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Editorial for the Communicator must reach the Editor on or before the third Thursday of the month for inclusion in that month's issue. Any and all articles are welcome, however the editors reserve the right to vet suitability for publication.

To submit articles, items for publication, letters to the editor or to ask questions of our technical writers, please address all correspondence to The Editor at the address shown on the front cover or via email to phil.48@bigpond.com If you know of anyone who wants to advertise in the Communicator, space and charges are available on request, speak to a committee member for more information.

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Meeting dates.

ACRM SA Inc. Meetings are on the FOURTH TUESDAY of each month.

There is no Meeting in December.

The next OCM is the on July 23rd.

August's meeting will be on the 27th.

ACRM SA Inc. Meetings are held at 3 Redmond Rd. Colinswood. SA.

Gawler/Barossa general meetings are bi-monthly, on the THIRD TUESDAY of the month. Also no meeting in December.

Next meeting will be in Sept. 2013.

PRESSIES PRATTLE; Phil48:

49 has just reminded me that we have a mag to put out this week. Two things spring to mind, I hate these short months is one and the other is unprintable. Either way, this week is out for anything else so less whining and more creating. I haven't got used to how fast this year is going yet – it seems that the start of the Rally season is a switch for all months to suddenly halve in length but 2 weekends without a break, snap you back into reality. The first two were Towitta Park on the 6-7th July and one week later the Swann 24 hour. Two weeks later another double, Sandy Creek is on the 3-4th August and is followed by Mallala the week after. Okay reality check over, back to the important stuff.

We are waiting for the Sandy Creek info now and I'm glad there is a week between or we would be putting a ride together and putting out the mag at the same time.

The 24 was a problem to cover this year, many of the regulars were otherwise detained and so we had to rely on a first timer from the horsey world and a couple of controllers to fill the gaps. Just a few words of thanks are in order, The first goes to Dennis Uren, who was conned by Chris 49 at the last ride to come and give a hand. Another helping hand was Catherine Noble, who was with Clare Club and also happy to do the radio as well. Another family, who happily helped out was Henke's. Lastly, Rickman Smith, who has covered a control for us for quite some years now, has become quite a regular. To you all I say thanks and commend each of you for taking the radio job seriously, going over and above what is expected of controllers to make sure the radio is covered. Again thank you all.

The preparation and the amount of necessary equipment we now carry has hit ridiculous proportions and the corner of the room we occupy has become quite cluttered. Amongst the necessities are all the radios we have to carry to cater for officials and loan radios for members who either haven't got one or have been caught in the Wideband, Narrowband debacle.

Initially, tests we conducted using a combination of narrow and wideband radios and their related issues appeared insignificant but now that both the repeater and mobiles are all narrowband, any person using a wideband radio comes over with a distorting buzz that can make the call unreadable.

Another problem that appears to have crept into the equation is the amount of computers and their emissions that have found their way into Main, all necessary for various reasons but I think we are suffering because of it. This observation seems proven by the fact that signals from some stations were very noisy in the room at main but clear to other stations. We also found that operators who had more than one radio on board had varying signals from the same location, depending on which radio they used.

EMT: They may be good medics and in the past an asset but relations this time were stretched to the limits over comms. EMT has yet to sort out their own communications medium and relied on our already cluttered system to handle their calls. We used to have that problem with St Johns and then SA Ambulance but we had just got to the point where they were using their own comms (GRN) and our channel was finally freed, when we had to supply 7 radios and share our repeater again.

Chris 49 noted that on average 28 pages were used in the log book at Main when we no longer had to log every call for or from the ambos but that increased to 48 with the extra traffic on the channel

While on the subject of sharing, we have never been so stretched, resource wise, before. Eighteen portables and 8 mobiles were out on loan this year, plus 8 antennas of varying styles.

The noise affecting our signal may be contributed to computers generating RF in the room but it could be from other sources too. It certainly had to do with signal strength but not consistently enough to blame just one thing because there were weak signals that were perfectly clear as well. We had the Course Controllers and other officials on portables, calling in from the same location as problem signals and were perfectly readable.

I've been reading some literature on the wideband/narrowband dilemma and it seems that any old repeater that that has been replaced with a new narrowband one at the existing site, using the same antenna system is immediately disadvantaged by half, meaning a signal has to be twice as strong to get the same input gain as before and ERP (Effective Radiated Power) is best gained by changing choice of antenna. See end of mag for the full paper on Narrowband Hangover.

Who's who and who's new, Phil 48.

I've been a bit remiss of late and forgotten to welcome some new members so this is a catch up. I apologise for any omissions but rest assured, I may miss your name but not your valuable assistance.

One who comes to mind is Damien 135, who has already proven his worth by capably handling a control, single-handed at the Robby 2 Day Trial.

Two others are already well known to most and that is Daryl 295 & Lynda 296, who along with Benji 295 ½ are now seasoned operators. Yes, it's been a while since I did this. To all, I say welcome.

When we talk about seasoned operators I have to include a couple who are new to us as members, Bill 78 has come on board this year and Graham 80 has come back after some 30 years. Both have been there to help when needed. We welcome you both.

Online Scratch List, Phil 48.

What is it & did it work? The name is self explanatory and it worked very well. Not only our monitors used it but controllers and scorers found it useful too. It's only flaw or inconveniences in that wherever you are, you need access to the internet, a feature now available on most phones, iPads, etc.

The other inconvenience is that we found it an almost fulltime job at main to keep it current. To have a look at the 24 hour scratch list as used on the weekend, try <http://www.acrm.org.au/scratchings.html> or www.acrm.org.au and look for the link to the scratch list.

One comment we had was that when you get a chance to put your head down between laps, you wake wondering how many scratchings we had put over during that time and a quick look on the website soon answered the question. I don't think everyone had the capability or were not in a mobile coverage area but 75% of the course kept up to date via the site. It was certainly obvious which controls were disadvantaged by not having the info at their fingertips because of the continuous asking for scratchings by the same controls. Overall the queries for scratchings reduced drastically. Every bike that was scratched had the number put over air and alert people jotted them down, thus compiling their own list but we still have monitors who think they are out there to do no more than play "Look at me, I'm important, surely I'm not expected to write as well." To that I say get your heads out your arses, and learn to run a control just as well as all the other one man shows who seem to be able to get the info, write it down and have answers available at their finger tips.

Maybe their theory is, "If I break enough dishes, they'll stop asking me to do them!" Don't worry if I had the chance to put operators proficient to our level of training on all controls, I would.

I would also point out that none of this is aimed at those thrown in at the last minute, including controllers who as mentioned before did an admirable job, in fact, all made some of those who refuse to improve, look rather silly.

There are often times in main where the room is full of people and it pains to hear a dozen people say in unison, "Didn't he just ask that question?"

I hope by next year to have all calls in and out of Main digitally recorded as further back up to our logging and repetitive questions by one or two controls should stand out on replay.

The Online list was first trialed at Robby and the results were encouraging so I used it again at the Towitta Ride. Although it was up and running, it didn't suit an endurance ride and as it was very hard to get phone coverage at the controls, I scrubbed the idea but the results had been good enough to warrant trying it at the 24 and apart from the aforementioned problems, it proved successful enough to carry on with it.

Rally Round up, Nev 228.

The Swann 24 Hour Reliability Trial is under our belt now and thanks go to all who helped make it a success.

The Sandy Creek Ride is August 3rd & 4th and Mallala, 10th Aug.

The next bike trial is Clare MCC on the 14th Sept.

The State Championships, (5-7 Oct), will be at Mt Crawford.

I still need monitors for Mallala and Clare, please contact either me on 0439 887 411 or Phil 48 on 0400 390 800 to register interest.

TREASURE TROVE; Chris 49



I give you fair warning, bring your dollars next month and be prepared to not only buy – but sell as many Xmas hamper tickets a possible. We will have the tickets for sale at the August meeting and in accordance with the Lotteries Commission have 3 months to sell them for a November draw.

Another Treasure, Trevor 120 has had a name change.

For the Mallala Trial last year we had covered all of the controls when we received a phone call from Trevor 120 asking if his paperwork for the event was still coming. Oops! We had omitted him on the list but assured him if there were any withdrawals he would be first on the list. Carmel, Trev's fiancé suggested he go anyway even if it was only to make the cups of coffee for main staff and the few Levis officials who we look after. Lisa 333, who was on the Start/Finish line promptly dubbed him "Tea Lady."

At the Truro car rally, when we didn't know how much pain he was in with his toes, the minute he walked in the door at main I commented that the Tea Lady had arrived and he could save our throats by making us some drinks, (Sorry Trev).



Trev
120

& Lisa
333

Anyway the reason for this lead up is that on Sunday at the 24 hr trial Lisa turned up and presented Trevor with this very fitting effigy (for want of a better word) of a cup and saucer with a lady appearing out of the top, (see photos). I think we embarrassed him a little but he still allowed the photo to be taken.



We let him off tea lady duties at the 24 hr but he did a good job as 2nd writer and relief radio operator. For those of you who haven't seen how we operate at main, I normally sit one side of the radio and a second person sits the other, this weekend that person was Trevor. Between us we have a monitor that we refer to for the scratchings or any info on a rider, e.g. repairing a puncture or how late they have been on course.

On another table we have the main computer where the scratchings and other info are entered. With the online scratchings a laptop & tablet has been added to keep that updated for the net.

If any one of us has to leave our station, someone else has to cover it and it gets a bit like musical chairs. Phil 48 and Graham 141 (Tuck) covered the chairs at the computer and tablet this year.

Some years ago Andrew 11 wrote the first edition of prose using all the control names in their order and it was read out in the wee hours of the morning, somewhat starting a tradition that Tuck has taken on and continued each year. Daniel 222 wrote one last year and started another on Saturday. The 24 hour committee wait for them to be read out and this year they have asked if it can be included in next year's programme. One time at Presentation Night the then president read one out because it is not something the riders would normally hear.

Following is the 2013 effort.

Tucks Prose. The 24's 24 Controls; Graham 141:

Heading into the first corner, the rider avoided a SHUNT into a TANKSTAND that could have caused a RUIN and LEAKES all down the slopes of MT RUFUS.

RUEBEN and ANDY nearly had a HART attack when they were confronted by a WOMBAT wearing a pair of jeans made by LEVI.

PRIDMORE took off through the SCRUB in the NORTH HILLS and into the CREEK that opened out into a DELTA.

FRANKY needed to go for a drink at the WELLS, but found the water a bit BROWN-LOW down at the bottom.

Past the HOUSE, PARCOOLA went under the POWERLINE to the SCRAPYARD down in the VALLEY where the hills featured a CONTOUR designed to prevent corrosion where the track crossed the MAIN road.

ANTOLA RIDE (TOWORRI) 2013; Phil 48:

The drive home is a story of its own. That is how I finished off last month so here is “The story of it’s own.”

We had a good event and to cap it off, packed and said goodbyes so that we drove out on dusk and steered a course for Mt Torrens or so I thought. After a couple of turns and not reaching familiar territory, 49 grabbed a map and tried to piece together, from the few road signs we found, just where we were and I decided to set the GPS for Mt Torrens. We knew another car followed us out the gate and was hot on our tail so I signalled and pulled over, thinking I could warn them I had no idea where I was going but they just sailed past, maybe that is when I should have pulled out behind them as they either knew where they were going or were confident I’d pointed them in the right direction. Ok the GPS now said straight ahead and that is where the followers had gone so away we went, blindly letting this electronic Sheila tell me where to go. Anyway, follow I did and it wasn’t long before I realised this bird had been hitting too much electron juice because she was telling me to turn into locked gates and at one stage along a track that eventually went nowhere and I had to drop the caravan to get out then spin the van around and re-hook up to get back out to the road we turned off. At least that had a name we remembered – but why was the name familiar? Easy, after a few more turns we were almost back to the Venue so with a known starting point and the GPS now appearing to have found itself we went left, right, left again and came out on the Birdwood to Mt Torrens Road, “Ah bitumen at last,” After about 2 hours of late night touring we were on track and feeling very chuffed about it.

Ironically, I’d been steered to the same road about an hour before but when we hit it there wasn’t a sign in sight to say, what was left or right and nothing to indicate what road we had reached. Shit, signage in that area could be vastly improved. Ironically 2: When we related the story to John 232, he told us of his adventure. It went almost word for word for what I’ve just related, except in his story, the GPS took him back on himself and he came out on a road South of the Venue where he could see all the floats that were still there. I don’t think WHOOPS is the word he used but he realised things were not as it would seem and finally found his way out of there. One instruction we both got was “Turn right, continue for 4k and when we did it, the next instruction was to turn around and go back. If it weren’t for the fact that my female electron, actually got me out of a sticky situation once, I’d bin her. Admittedly, that time we were not on country roads or tracks so her mapping database was probably a little more accurate. Anyway the up-shot was we were home safe, a bit later than expected but happy to be there.

Towitta Park Ride; Phil 48:

THE Towitta ride was another of those rare moments where we had plenty of operators available, an overkill maybe. However, in this case the more the merrier because it also meant we could cover the Start/Finish line and that makes main a much easier place to manage.

At the two week prior point, we hadn't seen any maps so I thought, here we go again, but decided to give them the benefit of the doubt as it's over 10 years since we did Towitta. I rang the organiser and reminded her we need maps, her reply, "No worries, I'm picking up maps today and will post them off later on. Three days passed and zilch so I made another call, this time to tell them it is off, however after much apologising and explaining that the maps had been posted, I agreed to wait but got the maps emailed to me so we could at least get started on it. That was Friday of the week prior and if Monday produced maps, it was feasible to get the ride finished and posted in time.

Luckily that is what happened and we had a very good ride. Mum Jess, and her two boys Mark and John, put on a good ride, incurring only minor complaints and from our point of view, no complaints at all. We were looked after well and there was someone at main to answer questions at any time.

Amongst the crew who put their hands up for this ride, was Pat 65, who has missed a few years because the vehicle he purchased after the Land Rover didn't quite fit the bill so he has traded it in on something a bit more suitable and we may see a bit more of him. Welcome back Pat.

The rest of the crew, the regulars, including John 232, Daryl 295 & Lynda 296 were there with Graham 80 & Bill 78, filling the line up. Thanks folks, job well done.

One thing that came out of the ride in our favour was Dennis Uren. Dennis has been in the SAERA van on a few recent rides and has proven to be quite an asset. He initiated bringing the rider slips to us as riders went out again, enabling us for the first time since the ACRM computer and the scoring computer was no longer connected, to get accurate info on which riders had gone out again.

Being a bit short for the 24, Chris asked him if he would be interested in helping at the 24 and he agreed.

I had worked on our spare repeater solidly for the past 2 months trying to iron out any of the entrenched problems we experienced at Robby and in the end put together another.

However, on the day, we used Channel 3 at Rufus with good results so I still have to address the problems once this mag is out and I can clean up after the 24.

We pulled in Saturday afternoon and Mark greeted us so we were able to set up fairly quickly, only at the opposite end of the shed this year. John 232, Bill 78 & Graham 80 were already there and Pat 65 came up later that night. Daryl & Lynda, who live fairly close, came up in the morning and were able to leave again once all the riders were through. They have remarked since, "It was hardly worth it, we finished before we had time to even set up." I apologise for that, we could have got by without you but what show would be the same without Punch? Being a catered ride, we were looked after quite well on Saturday night so with a bit of tucker under the belt it was back to the van to start entering names. It turned out a popular ride and was well supported. The 80k had 26 entries and another 12 in the 40 & 20. At the end, I'd heard very few complaints of any significance so I assume it lived up to its popularity.

All the rides were over by mid afternoon and a decamp was swift.

Prior to our arrival 232 had loaned the committee a bundle of tent pegs to anchor their Gazebo down and he asked me to get them as he was leaving early and they were still in use. Whoops, I was well and truly on my way when I remembered them but a phone conversation with Mark the next day confirmed he had them and would arrange to get them to me. Which he did and will be duly delivered at the meeting.

We put Graham 80 on the finish line again because it was a bit far away to be monitored by us in the van and the combination of Graham, via radio & Dennis, bringing us strips the finish was comprehensively covered. To the point where we now consider Start/Finish should be considered a separate control at all rides. Now all we have to do is double our membership and make it possible.

Digressing momentarily, with 19 controls at Mallala this year, finding a spare for Start/Fin there is looking a bit grim.

LAST MONTH'S CROSSWORD ANSWERS

1	B	A	2	R	K	3	F	4	I	S	5	S	6	U	R	7	E	S
	R		O		8	H		O		Y		A		C				
9	O	N	B	O	A	R	D		10	N	I	V	E	A				
	T		O		I	I		O		I		N						
11	H	E	T	E	R	O	D	Y	N	I	N	G						
	E				L	E		Y		E		12	U					
13	R	A	14	S	H	E	R		15	A	M	U	S	E	S			
	S		W		S		16	S		I				E				
	17	D	I	S	S	A	T	I	S	18	F	I	E	D				
19	S		N		N		A		I		R		C					
20	H	E	D	G	E		21	B	A	N	D	A	N	A				
	E		L		S		L		G		T		R					
22	D	R	E	S	S	I	E	R		23	T	E	E	S				

GREETINGS

Birthday greetings for August go to:
 Luke 371 for the 8th &
 Vicki 172 for the 29th.
 Congratulations to you both.

Nev 228, who was admitted to hospital with chest pains around the time of the last meeting, has been at a couple of events lately, and feeling better after what turned out to be a chest infection.

WANTED TO SELL, BUY OR EXCHANGE

Wanted to sell. This is the perfect chance to pick up a **near new** Dyson Upright vacuum cleaner with all accessories; model DC25. New price \$998, sell for \$500. Contact Ros on 85223929.

Wanted to sell:- USB 3G Vodaphone mobile broadband stick, no credit left. Contact Phil 48 on 0400390800, \$5.0.

Wanted to sell:- USB Next G Telstra mobile broadband stick, no credit left. Contact Phil 48 on 0400390800, \$15.0.

Wanted to sell, buy or exchange ads are free to members. Please contact a committee member or send your ad to The Editor c/- ACRM at the address on the cover.
 You can also email it to The Editor c/- phil.48@bigpond.com

Member's contributions to our delinquency.

ONLY A MAN WOULD ATTEMPT THIS.

I may have included this before but well worth the giggle.

The pocket Tazer Stun Gun, a great gift for the wife.

A guy who purchased his lovely wife a pocket Tazer for their anniversary submitted this:

Last weekend I saw something at Larry's Pistol & Pawn Shop that sparked my interest. The occasion was our 15th anniversary and I was looking for a little something extra for my wife Julie. What I came across was a 100,000-volt, pocket/purse-sized Tazer. The effects of the Tazer were supposed to be short lived, with no long term adverse affect on your assailant, allowing her adequate time to retreat to safety...??

WAY TOO COOL! Long story short, I bought the device and brought it home... I loaded two AAA batteries into the thing and pushed the button. Nothing! I was disappointed. I learned, however, that if I pushed the button and pressed it against a metal surface at the same time, I'd get the blue arc of electricity darting back and forth between the prongs.

AWESOME!!! Unfortunately, I have yet to explain to Julie what that burn spot is on the face of her microwave. Okay, so I was home alone with this new toy, thinking to myself that it couldn't be all that bad with only two piddly little AAA batteries, right? There I sat in my recliner, my cat Gracie looking on intently (trusting little soul) while I was reading the directions and thinking that I really needed to try this thing out on a flesh & blood moving target.

I must admit I thought about zapping Gracie (for a fraction of a second) and then thought better of it. She is such a sweet cat. But, if I was going to give this thing to my wife to protect herself against a mugger, I did want some assurance that it would work as advertised.

So, there I sat in a pair of shorts and a tank top with my reading glasses perched delicately on the bridge of my nose, directions in one hand, and Tazer in t'other.

The directions said that:

a one-second burst would shock and disorient your assailant;

a two-second burst was supposed to cause muscle spasms and a major loss of bodily control; and

a three-second burst would purportedly make your assailant flop on the ground like a fish out of water.

Any burst longer than three seconds would be wasting the batteries.

All the while I'm looking at this little device measuring about 5" long, less than 3/4 inch in circumference (loaded with two it'sy, bitsy AAA batteries); pretty cute really, and thinking to myself, 'no way, it's possible!'

What happened next is almost beyond description, but I'll do my best.

I'm sitting there alone, Gracie looking on with her head cocked to one side so as to say, 'Don't do it stupid.' Reasoning that a one second burst from such a tiny thing couldn't hurt all that bad.. I decided to give myself a one second burst just for the heck of it. I touched the prongs to my naked thigh, pushed the button, and...Holy mother of god. Weapons of mass destruction. What the... !!!

I'm pretty sure Hulk Hogan ran in through the side door, picked me up in the recliner, then body slammed us both on the carpet, over and over and over again. I vaguely recall waking up on my side in the foetal position, with tears in my eyes, body soaking wet, both nipples on fire, testicles nowhere to be found, with my left arm tucked under my body in the oddest position, and tingling in my legs! The cat was making meowing sounds I had never heard before, clinging to a picture frame hanging above the fireplace, obviously in an attempt to avoid getting slammed by my body flopping all over the living room.

Note:

If you ever feel compelled to 'mug' yourself with a Tazer, one note of caution, There is NO such thing as a *one-second* burst when you zap yourself! You will not let go of that thing until it is dislodged from your hand by violently thrashing about on the floor!

A three second burst would be considered conservative!

A minute or so later (I can't be sure, as time was a relative thing at that point), I collected my wits (what little I had left), sat up and surveyed the landscape.

My bent reading glasses were on the mantel of the fireplace.

- The recliner was upside down and about 8 feet or so from where it originally was.
- My triceps, right thigh and both nipples were still twitching..
- My face felt like it had been shot up with Novocain, and my bottom lip weighed 88 lbs.
- I had no control over the drooling.
- Apparently I had shat my shorts, but was too numb to know for sure, and my sense of smell was gone.
- I saw a faint smoke cloud above my head, which I believe came from my hair.

I'm still looking for my testicles and I'm offering a significant reward for their safe return!

PS: My wife hasn't stopped laughing about my experience, she loved the gift and now regularly threatens me with it!

Got a Narrowbanding Hangover?: Courtesy Red Dog Radios

December 31, 2012 has come and gone, and now (in theory at least) we should all be operating in narrowband mode for our Part 90 radio systems. You feverishly reprogrammed your VHF and UHF radios, or purchased new radios because your legacy equipment wasn't narrowband compliant, and you met the deadline...congratulations!

But, is it over?

If you're like many of our customers, you've already discovered that your coverage and system performance has deteriorated substantially. For example, your county had great coverage last year, now you've discovered that there are lots of dead spots and poor reception.

Why has coverage degraded?

When your system was originally coordinated and licensed, coverage and performance was based on wideband FM propagation, whether operating at VHF or UHF. When a system is converted to narrowband, the ERP, or effective radiated power, of the system is decreased by half, (3 dB). In effect, it's like taking a 100 watt FM system and turning it down to 50 watts.

What can be done to improve performance?

To recover lost coverage due to conversion to narrowband operation, system gain has to be increased to recoup propagation losses. There are three basic ways this can be done:

- 1) **Antenna improvement.** Antenna gain is symmetrical, meaning it improves both reception and transmission performance. If you only improve a base station antenna, for example, not only will the upgraded antenna transmit a stronger signal to the mobile and portable radios but the base station will receive a weaker signal with less noise. So, for example, if a base station or repeater antenna was a 2-bay dipole array, consider upgrading to a 4-bay dipole. If vehicle are equipped with a standard $\frac{1}{4}$ wave whip, consider a half-wave dipole or $\frac{5}{8}$ th wave ground plane antenna. VHF portable radios can be upgraded with $\frac{1}{4}$ wave whip antennas and UHF portables can be upgraded with half-wave dipole whips. Improving antennas at each end of the link increases system gain by 6 dB, which will substantially recover lost coverage.
- 2) **Repeater installation.** If your system comprised a base radio and/or mobile radios only, you might consider adding a repeater to your system. While not inexpensive, and requiring FCC licensing, a repeater adds range to every user in the system. Repeaters can be located to provide optimum coverage for 80, 90 or 95% of the users, which drastically improves range between individual users. When considering adding a repeater, take into account several important issues:
 - a) Power output can be 50, 75, 100 or even 150 watts, but, you must coordinate the power level at which you want to operate.
 - b) use a high-quality, low-loss duplexer, and by all means avoid cheap imported duplexers as they can rob you of power and receiver gain, c) invest in a high-quality antenna with excellent quality hardline (coax cable); $\frac{1}{2}$ " foam coax might cost \$2-3 per foot but, the total loss in a 75 foot run will be under 1 dB.

- 3) **Digital radio.** Digital radios, available from all Part 90 Land Mobile manufacturers, have intrinsically better system gain than narrowband FM, in general about the same as wideband FM. There are two basic formats: NXDN (or FDMA) and DRM (or TDMA). Like the old days of Video Cassette Recorders when we had VHS vs. Beta, these two digital formats are unique and incompatible with each other. But they work very well. NXDN offerings are available from Icom America and Kenwood, while Motorola, Vertex, Hytera and Harris offer DMR Digital Radio Products. Most digital radios will support legacy analogue (FM) radio channels, allowing you to introduce digital radios and over time eliminate all legacy radios while converting the entire system to digital operation.. The FCC station license will need to be updated to reflect the appropriate digital modulation format being used, whether it be NXDN or DMR.

From the above reading I gather our changes are ongoing as the world prepares for a digital swing-over. I guess this falls in line with our televisions and DAB radios going digital. The last date I heard was 2020 for digital radio to be implemented. It should have been earlier but implementation is taking longer than hoped. I believe transponders or re-transmitters are needed all over the place to cater for car radios to work continuously. All our club radios had to be compliant by the end of 2012. Something we achieved 3 months early but all members with privately owned club channel radios are asked to make sure all channels are now set to narrowband, including the CB channels. I read once that many late model radios can be set to 80 CB channels and may require a free visit to a retailer of your brand, others are a simple turn on, turn off, turn on sequence. Make inquiries on line at the website of the brand of radio you use for instructions. Any retailer or person, who first programmed your radio should be able to do the narrowband check and remedy it if necessary. Also note that we are experiencing signal problems from non-converted radios now that the repeaters and most other radios, mobile & hand-held are already converted.

Ed. Thanks also to Tom Ohlssen from Red Dog Radios for the enlightening article.

Meeting Opened at 2005 hrs.

President: - Welcomed all, including visitors

Present: - 141, A153, 232, 21, 48, 49, 295, 296.

Visitors: - G78, Benji 295½, & Sandy Douglas.

Apologies: - 64, 120, 370, 371, 372, A51, 233, 228.

Minutes of Previous Meeting: - Moved by 21 and seconded by 232, Carried.

Matters Arising: - Re 333, Adrian still not happy with 24Hr offer.

Discussed advising all to sign on at events.

Correspondence: - In 13/23-29. Out nil, Moved that correspondence be received by 49 and seconded by 296. All in favour, Carried.

Reports

President: - Maps available for 24hr and next horse trials

Repeaters: - problem not solved, tests being done May need to contact the builder in USA

Will use R3 at Rufus for 24hr.

Secretary: - Nil

Treasurer: - Bal \$2298.67 In 62.60 Out 611.50 Moved 21 Sec 232 Carried

Rally Coordinator: - Absent in hospital. We wish him well.

Social Sec: - Nil.

Resources: - Absent.

General Business:

Daryl & Lynda will present photo of Shane Bain with Benji to Shane at the 24hr.

Meeting closed: - 2030 Hrs

Next meeting: - #354 July 23

Cat'n' Mouse Creative Collection.

Children's wear & other things

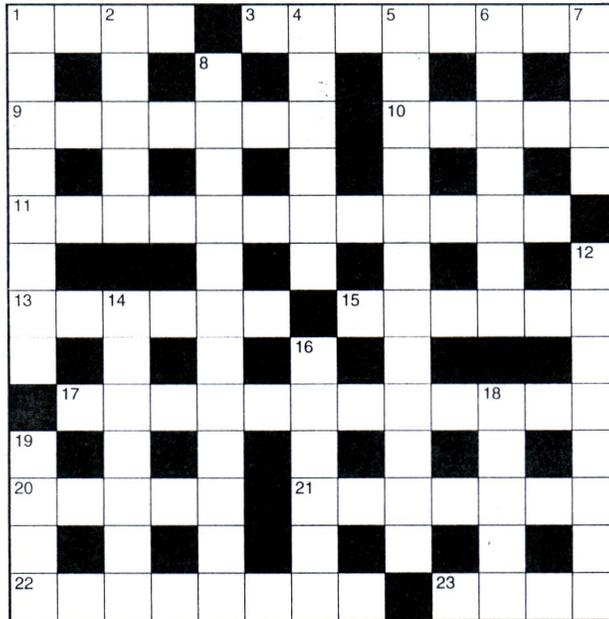
**57 Murray Street,
Nuriootpa, SA 5355**

Daryl or Lynda

0427 147128

Crossword Puzzle, Chris 49.

Answers next month.



ACROSS

1. Domestic animals
3. Embarrassing.
9. The most.
10. Lift up.
11. Sometimes.
13. Mass departure.
15. Type of hound.
17. Hearing Aid 3,9.
20. Elsewhere excuse.
21. Difficult choice.
22. Liking for.
23. Single time.

DOWN

1. Outdoor cookware, (2 Wds).
2. Poisonous.
4. Panda's food.
5. Dark soft drink.
6. Frozen drops.
7. Singer, _ _ _ _ Campbell.
8. Removal of male genitalia.
12. Observe the Stellar system.
14. clapping and cheering.
16. Digging tools
18. Are you being served actor, John?
19. Young cow.

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