

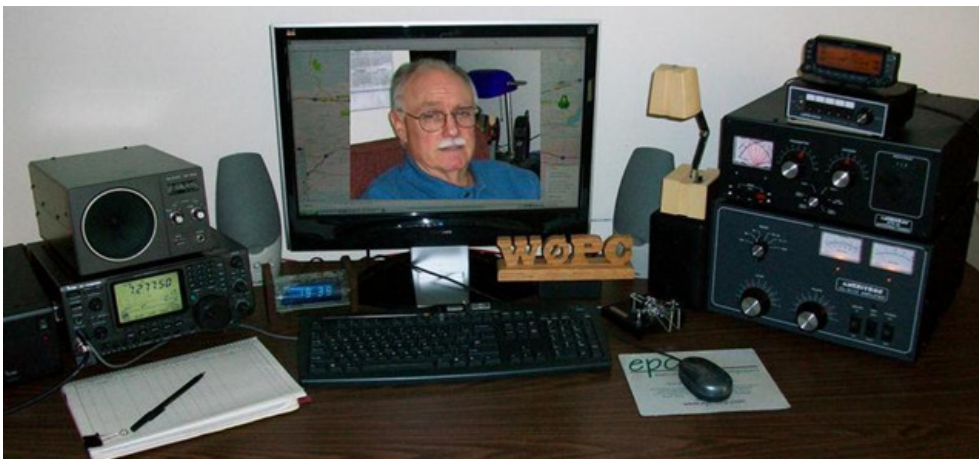


A few weeks ago on the GM Net, George, KB9VF mentioned that he updated his QRZ.Com web page. Mine was merely a picture of my "Firebird" QSL card. It was nice, but not as classy as George's. As you can see in the picture on the right, George's shack really looks nice which inspired me to update mine QRZ page too. I'm not a very big fan of logging into anything especially if it requires yet another password. I bit the bullet and forged forward. Looking back now, it really wasn't hard.



My station isn't nearly as nice as George's but it's what I have and use every day. You notice that George looks good sitting in front of a nice desk with his rigs and amplifier neatly fitted into the shelves. You don't see a maze of cables and wires dangling anywhere. If I were to do that, you would see a real rats nest of wires. Just my computer alone with its mouse, speakers, monitor and keyboard... not to mention headset or mic for Echo-link is bad enough. My station is sitting on a 6 foot long folding table with no place to hide the wires behind it. I've placed the heavy items over the legs... hope it doesn't collapse. Actually it's held up nicely for several years. If I was pictured sitting in front like George, all you would see would be a mess of wires going everywhere between the rig, amp, tuner and my computer. The Kenwood dual-bander (TM-D700A) that is sitting on top of the tuner is connected to the computer that is under the table on the left side. It's my APRS rig/TNC with UI-View32.

73, de WØPC (Rick)



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The GM Nets meet daily Monday through Saturday on 7.277.5 MHz at 18:00Z and Tuesdays on 14.277 +/- QRM at 16:15Z.

Our Net Manager George, KB9VF Working on his computer getting our Net Calendar straightened out.



Net Control Stations:

- George, KB9VF
- Rick, WØPC
- Ray, K1RAY
- Verle, K8VW
- Chuck, WA8IHI
- Bill, WB9YUR
- Denny, N8XLS
- Bill, WD9AIH
- Art, KC8JLC
- Jim, WY8I
- Walter, DF4IZ

Net Controls: KB9VF

I'd like to give a big thanks to all the guys that volunteer to be on the Net Control Calendar. It helps keep the net going smoothly. Some days the assigned net control station has a conflict and can't be there. Someone always picks it up in their place. There has never been a canceled net because nobody stepped up to the plate. Since we publish the schedule, it's easy to print it out and put it with your logbook... in a safe place where you can find it.

The hardest part of being a net control is knowing the "Net Preamble" and "Net Closing". There will be a copy included in this newsletter if you have misplaced your copy.

We also have to thank everyone for the relays as the band goes through it's changes. We've gotten used to the poor conditions so every day that we can all hear each other is fantastic. Those days are getting more and more frequent.

Net Preamble

This is (your call), today's net control. This net is composed of employees and retirees of the General Motors Corporation. This net meets daily on this frequency for the purpose of getting better acquainted, expanding our knowledge, and improving our operating techniques. We promote friendship among participants in many locations who have many talents and have or have had a variety of work assignments. The General Motors nets are international in scope on some bands, and visitors are always welcome to check in. Please stay carefully tuned to net control at all times. This is (your call) (working for or retired from) (your) Division in (which city), (state). My home QTH is (where you live). My name is (your name) and we will now take check-ins, one at a time, please.

Net Closing

Are there any late check-ins for the net? (pause for late check-ins).

Is there any further business for the net? (pause for any further business)

Having no further business, we will close the net at this time. This net is composed of General Motors employees, retirees, and visitors. We meet each day, Monday through Saturday, on or about this frequency, at (1700z or 1800z). Thank you for your participation and please return often. This is (your call) now closing the net. 73 and Good Afternoon.



Feb. 2nd - Punxsutawney Phil saw his shadow meaning 6 more weeks of winter

The Volkswagen Phaeton prestige luxury car is built at the 'Transparent Factory' in Dresden, Germany <http://www.fliixy.com/high-tech-car-factory.htm>



The factory is located right in the heart of Dresden, only about a 15 minute walk from the main square. There are both guided and self-guided tours available almost every day.

There are interpretive exhibits, partially assembled Phaeton components and cutaway models, and even a 6 axis full motion W12 simulator, complete with a visual system, to allow you to 'test drive' a W12 on the autobahn at any speed up to the full capability of the Phaeton.

For more pictures see URL <http://forums.vwvortex.com/zerothread?id=1837641>

Camera Shy... a tangle of wires

This is what the shack pictures could have looked like...it's all in the camera angle. Only problem is when you dress up the cables nicely, you start to get some cross talking across the lines... therefore, simply be careful of your camera angle... just like hunting. Don't just look at the target, look behind it. 73,



GM Net Control Schedule

February 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Notes: Nets 7.277.5 MHz at 18:00Z	1 WD9AIH	2 N8XLS	3 KC8JLC	4 WB9YUR	5 WY8I	6 WA8IH
7	8 W0PC	9 K8VW	10 KB9VF	11 K1RAY	12 WD9AIH	13 KC8JLC
14	15 WB9YUR	16 WY8I	17 WA8IH	18 N8XLS	19 W0PC	20 KB9VF
21	22 K8VW	23 K1RAY	24 WD9AIH	25 N8XLS	26 KC8JLC	27 WB9YUR
28	Notes: Schedule with DF4IZ (Walter), every Tuesday at 1615z on 14.277 + or - 5 kHz					

GM Net Control Schedule

March 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Notes: Nets on 7.277.5 MHz, 18:00 Z	1 WY8I	2 WA8IH	3 W0PC	4 KB9VF	5 K8VW	6 K1RAY
7	8 WD9AIH	9 N8XLS	10 KC8JLC	11 WB9YUR	12 WY8I	13 WA8IH
14	15 W0PC	16 K8VW	17 KB9VF	18 K1RAY	19 WD9AIH	20 KC8JLC
21	22 WB9YUR	23 WY8I	24 WA8IH	25 N8XLS	26 W0PC	27 KB9VF
28	29 K8VW	30 K1RAY	31 WD9AIH	Notes: Schedule with DF4IZ (Walter), every Tuesday at 1615z on 14.277 + or -		

GM Net Control Schedule

April 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Notes: Nets on 7.277.5 MHz at 18:00Z Standard Time or 17:00Z Daylight Time				1 N8XLS	2 KC8JLC	3 WB9YUR
4	5 WY8I	6 WA8IHI	7 W0PC	8 KB9VF	9 K8VW	10 K1RAY
11	12 WD9AIH	13 N8XLS	14 KC8JLC	15 WB9YUR	16 WY8I	17 WA8IHI
18	19 W0PC	20 K8VW	21 KB9VF	22 K1RAY	23 WD9AIH	24 KC8JLC
25	26 WB9YUR	27 N8XLS	28 WY8I	29 WA8IHI	30 W0PC	Notes: Schedule with DF4IZ (Walter), every Tuesday at 1615z on 14.277+ or - 5 kHz



Picture taken at the Ft. Wayne Hamfest
 Len - K8NKQ, Darrel - WD8ANZ, George -
 KB9VF, George - N8NPW

Smoke'n Tires

W8DCQ, Joe

(Monday, Sept. 21, 2009)

It was Nostalgia week and there was a big turn out, lots of Willies, Coupes and front engine dragsters.



Well, I finally made it to Uibly yesterday. It was their nostalgia weekend and they had a big turn out; while I felt out of place with a "new" car I had fun. They had a special "B Gas" class that ran heads up with a pro tree and running against a 5.40 index (1/8th mile). There were short wheel base front engine dragsters with blown small blocks on alcohol, Willies, 1930's and 1940's coupes and other nostalgia type gasser cars. They also had a "foot brake" class running a full tree and a "pro" class running with a "pro" tree. I tried to foot brake the car and leave off an idle during time trials but when I slammed the old 1150 CFM double pumper home the engine almost choked to death on the big pump shot, so I registered for the pro class and try my hand at leaving on a pro tree.

I don't know how those pro stock guys on TV can cut a 0.00 light on a pro tree. I know their chassis react faster than mine, but holy shit the best reaction time I had all day was a 0.148. The good news is Uibly's track



hooked hard and consistent, I had a personal record best 1.22 sixty foot time. I dialed a 5.67 and ran nothing but 5.68's all day except when I lifted having the other guy covered. I didn't expect to go rounds running on a pro tree, but a lot of other guys couldn't cut a good light either. I went 5 rounds with no buy backs and finally lost on another 5.68 when I cut a terrible 0.267 light while the other guy cut a 0.088 light. Five rounds got me to the quarter finals and they actually paid me \$100. I learned one thing on the pro tree, you had better stage first, because when the last bottom bulb is turned on, an automatic timer counts down to the triple yellows and you only have about 3 or 4 seconds to get ready. On the fifth round loss, I staged last, and by the time I was up on the two step, the triple yellows came on and I was caught totally unprepared to launch the car, thus the terrible 0.267 reaction time.

But, I went fast, made a lot of noise, kept the rubber side down and drove the car into the trailer at the end of the day.

PS: One of regulars from Metamora, Gary Williams, who runs a Hillborne injected big block on alcohol in a 1965 Chevelle won the pro class Saturday for \$1000 and was in the final round yesterday while we were leaving. Good weekend for Gary.



"I learned one thing on the pro tree, you had better stage first, because when the last bottom bulb is turned on, an automatic timer counts...."

From the desk of Dan AD8I

At the QRZ web site you can adjust your latitude and longitude on the grid map for your call sign under more details. To do this, you have to be a registered member of QRZ, you will have to be logged in and go to edit record. Just click on Explore on grimap, when the map comes up, zoom

in as close to your location as you can. At this point you should be able to drag and drop the red pointer to your proper exact) location. Don't forget to save when you are done. You can also click on Show Hams and it will show all the Amateurs in your grid square.

Have a good day & enjoy Amateur Radio...

Member of the ARRL and the OCARS ARC.

Web site: <http://www.qsl.net/w8tno/>

73 CUL de Dan AD8I

February 2010	
QRZ Record:	1133797 Login to manage/edit
Lookups:	5161 (5886) Mailing Label...
QRZ Admin:	AD8I
Last Update:	2010-01-08 03:27:04
Class:	Extra Codes: HVI
Effective:	2000-06-09
Expires:	2010-06-09
Latitude:	42.577544 (42° 34' 39" N)
Longitude:	-83.438716 (83° 26' 19" W)
Grid Square:	EN82gn
US State:	Michigan
US County:	Oakland
Previous:	KB8UUJ
Born:	1950
GMT Offset:	-5 hours
ULS Record:	1086802 FCC page...
QSL Info:	USA 100% VIA LOTW OR DIRECT SASE.
QSL by Mail?:	Yes (e.g. Will this ham QSL by Postal Mail?)
QSL by eQSL?:	No (e.g. Will this ham QSL with eQSL?)
Uses LOTW?:	Yes (e.g. Does this ham use ARRL's LOTW ?)
Admin For:	(1) AD8I

GSX#14 Alive and ready to drive! Roberta (Bobbie) Vasilow, WB2JLM

On Tuesday July 21, 2009, The Old Guy, spent a few hours with me to hook up the rest of the engine components only to have a starter issue, so we quit. On Thursday and Friday, I tried to diagnose the problem to no avail. On Saturday, July 25, 2009, Steve and



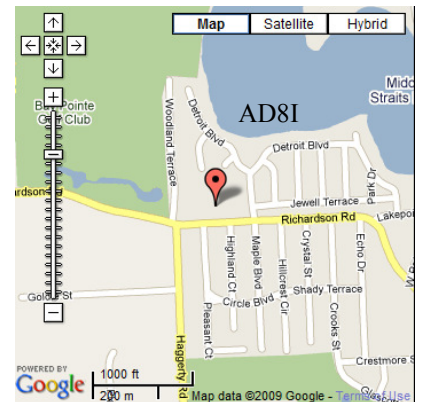
Wesley came over and we figured it out, the hot wire(battery) on the fancy new 8 lb starter was hitting the purple wire, so the car would try to start without the key, Steve discovered this, and I put three washers on the battery wire to try to get it away from the purple wire, well it worked. We put the rear of the car on jack stands, and it started

right up after about 30 seconds, and ran the trans through the gears since it was all rebuilt by Dave, but hadn't been run yet, I then put the new G60-15's on and did a couple other details, and took it for a short ride, AWESOME, the tires make the car look hot, like 1970! Engine pictures are not officially the way it will look in the next couple of days, will get the chrome valve covers on and the dual snorkel air cleaner and be ready to go to the GSX Renion to be with 102 more like it!



Way Cool!

http://mi-buicks.com/MY%20GSX/what_we_did_on_july_18.htm



Here is some sweet music for your ears.... "The Night of Nights"

Denice Stoops, the first female telegrapher who worked at KPH until the end of commercial morse operations and closure of the station in 1998. Denice is seen here sending a repeat of the last message sent from the station. Helen and I were there when this event took place. <http://www.youtube.com/watch?v=2a4scmlC7tl>

Old Timers Bar

Four old retired guys are walking down a street in The Villages, Florida. They turned a corner and see a sign that says, 'Old Timers Bar - all drinks 10 cents. They look at each other, and then go in, thinking this is too good to be true.

The old bartender says in a voice that carries across the room, 'Come on in and let me pour one for you!

What'll it be, Gentlemen?'

There seemed to be a fully-stocked bar, so each of the men ask for a martini.. In short order, the bartender Serves up four iced martinis....Shaken, not stirred, and says, 'That'll be 10 cents each, please.'

The four men stare at the bartender for a moment. Then look at each other...they can't believe their good luck.

They pay the 40 cents, finish their martinis, and order another round. Again, four excellent martinis are produced with the bartender again saying, 'That's 40 cents, please.' They pay the 40 cents, but their curiosity is more than they can stand.

They have each had two martinis and so far they've spent less than a dollar.

Finally one of the men says, 'How can you afford to serve martinis as good as these for a dime a piece?'

'I'm a retired tailor from Boston,' the bartender said, 'and I always wanted to own a bar. Last year I hit the Lottery for \$25 million and decided to open this place. Every drink costs a dime - wine, liquor, beer, it's all the same.'

Wow!!!! That's quite a story,' says one of the men.

The four of them sipped at their martinis and couldn't help but notice seven other people at the end of the bar who didn't have drinks in front of them, and hadn't ordered anything the whole time they were there.

One man gestures at the seven at the end of the bar without drinks and asks the bartender, 'What's with them?'

The bartender says, 'Oh, they're all old retired farts from MICHIGAN waiting for happy hour when drinks are half price.'



The GPS, Something to think about with our new electronic technology.

Wally, WB8M

A couple of weeks ago a friend told me that someone she knew had their car broken into while they were at a football game. Their car was parked on the green which was adjacent to the football stadium and specially allotted to football fans. Things stolen from the car included a garage door remote control, some money and a GPS which had been prominently mounted on the dashboard.

When the victims got home, they found that their house had been ransacked and just about everything worth anything had been stolen.

The thieves had used the GPS to guide them to the house. They then used the garage remote control to open the garage door and gain entry to the house. The thieves knew the owners were at the football game, they knew what time the game was scheduled to finish and so they knew how much time they had to clean out the house. It would appear that they had brought a truck to empty the house of its contents.

Something to consider if you have a GPS - don't put your home address in it. Put a nearby address (like a store or gas station) so you can still find your way home if you need to, but no one else would know where you live if your GPS were stolen.

GM NET NEWS



“When they rushed down to the bank, the bank staff told them all the money was already withdrawn”

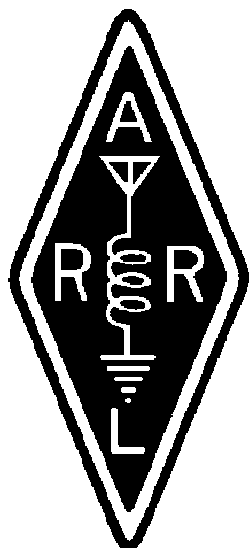
MOBILE PHONES: WB8M

This lady has now changed her habit of how she lists her names on her mobile phone after her handbag was stolen. Her handbag, which contained her cell phone, credit card, wallet... Etc...was stolen. 20 minutes later when she called her hubby, from a pay phone telling him what had happened, hubby says 'I received your text asking about our Pin number and I've replied a little while ago.' When they rushed down to the bank, the bank staff told them all the money was already withdrawn. The thief had actually used the stolen cell phone to text 'hubby' in the contact list and got hold of the pin number. Within 20 minutes he had withdrawn all the money from their bank account.

Moral of the lesson:

Do not disclose the relationship between you and the people in your contact list. Avoid using names like Home, Honey, Hubby, Sweetheart, Dad, Mom, etc....

And very importantly, when sensitive info is being asked through texts, CONFIRM by calling back. Also, when you're being text by friends or family to meet them somewhere, be sure to call back to confirm that the message came from them. If you don't reach them, be very careful about going places to meet 'family and friends' who text you.



From the ARRL OO Summary: W8DCQ

Update on this item reported last month:

A constant carrier was reported on 14030 for some time, went off and then returned for a time. It ceased before the source could be located. K6TD offered this advice regarding signals on 14030 and bears checking out, “this could well be a carrier emitted by an Ethernet switch. It's not un-common for unshielded computer boxes around the home to emit this carrier, if they use Ethernet. On local (NorCal) lists, every so often, someone will complain about a carrier on 14030, and ask if anyone else hears it. Several go check, and sure enough they do as well. This goes on for awhile, till someone points out it's a common carrier frequency emitted by Ethernet devices. Of course, since so many Hams can hear it, it's assumed to NOT be local.

The “GM Net News” is distributed only via email. The “Firebird Club” no longer pays for printing or mailing through the Postal Service. Feel free to pass along a copy to anyone especially other GM'ers or retirees that have forgotten about our nets or never had time for them while they were working. There is always more room on the net. 73, WØPC (Rick) Editor

Installing Crosby Cable Clamps for your Tower Guy Lines

Efficiency ratings for wire rope end terminations are based upon the catalog breaking strength of wire rope. The efficiency rating of a properly prepared loop or thimble eye termination for clip sizes 1/8" through 7/8" is 80%.

The number of clips shown (see Table I) is based upon using RRL or RLL wire rope, 19 x 7 Class, IPS, XIP, sizes 1-3/4 inch and smaller.

For other classes of wire rope not mentioned, we recommend contacting Crosby Engineering to ensure the desired efficiency rating.

Ropes Course Specifications Table 1				
Clip Size (Inches)	Rope Size (Inches)	Minimum No. of Clips	Amount of Rope to Turn Back in Inches	* Torque in Ft. Lbs.
5/16**	5/16	3	5-1/4	30
3/8	3/8	3	6-1/2	45
7/16	7/16	3	7	65
1/2	1/2	4	11-1/2	65

If a pulley (sheave) is used for turning back the wire rope, add one additional clip.

If a greater number of clips are used than shown in the table, the amount of turnback should be increased proportionately.

*The tightening torque values shown are based upon the threads being clean, dry, and free of lubrication.

** Not for use on belay or element cables!

WARNINGS AND APPLICATION INSTRUCTIONS



G-450 Dropped Forged (Red-U-Bolt)

⚠ WARNING

- Failure to read, understand, and follow these instructions may cause death or serious injury.
- Read and understand these instructions before using clips.
- Match the same size clip to the same size wire rope.
- Prepare wire rope end termination only as instructed.
- Do not use with plastic coated wire rope.
- Apply first load to test the assembly. This load should be of equal or greater weight than loads expected in use. Next, check and retighten nuts to recommended torque (See Table 1, this page).

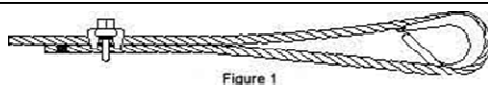


Figure 1

1. Refer to Table I in following these instructions. Turn back specified amount of rope from thimble or loop. Apply first clip one base width from dead end of rope. Apply U-Bolt over dead end of wire rope – live end rests in saddle (Never saddle a dead horse!) Tighten nuts evenly, alternate from one nut to the other until reaching the recommended torque.

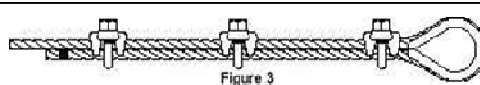


Figure 3

3. When three or more clips are required, space additional clips equally between first two - take up rope slack - tighten nuts on each U-Bolt evenly, alternating from one nut to the other until reaching recommended torque.

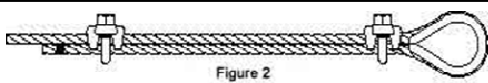


Figure 2

2. When two clips are required, apply the second clip as near the loop or thimble as possible. Tighten nuts evenly, alternating until reaching the recommended torque. When more than two clips are required, apply the second clip as near the loop or thimble as possible, turn nuts on second clip firmly, but do not tighten. Proceed to Step 3.

4. WIRE ROPE SPLICING PROCEDURES:

The preferred method of splicing two wire ropes together is to use interlocking turnback eyes with thimbles, using the recommended number of clips on each eye (See Figure 1). An alternate method is to use twice the number of clips as used for a turnback termination. The rope ends are placed parallel to each other, overlapping by twice the turnback amount shown in the application instructions. The minimum number of clips should be installed on each dead end (See Figure 2). Spacing, installation torque, and other instructions still apply.



Figure 5

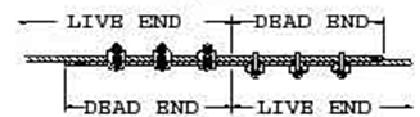


Figure 6