ninas in 2008, 2010–2012. These events have increased the ‘noise’ of the global temperature data in recent years.

Removing this noise is tricky, but without it there is a hint, just a hint, that sans El Nino/La Nina effects and volcanic dips, the global temperature might be reducing. As usual, five more years of data will be fascinating to analyse.

Source: <http://wattsupwiththat.com/2013/06/12/the-warming-plateau-may-extend-back-even-further/>

## On the Road with N4CD III

While wandering around in Silverton, I went past the San Juan BackCounty Tours and Rental place. One of the things on my 'bucket list' was to get up in the mountains on some of the 4 wheel drive roads. I'd never stayed long enough in Silverton to do that. Most of the time I was just passing through. I'd stayed at the Triangle Motel a few times, but usually didn't stay too long because I found sleeping at 9300 feet was not 'great'. I'd sleep a lot better at 6500 feet in Durango 45 miles to the south, plus there was more to do in Durango – maybe 50 motels and 50 restaurants of every kind. I'd taken the train ride from Durango to Silverton twice – everyone should consider doing that once! It's a 150 year old narrow gauge railroad – coal burning steam engine.

The 'One Hundred Mine' tour is rated one of the best gold mine tours in the country. It's even been on the History Channel. I did that a few years ago – it's just outside Silverton.

<http://minetour.com/>

I checked out the 4 wheel drive tours – you could go on a 4 hour tour – they had several including a breakfast 'tour' (with a breakfast burrito). They'd take you to a 'scenic location' and you'd have breakfast. Had a 2 1/2 hour dinner tour. Or they had mountain tours or you could roll your own. The tours had a minimum of 2 people. There was just me – and it seemed on Wednesday – they had a whole bunch of tours running, but no reservations for the next day. Dang. You'd have to pay double if no one else signed up. There was even a special 2 1/2 hour trip for the 'train folks'. They'd pick you up at the train station (middle of town) , head off to the hills – give you a box lunch – then bring you back to catch the train back south.

I wandered around a bit more. It's an 'old west' town with a 'historic district' downtown. There are over 50 preserved Victorian era houses and businesses there. Of course, now the businesses are tourist oriented. Every day the train drops off up to 1500 tourists for 'lunch' and 'shopping' for a couple hours and they fill up the places. There's only a couple hundred Silverton residents!



Downtown Silverton – one street from Main Street

There's the Shady Lady Saloon, the 1814 Restaurant, and 20 other catchy name tourist traps with \$15 to \$20 lunch menus. There's blocks of tee-shirt stores and souvenir stores and the Train Store with a thousand train oriented books and items. The Train Store was interesting. You could skip 98% of the tourist stuff easily. They also have the world's highest Harley Davidson motorcycle shop and tourist regalia outlet if you are into that. Only the main street is paved – everything else is gravel – easier to clear the 280 inches of snow (over 20 feet) each year from gravel roads and no frost heaves to worry about either. The ground freezes down a couple feet in the winter.

In the 1800s, Silverton had 2000 people and was a wild west town with a whole street of saloons and bordellos that ran 24/7. Then the silver crashes hit and nearly all the silver mining towns went quickly into decline.

Like many other cities in CO – it all goes back to mining. Gold (placer gold) was discovered in the streams by Denver in the 1850s. There wasn't much there. The gold was in the rock. Then, it was up 'into the hills' at Central City, Cripple Creek, Black Hawk, Breckenridge, Telluride and other areas in a mineral belt that extended across CO. In the 3 'gambling towns' in CO – they've kept the facades on the buildings but it's all casinos and businesses inside. You can even drive up the railroad right of way (easy for a car) up to St. Elmo outside Salida and see a few of the old buildings from 150 years ago still there. To get to the mines, though, will take a good 4 wheel drive vehicle. You can drive right up to Central City and Blackhawk to the 'preserved' historic areas, too. CO has lots of 'ghost towns' that simply vanished. If you visit CO, you've likely seen some of the areas.

I hit the hay early. I had the heat 'on' in the room. In the nice cool morning - 38 degrees – I enjoyed the great breakfast at the motel – cereal and fruit and wonderful scones and all sorts of

other goodies – then wandered up the street to the Jeep Tour place. Nope. No one else was eager to head to the mountains that morning. So I bit the bullet and arranged my own custom tour.

Wow...the only vehicle they had ready to go was a Suburban SUV. Now...this is not your normal Suburban. To start with....it has a removable top – with about 6 roll bars across the top. The folks in the back rows could stand up, hold on, and really enjoy the scenery without getting out...as if not having a roof opening wasn't enough! You had lots of view 'up' as you drove along! Of course, from the front seat, I had the benefit of heat from the vehicle, plus the view out the front and side window and 'up' along the mountains. The vehicle had a standard transmission and transfer case to low low gears.

It had expensive off road heavy tires. Most car tires have weak easy to puncture sidewalls. These are reinforced all the way to the heavy duty rims. The rear end is a 4:11 gear and it has custom suspension equipment. It's meant to go over just about anything. Skid protectors underneath to protect the gas tank and other vital things. You climb up about 18 inches off the ground to get into it. It has nylon bushings instead of rubber in the suspension and they have to replace them every couple months due to wear. This is the main tour vehicle for them.

Hey, it's 40 deg outside, so let's take off the top to enjoy the view. I did have my heavy duty ski jacket along to keep warm! We were going to head to the mountain passes off road and hit some of the old mining areas. Well, it's easy to hit the old mining areas. There are THOUSANDS of mines around. Dozens of 'ghost towns' but often with nothing remaining.

Remember – extinct volcanoes? Red Mountain (and a lot of the other areas surrounding it) are extinct volcanoes. During their 'active days', there were steam vents and fissures all over the mountain. The steam/hot water would leach gold, silver, zinc and lead from way down in the earth and would deposit them, usually along with quartz, high up in the top of the active volcano in the small cracks and fissures. That's why you'll find all the gold/silver mines way up in altitude – 9000, 10000, 11000 and 12000 feet and higher! Up at what was the 'summit' of the volcano....plus, of course, since it collapsed and took the 'top' down, in those areas too. A good hard rock ore contained maybe 0.3 oz of gold per ton of rock! Maybe 1.5 or even 3 oz of silver per ton.

The San Juans were one of the last places for gold exploration. There was no significant 'placer gold' – ie, gold nuggets – to be found here like other places. That just provided the impetus to find the 'source' or 'mother lode'. No streams to mine like CA and AK with tons of washed down gold nuggets and flakes and dust. It was all 'hard rock' mining. Black powder, dynamite and just hard drilling with first steam powered drills (or hand powered), then air driven drills. You'd look for a quartz vein and follow it. You'd have mine shafts up and down a mountain – maybe 1000 feet – and then ventilation shafts going up. (Ever see the movie First Blood, when Rambo gets stuck in an old mine? - If so you get the idea – but that was 'tame' compared to Colorado). You didn't need much in the way of timber re-inforcing either



– the rock supported the roof just fine.

Mining started here in the mid 1800s as prospectors found the gold – and they had to work hard to get the ore to a mill. Imagine 150 years ago – it's straight up and down mountain sides. You'd have to haul in mining equipment by mule from 50 miles or more away. Even today, it's hard to imagine just getting to the hundreds of mine entrances you can still see perched on the sides of slopes of 60 degrees. Silverton started as a small mining supply town. When the railroad was completed in the 1860s, there was a way to get the ore out and supplies in. The cost of doing business dropped by 90% when the railroad came to town. Same for Ouray over the mountain. The railroad came there.

A lot of the current 4 wheel drive backroads are old mining trails that go over 12,000 and 13,000 foot passes. The mountains go up 13000 and even 13500 feet here. You can see some 14 teeners too. . The passes were put in to get the ore from the mines to a mill and to have a way to get miners supplies. The originals were 4 or 6 feet wide hugging cliffs in many places. It's hard to imagine how miners even got to 90% of the mine openings!

Out of Silverton, there were two short railroads going north and a 'toll road' (gravel/rock 6-8 foot wide path) for a couple miles. Those old railroad rights of way are now part of the Alpine Loop system. If you are into 4 wheeling (or ATVing or dirt biking) there are half a dozen books on the back roads of CO – they grade them from 1 to 10. Most folks stick to the 1 to 5 category. A category 1 road is something you can probably take your car with no problem – old widened railroad rights of way well maintained. You get up to 2 or 3, you better have a high clearance vehicle and 4 wheel drive and not be afraid of a few dents or dings. Or wet roads, mud and river crossings. Above 3, you better have skid plates and off road tires and 'low low gear'. Once you get above 5 – you are into roads that are so bad you might go off the side of the cliff or suffer major damage to your vehicles as you have 15 degree short slopes and giant boulders to get around. Or rocky streams to ford. They lose a few people each year to accidents on the back roads. Passing on a 8 or 9 foot wide cliff hugging road is not easy – and the uphill vehicle as the right of way. That means the downhill vehicle might have to back up a couple hundred or thousand feet to a spot wide enough to let the other vehicle pass. Even then, it might be a matter of inches and with a tire half off the road surface! No thanks...I'll stick to under category 5 roads! The tours don't go above a 3 usually.

You can rent a Jeep for about \$180 a day or even under \$200 for 5 weekdays in Ouray (not weekends) at some places. But you'll have to bring it back with gas (\$4 a gallon in Silverton) and no dings. I elected to take a tour and let them worry about it! I figured I'd get more out of a 4 hour tour than wandering around by myself for 8 hours. That turned out to be great decision.

So...it was off at a bit after 8am in the Suburban SUV on a custom tour.



The Off Road Suburban - Steve Driving

<http://sanjuanbackcountry.com/#>

A 'tour of one'. It's a small world. The driver was Steve – he's 65 and it turns out – totally amazing...that he moved to Silverton from ...my home town of Plano...in 1990! He lived about 2 miles south of me...and he and dad ran the Honda ATV/power equipment dealership in town on the Central Expressway. Even went in there once! . They sold that and he moved to rural CO. We hit it off just fine.

Once you get a few miles outside of town...it's onto '4 wheel territory'. You lock your hubs or stick it in 4 wheel drive and start climbing. The speed limit on all the back roads is 15 mph...and they even give out speeding tickets. Over some sections, you'll be doing 3-4 mph for short distances.

It seems the greenies are trying to shut down all the roads and trails in the 'mountains'. Buy them up, block repairs needed, etc. Half the tourist industry out this way is 'back country'. The townfolks got tired of the greenies and voted to 'take over' much of the back country roads and make them 'county roads' meaning the greenies could no longer buy them and shut them down! Hah! So.....half the back roads here are 'county roads'. Dang eco-whacks. They are trying to stop all 'fossil fuel' use in the mountains. I guess you are supposed to hike in after you arrive on the electric powered train or in your EV somehow..or better yet, stay home and let the greenies have the mountains 'totally undisturbed' so the 'critters' can live in peace. Someone should air drop all the greenies into the mountains in the winter time and let them try to walk out from some box canyon at 30 below zero, 30 feet of snow, and no way out. Oh, I'd give them a few granola bars and some bottles of 'vitamin water' even. They could commune with the wolves. Heh heh. 250,000 people use the back woods of San Juan County each year. The

eco-whacks would be happy if it is was limited to about 3 a year.

San Juan County is a 'progressive' (ie, liberal policy) basket case. A very instructive basket case. Seems that 80% of the county is on government handouts of one kind or another. While there's no industry to speak of....the eco-whacks have shut down all the mines – even though some are trying to re-open – and are trying to shut down all the roads and backwoods destinations – despite that, there's still a thriving tourist industry, especially in the summer time. You can't find help. No one wants to take a job as it will 'end' their benefits. They have to 'import' help from elsewhere to fill the restaurant and hotel jobs. The lazy folks here would rather be on welfare, food stamps, Obama phones, AID for kids, subsidized heating fuel oil, subsidized rent.....than work. It gets worse year after year. If they took a summer job, they'd lose all their benefits. If they took a permanent job...same thing. They can live just as well 'on the taxpayer'. It's no different than the inner cities or Detroit.

Most folks heat with wood in the winter. So they can get by with living on 'government benefits'. One of the big programs in the high school is 'grant writing'. That is, applying for government 'funding' for all sorts of causes. They managed to 'win' 11 million for their school of 64 kids or so for 'renovation'. It's now 100% electronic with every student at a custom desk with high speed fiber interconnect, graphic terminals/displays, video conferencing, etc. They get money for all sorts of 'forest projects' and 'conservation projects' to the tune of tens of millions of dollars a year to keep the economy going. Porkulus 101 with everyone in town on board and applying for grants. Want to start a small business? They know how to suck money out of the taxpayer for 'funding' and 'start up costs'. They are experts at writing the applications for the grants and very successful at Porkulus projects 201. there are all sorts of 'studies' for 'global warming'. Measuring the 'tree line', going out and identifying every plant and bird, then doing it year after year at tax payer expense, sending in reports no one will ever look at – but – heck, it's 'free money'. You get paid for your hikes into the mountains, take a few pictures, write a few paragraphs, use the computer program to add in 100 pages of 'governmentese' to your reports – and 'success'! Then you apply for a grant for the next season to do the same!

Worse, it's eco-terrorist hell for those that actually work and try to live there. Steve, the driver, told me about his wood cutting last year. He heats his house with wood- and it takes 4 cords of wood (a cord of wood is a stacked pile six feet high, six feet wide, and 20 feet long. So think of a wood pile 80 feet long to get through the winter. He headed out in his little Ford Ranger truck to cut down a large DEAD tree in the forest, which you are allowed to do. One of the eco-loons 'reported' him for 'suspicious logging activity' in the forest. It was then six months of government 'investigation', threats of \$1500 fines 'per tree' and six months in jail, for 'cutting down a live tree'. If you go out in that part of CO, there are tens of thousands of trees now dying from the pine bark insect that is killing off tremendous numbers of them. (and is prime material for forest fires that are now raging out of control in some areas of the state). There were THREE government agencies that got involved, some coming from 150 miles away, likely spending a hundred thousand dollars on this 'suspicious activity' of cutting down ONE

dead tree in the forest. The searched his property with a 'warrant'. He had to attend 'hearings'. After six months, he was 'cleared' but giving an 'official warming' from the head of one of the agencies – who said that he had to 'do something' to justify all the expense that had been gone through and thousands of man hours of work. Duh! Now, he brings his camera along to document cutting down a dead tree for firewood (and the rest of the folks in the county have to do the same thing.) It's total eco-loonatic insanity these days!

How bad is the forest fire situation these days? That steam powered train from Durango to Silverton – with the old engine spewing cinders.....now has a helicopter following 15 minutes behind, checking to be sure that not a single cinder sparks a forest fire along the 45 mile route. It follows the train...and has fire suppression equipment on board. They're having a dry spell in that part of the state and the snow pack this year was down a bit. The train passes by lots of expensive condos just to the west on the way up to the mountain passes.

The highest paved” through road” mountain pass in Colorado is Independence Pass at 12093 feet. You can drive up that (it's a bit of a climb but your car will likely make it with no problem). There's snow most of the year up there. Seems I was there not too long ago putting out counties! It's on the border of Lake and Pitkin counties. If you want 'high', head on up Mount Evans at 14200 feet. It's paved all the way to the parking lot just below the summit. Clear Creek County. You, your car and your radio will be gasping for air at this elevation! (your radio needs ventilation and there is 'thin air' up there not able to cool your radio as well as 'down below'). Seems I was there about 55 years ago.....and haven't been back since. One of these years when I have some spare time out that way I'll do it again! It's a toll road, just like Pikes Peak. If you are trekking on I-70 west of Denver – you'll go through the Eisenhower Tunnel at 11,100 feet AMSL – the highest point on the interstates. Your car will groan a bit getting up there from Denver at 5000 feet but should make it with little trouble. Now I was headed to dirt/gravel/rock roads up to over 12,000 feet on seasonal roads only open 3 months a year...or less. They're open till the first big snows of September or October. Some years maybe even into November.

Well.....it was fun getting up to Hurricane Pass (12,730 feet AMSL). It's aptly named – the wind was howling and it was about 40 degrees! The snow was mostly gone....just a few patches here and there and the road was mostly dry – but a few muddy spots and slippery areas and snow banks along the road. There wasn't any traffic – early in morning. Usually the tourists are out in number. I'm not complaining. We had it all to ourselves. No one to squeeze by on the narrow roads. Nearly all dry roads and perfect blue sky and clear! Delightful.

Here's a YouTube video from someone else

[http://www.youtube.com/watch?v=\\_zK9-3U8N7w](http://www.youtube.com/watch?v=_zK9-3U8N7w)

Great video getting there on a dirt bike -worth watching. You'll see the San Juan BackCountry

suburban SUV about half way through the video below! (and yes, they do plow the snow come late May or early June – depending upon the snowpack!).....gotta watch this to see why it's 4 wheel drive (or motor bike)...note the drop off. This year most of the roads were open by June 1. Other spurs were open by mid June.

<http://www.youtube.com/watch?v=06W1ljTXBxY>

There's even some 'very hard to run' county lines. Anyone ever run San Juan/Hinsdale county line? You can up at Engineer Pass...but it's 2 hours from Silverton by Jeep...at 15 mph.....maybe one of these years I'll get there but don't think I'll drag along a radio.



N4CD at Hurricane Pass – cold and windy 12, 730 feet AMSL  
Red Mountain in the background

Note the ski jacket...meanwhile back in TX it was headed to 97 degrees! Here about 40 deg with howling 40 mph wind. Note 'Red Mountain' in the background. It's really red from the minerals. (you go over Red Mountain pass to get from Ouray to San Juan county). Red Mountain is collapsed extinct volcano. Tree line is several thousand feet below – so it's all barren up here. Rock and snow....that's about it – plus a fantastic view!

A bit later, we took the detour to the Sound Democrat Mill – a 100 year old mostly preserved Stamp Mill for mining gold and silver. There was a tram system from the nearby mine across the valley – you can see the remains of the cables of the tram – and the equipment including the giant stamps (crushers) in the mill. Imagine bringing all of this equipment in by mule drawn carts on narrow narrow trail roads!

<http://www.youtube.com/watch?v=njnhCUwKXJE>

The 'stamp mill' pounded the ore into fine particles. Then it went to an amalgam table where mercury was used to separate out the gold and silver. At best, you'd recover 60-75% of the gold in the ore. Here's a Wiki page on stamp mills if you're a tekkie

[https://en.wikipedia.org/wiki/Stamp\\_mill](https://en.wikipedia.org/wiki/Stamp_mill)

Here's a good page on the mill itself – built in 1905

[http://www.historic-structures.com/co/silverton/sound\\_mill.php](http://www.historic-structures.com/co/silverton/sound_mill.php)

more close ups of the equipment

<http://www.thewhistlepost.com/forums/narrow-gauge/13843-modeling-stamp-mill-sound-democrat-mill-silverton-co.html>

This mill was water powered – not an easy feat at 12,000 plus feet – to get a good source of water. It also had a small hydro power electric generator to run the lights inside! It's one of a few remaining stamp mills in CO. If you like old mining sites...this is the place. The driver, Steve, said few folks come here – it's not on their standard tour....you got to take it easy as you're over 12,000 feet and us senior citizen 'flatlanders' run out of steam quickly – hi hi.

You can also go into some of the old mine tunnels if you are really adventurous but don't expect to find any gold.....they are everywhere.....no matter where you look, the hillsides are covered with them – most of them now collapsed entrances. We did pass a few you could go in. If you want to find an ounce of gold, you'll have to dig out about 3 tons of 'high grade ore' and take it to your local mill for refining. Most of that high grade ore has long been removed from anywhere you can get to by yourself.

On the road out from the Sound Democrat mill, we pass a group of Jeeps. One of them has got stuck. Was coming down a hill likely a bit fast.....skidded off the right side of the road into a snow bank at a sharp left turn. Really stuck – maybe 10 percent grade downhill, off the side of the road and into a hard snowbank six feet high. Likely the road had a ditch that side, too. No way he could back himself out and it was a rental Jeep. He had company – 4 other Jeeps along with him, but none had a rope or tow cable. He'd be stuck for hours until a friend went for help and help arrived (and likely a \$200 bill to get pulled out). The Suburban SUV could have easily pulled him out IF someone had a tow rope or cable. It was like a 'tank'. Rode pretty nicely though over the rocks and had lots of ground clearance. There is ZERO cell phone service once you get outside of Silverton. None. Zilch. Nada. I checked. Even on the highest points – zero coverage. If you want phone service, you better sign up for satellite phones while off in the boonies (Iridium). I don't know if there are any ham repeaters around you



could hit.

Most of the road is good...there's a section here and there where you go 3-4 mph and bounce through them, carefully picking your route. There's six inch diameter rocks recently fallen in the road along the route to avoid or go over every now and then – fallen from the sides. If you get up here early in the season, the road might be suddenly closed by an avalanche of snow.... you might even be stranded for a day or two if you are on dead end type road until they get a plow in. Most of the snow was gone by late June this year. Some years it sticks around to late June. The road can get real slick when wet. Fortunately we had perfect weather for the trip.

We headed on up over California Pass (12960 feet) then back around to the ghost town of Eureka. At one time 1000 people lived here – but like many towns..once the mine shut down the folks just drifted away five miles to the south to Silverton and took most of the buildings with them. It seems for tax reasons...most of the old mining buildings and ghost towns were simply knocked down or moved. If you had land, you paid a small tax. If you had 'improvements' you paid a lot more tax. Naturally, folks who owned the property decided that 'old buildings' were costing them too much tax wise and destroyed much of the history of the area. Folks moved some of the buildings to Silverton and other towns. Half the buildings in Silverton came from elsewhere. The rest were simply flattened and the lumber disappeared to be used elsewhere. Most of that happened 50-80 years ago. So much of your 'history' simply vanished other than in old photographs and maps of ghost towns.

The Red Mountain area had 12,000 folks back the 1800s.....now about near zero as the mines played out. About the only structures that still survive in many ghost towns are the town jails. They were built with heavy duty lattice work or even stone.....and the remains survived – too hard to move them and they were 'tax exempt' so no reason to knock them down for the most part. You'll see some mining boilers – often built on site and concrete foundations for mine works and occasional mine entrance structures still there.

Here's why you don't want to take your car on a road rated '3' – Engineer Pass at 12800 feet

Crazy guy in a 1992 subaru Legacy -

<http://www.youtube.com/watch?v=8wUXGtrIBQc>

the commennt with the video

“Loren took his 1992 Subaru Legacy over the incredible Engineer Pass in Colorado, the high point of which is at 12,800 feet. The only damage was one broken light, and a few more dents in the sills and floor pan! What a drive!”

Here's the right way to head on up to Cinnamon Pass in a Jeep

<http://www.youtube.com/watch?v=EvkspFMHX9I>

At the old abandoned mine sites – you've got to be real careful – the floors are weak....you might fall into a shaft not easily seen – so you have to be real careful and have a buddy along in case you 'drop out of sight' down a shaft. Better yet, just look from a distance. All the stuff that can be carried away has been carried away already.

My tour was up and I was back in Silverton with an afternoon to do more exploring. I got boatloads of pictures but no space to put them in this month. Oh well. I sent in all the new County Signs to Gary, K4EXT for the database.

But.....the day wasn't up yet so there was more to explore. Just outside of Silverton is the Mayflower Mill – it's totally preserved – build in the 1930s. You can take a tour through it – about 3/4 of an hour self guided tour. It was one of the new flotation system mills that could extract up to 90% of the gold and silver, plus also recover all the zinc and lead. That helped it stay in operation through the giant swings in mineral prices that put many other mills and mines out of business.

Here's a good site on it.....there are still many 'working machines' there and one of the only surviving GE 50 HP synchronous motors known to exist – only 3 were ever made! This mill stayed in operation for 61 years – a record for the San Juans. It's now owned and run by the San Juan Historic Society.

[http://www.silvertonhistoricsociety.org/index\\_files/page0013.htm](http://www.silvertonhistoricsociety.org/index_files/page0013.htm)

## **Headed back home**

Then it was back on the road the next morning to get to home after nice breakfast at the motel. I head up on the big hill going south on route 550 – the Million Dollar Highway to get out of Silverton. Over Molas and Coal Bank Pass over 10,000 feet (the best place to run San Juan County at the rest area there). The weather is still great – 38 degrees in the crystal clear blue sky morning in Silverton and up on the mountain. . Delightful! It's going to be 95 or more in Dallas. It might get up to 70 in Silverton.

Ten miles north of Durango – La Plata County - I see a hot air balloon in the distance just rising above the mountains.....at the same time, I see the black smoke from the narrow gauge railroad and see the train approaching. Wow...it doesn't get any better – talk about a 'picture' and scenery! A coal powered narrow gauge historic steam train and hot air balloon at the



same time.



Durango Silverton Narrow Gauge Train  
Coal Burning Steam Powered  
Headed North



Hot Air Balloon  
(the black smug in center is train smoke!)

Missed getting both in the same picture - wasn't in the right spot to do it! That would have

been a really nifty picture!

Aha – tourists having fun!

Next, it would be route 160 all the way across Colorado then down to Beaver OK on 287 all the way to home. So I thought.....but.....

The plans had to change suddenly as I was zipping along on route 160 headed toward Alamosa. Nope! Not going to be able to do that. It seems that lightning had sparked two forest fires and route 160 was totally shut down due to the West Fork fire! The forest fire was within 1/2 mile of the road. All traffic had to detour at Pagosa Springs down to Rio Arriba County NM to the south on 17. I wasn't planning on going there...but...not much choice. From there it was down to Chama, NM.

Well...it got to see the other 'narrow gauge' train chugging along there, too! Wow...both trains in one day. However, this was a 2 hour delay getting home. The good news is I got to run relatively rare Rio Arriba and then zipped up to Conejos – which happened to be a last county for Greg, NM2L. The detour took me from Chama,NM back over 10,000 foot mountain passes to Antonio, CO – the exact route of the narrow gauge RR there. More 'thin air'. Well, I like zipping over mountain passes. You can't do that in TX!

I then wound my way over to Huerfano County – then down the interstate to Las Animas, over the Raton Pass (just 7834 feet – easy easy to get over on the interstate)....and down into Colfax then east to Dalhart TX for the night. If you're out this way in the winter time, pay need to signs like this on the roads:



You're on your own on these roads after dark when it snows!..... (saw these signs in CO and in NM, now)

Got to TX....over to Dalhart in Dallam County – shut down for the night at the EconoLodge Motel (\$60) with nice breakfast with waffles. Dinner at the Great Wall China Buffet (\$10). Slept good...nice and low 'altitude' – just 4000 feet AMSL. I caught up on my sleep.

Come Saturday morning and it's time to zip on home after a waffle, bowl of cereal with banana, cup of OJ, and two cups coffee. . Field Day starts after noon and there is no reason to be on the road after the big event starts. So it's pedal to the metal, right on down 287 (boring boring boring) and home by a bit after 2 pm. I made a few FD contacts from the mobile (Class 1C) before I reached home, but not too many. Can't do a check sheet while zipping along. KF8UN said hi from the club station he was working Same for a N2 call – said 'hi Bob' as I worked him – dunno who. I know Ed, KN4Y, was busy at K4WAF club station on FD, too. Likely half the county hunters were doing FD. Jerry, K5YAA, made over 800 contacts from his 'high power' mobile.

I had a fun trip!.....got all the counties I needed, did 4600 miles in 8 1/2 days of driving.....and had some great fun in the mountains of Colorado. I struck one item of the 'bucket list' of things I planned to do 'some day' – 4 wheeling in the mountains. Hope I hit some you needed too! I was busy putting them out!

Now to get the oil changed, the tires rotated, and the bills paid so I can join the fun in SD coming up shortly at the National Convention!

## Awards

5th Time #110 5 <sup>th</sup> Time # 111	Bob, N8KIE Les, KV4W	05.27.13, 05/31/13
Bingo #350	Mark, KM6HB	6/14/2013
Bingo III #27 Bingo III #28	Bob, N8KIE Dave, W4YDY	05.27.13, 6/8/2013
Master Gold #57 Master Gold #58	Mike, NF0N Bill, WG9A	05.28.13, 06/19/2013

## Upcoming Events for County Hunters

### **Alaska QSO Party**

Call sign and 4-char grid square

[www.kl7yk.us/akqso.htm](http://www.kl7yk.us/akqso.htm)

Jul 13, 1800Z - Jul 14, 2359Z

### **New Jersey QSO Party**

RS(T) and NJ county or S/P or "DX"

[www.njqp.hamshack.info](http://www.njqp.hamshack.info)

Jul 27, 1600Z - Jul 28, 2000Z

## **US Counties Party**

2013 (47TH) MARAC U. S. COUNTIES QSO PARTY  
1400Z TO 2400Z JULY 27 AND 1400Z to 2400Z JULY 28, 2013

See above article for full rules

That's all folks!