



# cross talk

JULY 1975

NEWS BULLETIN OF TRW AMATEUR RADIO CLUB



Sponsored by Systems Employee Association



WAC  
WAS  
DXCC  
FD'71  
FD'73

## BAJA 500 RACE

by WB6TCR

In early May, a call was put in by Doug Freeman (W6NHX) for volunteers to help in radio communications for the Baja 500 off road races.

....and so, with great dispatch (?), meetings were called, telephones dialed, 51 simplex became saturated and four volunteers stumbled forward - Bill Dews (K6AWO), Jack Baughman (WA6KPC), Wayne Hale (W6IZK), and Jack Clarke (WB6TCR). An open apology to all those who monitored, or tried to communicate on 51, after that start.

Equipment was packed: 2 M repeaters, SSB gear, antennas, tequila, mikes, coax, vodka, bridges, scotch, orange juice, etc. IZK (Idiot Zoo Keeper) made an immediate call for volunteer loggers (defined as sweet young things over the age of (deleted) who would join us on our three day excursion). Perhaps an ad should have been placed, since unfortunately IZK's reputation preceded him, and we wound up logging ourselves.

Continued on page 4, et seq!

TRW/ARC's W6IZK, WA6KPC, and WB6TCR



## TRW/ARC Saturday Morning Nets 10AM LT

Primary	7.280 MHz
Secondary	3.980 MHz
Novice	7.140 MHz
Simplex **	147.510 MHz

\*\* Any.....time!!!!

## Field Day '75 Acknowledgements de K6YQ

The 1975 TRW/ARC Field Day is now history, even though we won't know how we did competitively until November. It is obvious, from the smoothness of the operation and from the number of contacts made, that we did not disgrace ourselves this year, and that we should place fairly high.

The number of people contributing to our field day in all capacities is too large to make individual acknowledgements possible, so I can only say on behalf of Bill Dews (K6AWO) and myself, "Thank you all".

I would, however, like to call attention to special achievement in two areas:

- o Lou Cartier (WA6RAY - YF), who mobilized the potluck brigade, and saw to it that we had a gourmet field day this year, against great odds.
- o David Buker (WN6HEU), who, with a small compliment of NOVICE operators, and who were sited off in the boon-docks, and had the usual QRM difficulties with our other FD stations. Dave and his crew kept plugging away and ran up a very respectable score for their station.

## JULY MEETING TO FEATURE FCC ENGR-IN-CHARGE

S. Marti-Volkoff, Los Angeles FCC office, will speak to TRW/ARC club members and guests Wednesday Noon, July 30. Marti started with FCC in 1960, and has 15 years of experience.

\*\*\* MEETING REMINDER \*\*\* R2-1055

Always the last Wednesday at noon

Subject: FCC Field Operations  
and Enforcement Policies

Speaker: S. Marti-Volkoff, Engr-in-Chg

## Editor's Columns

de W6RLN

Baja 500 Our thanks to WB6TCR for this month's fine contribution to your Cross-Talk. The story as he tells it is, I am sure, almost as exciting as being there.. but without all of the Baja dust!!!

220MHz Anyone? Antenna King is offering TRW/ARC a group purchase discount on the Midland 220 MHz transceiver at 179.95, plus tax. Contact Frank Cartier, with check, if interested.

TRW/ARC Breakfast Group still meets on Friday mornings, 7AM. Check with K6AWO on 147.51 for the latest location!! Or phone Bill Dews, 53-51994. This could be a great way to meet some of our associate members!!! Let Bill know if you are planning to attend.

Radio Code - International Morse to be offered again at El Camino College. Tues/Thurs - 8PM to 9:50PM. Starts on August 25 thru December 23. For more details, call ECC 532-7660.

Field Day Results are still being compiled by Jerry Dean, WA6GVO, and the data is still being fed to the computer. The results will be listed in the August CrossTalk so that all participants can see how each transmitter fared. Based on prior year scores, no one so far is ready to guess how close we came to first place.....or last!!

CANDID CAMERA CATCHES W6VBB checking out his "new" 2 meter FM rig (see photo to the right). Nelson wasted no time in getting the rig mounted into the mobile mode, and has one of the most god-awful looking antennae (but it works!!) you would want to see on an auto. However, Nelson's gain, is now our temporary loss to the .51 channel of our very active club supporter W6SCL (more affectionately known as Sex Crazy Lover) who has just returned from a trip to England. Frank assures me that he does have a pot, a window, and will soon be back on 2 meters with brand new gear. ....hurry up Frank, we miss you!!

By the way, Nelson has done great things with his new found toy, and may have solved many of the technical problems still bugging current owners of FMV2's.

Associate CrossTalk Editor Ed Thornley, W6RXD, has kindly agreed (after much arm twisting and soul searching....remember Ed, I'm the one that got you off the hook on this job!!!) to act as CrossTalk Editor for the month of August. So you got something you want to say.....then send it on in to Ed (us his TRW address) and he'll print all the news that's fit to print, and maybe even some that ain't!!! In the meantime, W6RLN is planning to take a friendly skies flight back to Ashtabula (that's in Ohio, in case you wondered), and just enjoy August in Ohio.

51 Simplex is as exciting as ever, and getting more crowded. I now have my 147.54 crystals tuned up in the old HW202. And we are still thinking about synthesis for 2 meters. (K6AWO has a synthesiser on order). The club undercurrent seems to be pushing for a club repeater on either 2 meters, or 220 (maybe both would keep everybody happy, except the poor trustee who would have to keep all of that gear going!!). Heard during a 20 minute period on .51 recently were: W6RLN, WA6SKM, WB6IDJ, WB6FHN, W6YCZ, W6CZL, WA6KPC, WA6PAS, WB6TCR, W6HPD, W6FQ, and K6AWO....talk about pileups!!

CANDID CAMERA VICTIM OF MONTH -- W6VBB

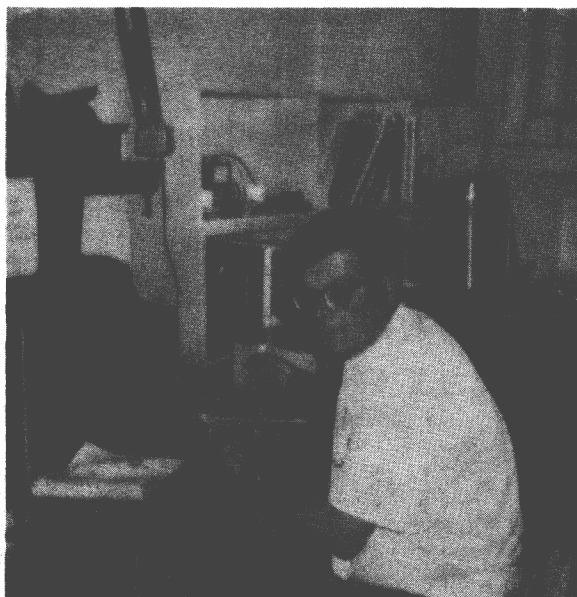


foto by (unknown)

## BAJA 500 RACE (continued from page 1)

By WB6TCR

Early (0600) Thursday morning (mid-June) the caravan began, IZK with his block-long red (Ole Red) truck (rumor has it that he has successfully installed an 80 meter dipole on the roof). Also starting off, was TCR with a rotary powered wagon that had some difficulty staying below the posted speed limits when nurished with Mexico's finest (60 octane green gas). With a quick stop to gas up in San Diego, we were thru the border and enjoying the scenic beauty of Tijuana using our new call of XE2BCM.

Five miles short of Ensenada, we pulled out the picnic baskets and lunched our way thru our first home brew meal, which turned out to be some of the best eating we did for the next three days. Downtown Ensenada was a painful experience - total confusion - crowds of people - and lines of cars pouring in for the races. We managed to find race headquarters, received no useful information, said "the heck with it", and with the help of KPC's bilingual expertise, got the hell out of there! AWO pointed out to us that before we headed out into the middle of nowhere (Check Point 5), that we had better stop for additional supplies.....a cantina was less than a block away!

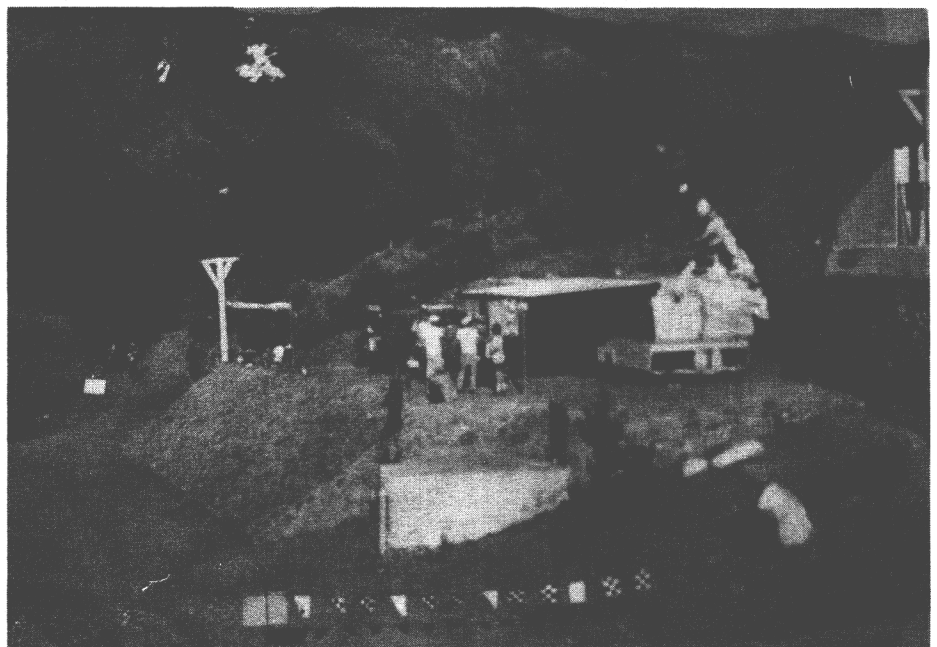
Heading east, we quickly left the metropolis of Ensenada, and all began to breath a little easier as the overpopulace of cardboard homes disappeared and the magnificence of the rolling hills, mountains and blue sky of inland Baja welcomed us ahead. Rough roads were the forecast, and we weren't disappointed as the paved roads ran into dirt roads, and dirt roads turned into what looked like no roads. A distance of 1/2 mile, or so, was maintained between vehicles to minimize choking in each other's dust. IZK's "Ole Red" blazed the path ahead, and radioed back info to us as we cautiously followed. Several times we stopped to make a road (a flat rock here, move a bolder, fill a hole). Even got lost once, but thanks to KPC's Spanish, we finally got back on the right track. And so, the rest of the afternoon was spent negotiating Baja's freeways (it was free, and you had to find your way).

Check Point 5 (Mike's Sky Ranch) was an oasis at the end of the road. Ranch style living, replete with swimming pool, bar, restaurant, campgrounds, bas, spacious rooms, bar, etc. With a bit of persuasive discussion we talked ourselves into a brand new 24' trailer for radio operations, living accomodations, along with an extra room.

Since only an hour or two of sunlight remained, and the races were due to start at the break of dawn, we began unpacking and setting up immediately. 40 and 75 meter dipoles were assembled and readied to be pulled up. The 40' mast was pulled up (well, almost pulled up). The 40' mast was pushed up 5' at a time; The 40' mast was pulled down 5' at a time; etc., etc. (It seems that the little pull-up pulley at top of the whole affair didn't quite meet its design expectations!!). You had to be there to really appreciate that Chinese firedrill.

## CHECK POINT 5 (Mike's Sky Ranch)

Foto by K6AWO



BAJA 500 Race (continued from page 4)

by WB6TCR

Station assembly continued at a frantic pace. IZK efficiently installed the 2 meter beam in only one try (and we heard about that for the next day, or so). The Atlas folks graciously loaned us a Model 180 for the low bands (thanks to W6QKI), and KPC's IC230 did the trick for 2 meter operations. Thanks to IZK's 50 watt (more about that next month, if you would like to build your own) amplifier, we were able to mountain bounce our signal up to the repeater, as we were in a deep valley. The portable 2 meter repeater installed the day before in the mountains high above us linked all 2 meter stations into Ensenada Control.

After technical operations were completed, we cleaned up a bit, and tried out a few tequila sunrises. By then we were already retelling our day's experiences and eagerly awaiting food. The highlight of the evening occurred when AWO was unable to contain himself any longer before dinner, and devoured in its entirety, what we called a "Mexican pickle". (KPC later explained that unless dampened out with some bread, the contents of that "pickle" are nearly lethal.) Bill's face was luminescent for several moments.

Sleep came that night, but with great difficulty for most of us. I slept in the top bunk (shelf) of the trailer. The clearance between me and the ceiling was no more than 6"; I nearly destroyed myself that night rolling over.

Radio operations commenced at 7AM the next morning, and continued thru until 2AM the next day. In excess of 200 cars ran the race, and we were required to track each car thru each check point, for the duration of the race. You had to be there to appreciate this effort. Thanks to some hard working interested spectators, the bulletin board was kept up for us. After the last car had been accounted for, we shut down operations and this time we slept (IZK had the top bunk, only by trickery on TCR's part).

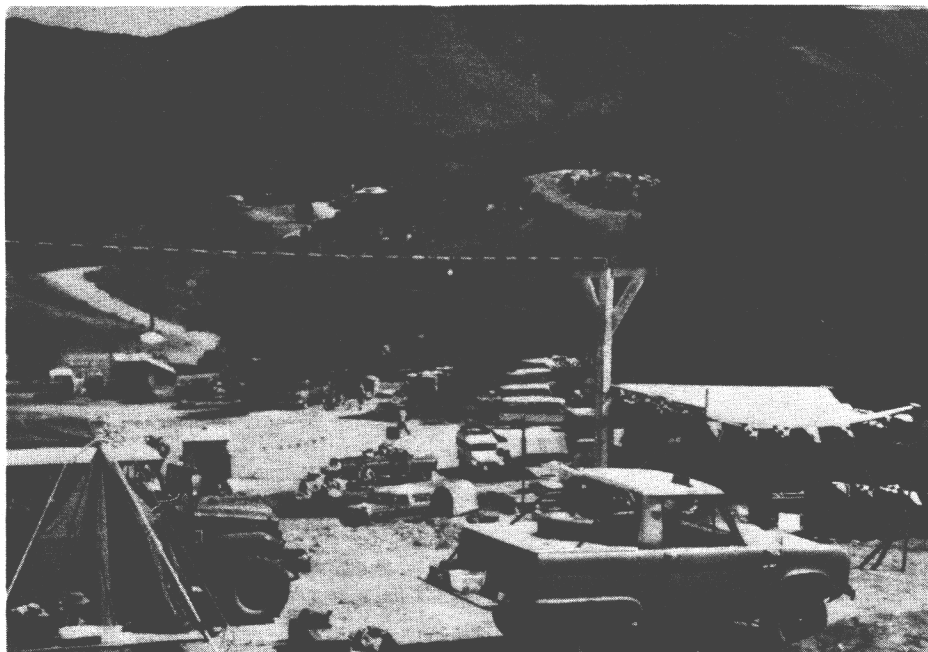
At the height of the race, IZK and AWO made an 80 mile round trip with gasoline to the repeater site to assure its continued operation. That trip was made in an open dune-buggy, with the hot sun beating down upon them, and aside from ending up off the road in a very frightening circumstance, they made it back in time for an afternoon dip in the pool, and then relieved TCR and KPC.

Teardown was completed well before noon, and the return trip was far less grueling since we took an alternate route, which was much better than the recommended route we had come in on. We arrived back in Torrance Sunday morning exhausted, and covered with Baja dust, and after one final Baja toast, parted company. XE2BCM signed forever, or at least until the coming Baja 1000.

73's, TCR, KPC, IZK, AWO

## VIEW FROM CHECK POINT 5 COMMAND TRAILER

by K6AWO



Grand Prix Amateur Radio Net  
Long Beach 1975  
P.A.R.C. - Amateurs All - B.A.R.R.A.

August 4, 1975

Dear Fellow Ham:

This letter is an open invitation for you, to join in, with other hams from all over the county, to participate in the Long Beach Grand Prix Sport Car Race.

The race will feature Formula 5000 racing machines for 3 days of practice, match races and main event, on Sept. 26, 27, 28, 1975. These cars will circuit the city streets of Long Beach.

Public health and safety is of prime importance to the thousands of spectators that are expected to be there.

I have been asked to organize and enlist the help of over a hundred amateurs to help the officials, police and fire departments in the area of message and emergency traffic. There is no parking lot duty here; only a public service to the community and a huge boost to our Amateur Service public relations - something that could improve.

Enclosed is an enlistment form. Please reply as soon as possible because there is a great amount of coordination required.

After your reply returns to me, a folder of general information will be sent.

This is a big job, a great opportunity and a lot of precious free time given by all participants. Satisfaction guaranteed.


Required:

1. Willingness to help.
2. Access to a portable or hand held unit.
3. Car pooling - parking provided.
4. Capable of up to 3 Simplex frequency (not defined yet) 2 meter.
5. An understanding wife or girlfriend.

Return:

1. Lot of hard work and long hours. No pay.
2. 90% chance you'll see a lot of the race free.
3. Possible badges and goodies.

Respectfully,

  
Steve Shane WA6NRQ  
21108 So. Doble Ave.  
Torrance, Cal. 90502  
320-1267

