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3

The Indiana Historical Radio Society BULLETIN

The Bulletin
A publication of the Indiana Historical Radio Society
Fifty-two years of documenting early radio

IN THIS ISSUE:

SPARTON 930

PHILCO T-901

THE 1972 MEETS

COOL CREEK PICS

The Indiana Historical Radio Society

The INDIANA HISTORICAL RADIO SOCIETY is a non-profit organization founded in 1971. Annual membership dues of $15.00 includes the quarterly IHRS BULLETIN. Radioads are free to all members.

Please include an SASE when ordering information. Send applications for memberships to Treasurer Don Yost.

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THE BULLETIN
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Indiana Historical Radio Society

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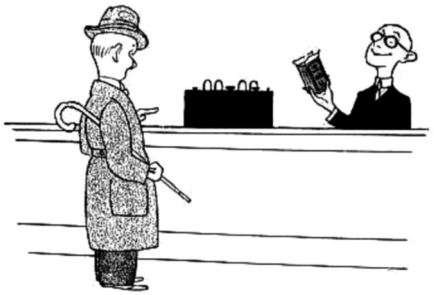


Greetings to the membership of the IHRS

Well, it's been a momentous summer for the Club, in general. First of all, we probably had the best turnout for August's Cool Creek Park meeting. Our new idea of using postcards to notify people of the meet seemed to be what was the key. Several attendees stated that putting the post-card on a table, the refrigerator, etc. kept the meeting on the top of their minds and ensured their attendance. In the future, we will be sending meeting notification through postcards or flyers, in addition to the usual stuff on the internet. There were a lot of great radios and ephemera that showed up.

Secondly, we are finalizing arrangements for the third "Super Meet," involving the IHRS, the Cincinnati Antique Radio Society (CARS) and the Society for the Preservation of Antique Radio Knowledge (SPARK – Dayton, Ohio area). There will be a donation auction, and a hopefully large sell and swap. CARS and SPARK are "all-in," and we think this one will be as good as the very large 2019 pre-COVID meeting. There are further details regarding the "Super Meet" later in this Bulletin.

The IHRS Officers had a business meeting at MCL. There were two items that stood out—these will affect all IHRS Members.

At one time, back in the mid to late 1990s, our Club had almost 350 members, with some even being overseas. During that time, the somewhat extravagant meetings that we had in Kokomo and the East Indianapolis Signature Inn were no financial burden. Printing costs for the Bulletin were negligible, and the treasury had plenty of money in it. Today is a different story. Inflation has taken a bite out of all of us. Treasurer Don Yost said the Club has been losing a minimum of two thousand dollars every year, for the last few years. With our membership now standing at around 125 people/families, the $15 a year dues that we have had for at least 20 years are no longer cutting it. Less than $2000 in dues, plus the small amount of sellers fees from the meets are not meeting expenses. To address this, effective January 1, 2024, basic dues will be increased to $25. These dues will include membership for a year, the ability to participate in our contests, and the "Bulletin" in electronic form, which will be in full color.

Unfortunately, our printing costs have risen to be the single highest expense for the IHRS every year. They are the main reason that the Club is bleeding out cash. We initially thought of raising dues to be significantly higher than $25 to pay the printing costs, but in the end, we've chosen a tiered dues structure. Those who still want a printed copy of the Bulletin will have the costs added to their yearly dues amount. This amount will only be what it actually costs the club for printing. We hate to do this; but if the IHRS is to continue in its current form, this is necessary. The last printed Bulletin, sent to all members, will be the next issue – Winter, 2023. Bill Morris will have a write-up, later in this issue, on how the process works, as well as the cost if you want to receive a printed newsletter, in addition to the electronic one.

The IHRS has always changed and evolved to meet the issues of the current times. This is no different. I hope all of you will help out our wonderful Club and embrace these changes as much as possible. I think our organization has meant a lot to each and every one of us, over the years. Let's keep it going for as long as we can! Thank you for your understanding and support.

Notes From The President's Desk

by Alex Whitaker

A note from

INDIANA HISTORICAL RADIO SOCIETY

As noted last year, printing costs have been steadily rising.

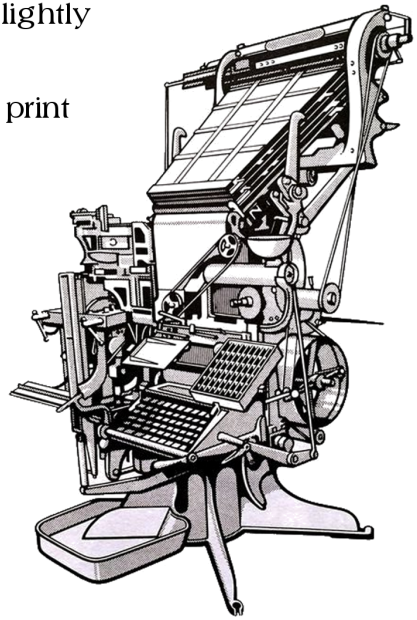
As a result, we have made the decision that bulletins will be available to club members online.

The winter bulletin will be the last printed issue.

We are offering members the option of receiving future print copies in exchange for a slightly higher dues cost.

Those who wish to receive print copies must contact us at batterymaker@gmail.com by December 31st.

If we don't hear from you, you will be receiving the web version by default.



DON'T MISS IT!

FALL SUPERMEET '23

INDIANA HISTORICAL RADIO SOCIETY

"SPARK"

CINCINNATI ANTIQUE RADIO SOCIETY

Saturday October 7

Springwood Park Pavilion
Richmond, Indiana

FREE ADMISSION
$10 Fee for Swap n Sell

Setup space available indoors and in parking lot.

Popular Vote Contest Categories:
*Indiana Made or Brand Radio
*Ohio Made or Brand Radio

MORE INFO NEXT PAGE

SCHEDULE OF ACTIVITIES

This meet will be open to all kinds of vacuum tube electronics and pre-1980 solid state electronics. This includes antique radios, vintage stereo & hifi equipment, phonographs, TVs and accessories, test equipment, literature, electronic parts, etc. Windup phonographs and Victrolas are also welcome.

7:00 am: Outdoor setup.

9:00 am: Bldg open for setup. There are only 20 large tables available for indoor setup, first come/first serve. Plenty of room for extra tables if you bring your own.

9:00-
10:00 am: Register for the Meet and Auction. Auction Setup.

9:30 am: Popular Vote Contest setup.

10:30am: Popular Vote Results Announced

11:00am: Donation auction of vintage radio and radio related equipment.

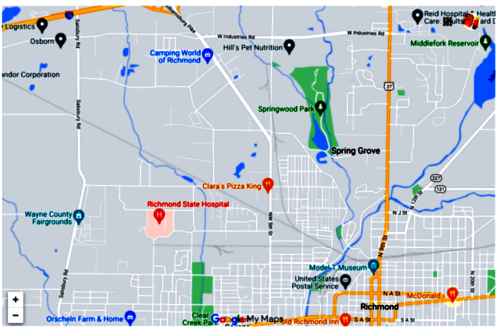
THE AUCTION

All auction buyers will be issued a bid number at meet registration.

Donated radios will benefit the IRHS, CARS and SPARK.

IMPORTANT: Donated equipment not sold will be removed by the owner of the equipment. The sale dollars will be collected immediately following the donation auction.

The Pavilion at Springwood Park is located on the north side of Richmond, Indiana at 65 Waterfall Road.



RESTORATION Corner

When I was about fourteen, I picked up a 1928 Sparton chassis from Dufour TV in Detroit. I was interested in the chassis as it had a unique tuning circuit--one that I wasn't familiar with. I remember taking it home on the bus. It required two trips; one for the chassis and one for the speaker. I had to carry them a half mile from the bus stop to the house, but I was happy with my new find. I had a nice shelf to put the radio on. It was out of the way, so that protected the speaker. I plugged it in and wow, it worked! I was one happy kid--I didn't have to fix it!

I don't remember the model or the chassis number, but it had a pre-selector tuner with a four-ganged variable capacitor, four tuned circuits followed by five impedance coupled RF amplifiers using the Cardon C-484 tube. The RF amplifier section fed into an impedance coupled grid-bias detector also using a Cardon C-484 tube providing detection and amplification. That, in turn, was fed into a push-pull transformer-coupled output stage that using Cardon 182's. Variations of this circuit revolved around the audio output and the power supply, but that pre-selector tuner was standard in Spartons for a couple of years.

What amazed me was how well this radio worked. At that time, WXYZ 1270 was a powerful station in my area of northwest Detroit. On many of the TRF's I played with, WXYZ would overlap onto WKNR 1310.

Of course, with superhets this wasn't a problem nor was it a problem with this Sparton. The selectivity rivaled the superhet as well as the sensitivity.

The key to the performance in selectivity of this set was in the pre-selector. For those who have studied tuned circuits, you learned that as you gang tuned circuits together without amplification in-between you will gain selectivity, but the output signal will be reduced.

Stringing A Sparton 930

by Ed Dupart

This will require a lot of amplification, hence, five untuned RF stages in our Sparton. This impressed me enough that I have used it in some of the simple radios that I have made.

I always wanted another Sparton like the one I had when I was a kid. A friend of mine came up with two model 930 small floor models that had been stored in a wet basement.

One of the cabinets was literally falling apart but the other cabinet wasn't too bad.

I decided to scrap one cabinet and fix the other one and use the one chassis as parts to fix the other one, which turned out to be a wise decision. I also wanted to use the pre-selector tuner on the parts chassis as part of a modern radio using transistors or pentode tubes. Fortunately, both chassis weren't rusted. One radio worked but not very well and the other one was dead, so I decided to try and fix the dead one first.

On both radios the stranded wire dial cord was off and I decided to work on that before I got involved with the electrical problems. The wire dial cord was not broken but it was twisted and bent. I spent at least an hour trying to get that blasted wire dial cord to stay on the tuning drum.

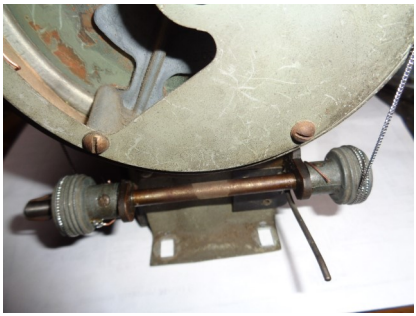
As soon as I tried tuning it, it would pop off. I decided something else would have to replace the stranded wire dial cord, but what? I thought about using string type dial cord. I would want to use springs to keep constant tension, but I saw problems with that. What was needed was something that was strong and **flexible.**

I remembered picture-hanging wire used stranded wire. So it was off to Hobby Lobby. My wife sure didn't mind going with me. She loves that place as she is really into crafts.

At Hobby Lobby I found stranded picture frame hanging wire, but it looked a bit too large in diameter, but I bought some anyway. Then I went to the jewelry section and they had gold chain on a spool, but its diameter looked too big,

but I bought it anyway. Then I saw necklaces with long chains and was about the right diameter size, so I bought two of them and what ever I didn't use, my wife would get.

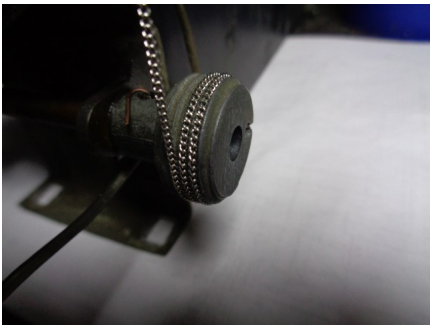
The picture hanging wire was definitely too thick and not flexible enough. The gold chain was too big in diameter. The necklace chain was perfect in diameter but too short in length--each measured 16 inches without the clasps and the short decorative chain. The dial cord measured 38 inches, so I had to come up with about 4-6 extra inches.

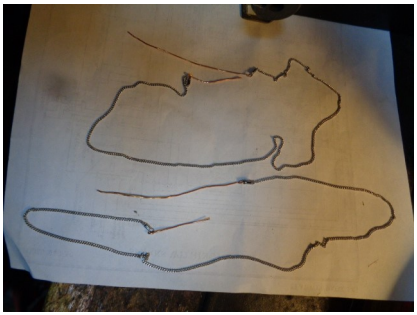


Taking a look at the picture you can see that it appears to be a cord on each side of the wheel. The original stranded wire went through two small holes; one on each side of the wheel where half the cord was on one side and half on the other. Obviously, that wasn't going to work with the jewelry chains. I stripped the insulation off of about three inches of solid wire telephone wire soldered it to one end of the chain.

Then I soldered another two inches of the telephone wire to the other end of the chain. This end I fed through the small grooved drum on the tuning shaft. The hole was big enough that the soldered loop at the end of the chain and the wire fit

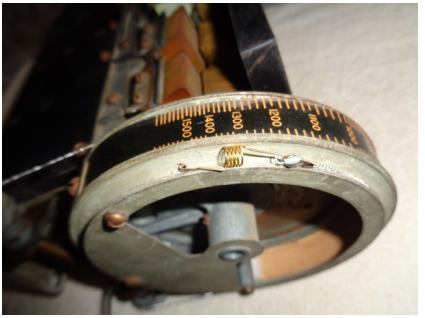
through the hole and there would not be any adjustments at this end. A blob of solder was put on this end of the telephone wire so that it would not slip back through the hole. As the cord unwound off the wheel at least ¼ is left on the wheel. It's at this end that the longer piece of wire is attached to the jewelry chain and is fed through the small hole and bent up initially. It's also the end where adjustments will be made to shorten the chain and to keep tension on the chain.





After several tries, I was able to determine how many turns were needed on each small grooved drum that is on each end of the tuning shaft and on the main large wheel. I was able to pull on the telephone wire to tighten up the cord and bend the wire up to keep it from sliding back through the hole. Once I got the proper number of turns and the tension right, I put a solder blob on the end of the wire to keep it from ever slipping though the hole. I could tell I was still having problems keep-

ing tension on the chain. Tuning the dial back and forth would straighten out the jewelry chain and would create slop.



I put a spring at one end and that kept a constant tension on the chain. Fortunately, there were two set-screws on the small grooved drums that hold them in place on the shaft. I would loosen the set-screws and turn the grooved wheel that would take up the slop. Once that was done the dial cord stringing was complete.

I have seen this type of stranded wire dial cord used on other brands of radios from the late 1920's into the early 30's and so I hope this may help somebody who is having difficulty with this type of dial cord. In another article at a later date I will finish how I restored the electrical part of the Sparton.

"The nightly concert."

30

The "Old Man" Says:

"If you haven't already, now's a great time to renew your IHRS membership."

Annual Membership $15

Send your payment written to the **INDIANA HISTORICAL RADIO SOCIETY** to:

Don Yost c/o IHRS
3814 E 400 N
Windfall, IN 46076

Include your current mail address and email address (if applicable)

TRANSISTOR RADIO Corner

The Philco T-901

by John Raskauskas

The Philco T901-124, with its tuned RF amp stage, has been on the "low end" of my wanted list for awhile now --just never found a decent one in my price range.

This set showed up with a badly corroded battery compartment, but good-looking front panel for $7.75--and I got it! Didn't notice until I saw on a larger pic that the plates of tuning cap were also covered with corrosion! Asked the seller for an angled pic of it, which he quickly provided as well and I asked if the tuning moved smoothly. Well, he said that it did, so I was hoping that it'd be fine after cleaning.

Upon receiving it, WOW! It was much larger & heavier than I thought. Guess this was Philco's answer to General Electric's P-780 since it came out around same time. Slightly taller than a P-780, just a little less wide & deep and not quite as heavy. Figured it would be the same size as the T805 & NT-808 since the leather cases have similar styling. It should be a great performer with those surface-barrier transistors & tuned RF amp stage. Looks much "neater" in person than the auction pics--especially this version with its tan case, brass/bronze-finished grille and knobs.

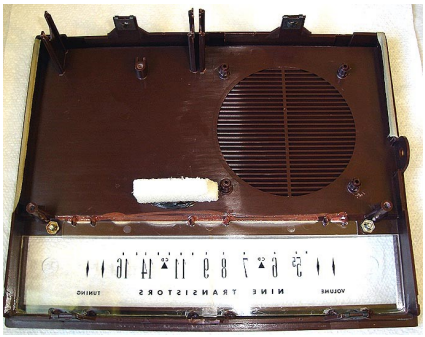
Thankfully the tuning cap wasn't as corroded as I thought. The bottom of the inner case was disintegrating from the battery leakage situation. Glancing up inside through the battery flap, it looked like the PCB is okay.

Someone at some point stuck the battery wires through holes in rusted contacts to try and use the radio. I was hoping they didn't reverse polarity since the battery orientation decal is missing..

I applied power with clip-leads, and another WOW is appropriate here! The volume control worked perfect; no noise or scratching whatsoever! I increased volume, rotated the tuning knob and found it worked great! Very sensitive & super-selective. Actually tuned in a weak, fading station next to a strong local with no noticeable interference. The tuning was a little sticky and tight in areas. It did die when the corroded area on the rotor meshed with the stator between 600 & 630 kHz. Although the audio rose to a loud and room-filling level, it was very bassy to the point of slight distortion. The wide-grooved, protruding knobs were excellent---this radio is much easier to operate than the P-780.

Cosmetically, the set needed a lot of TLC. Thought that the front grille was just dirty, but it appeared it had a "frosty" clear coat which gave the shiny brass below an "antique" look—and this finish was worn & crazed in areas. Need to talk to others who remember what this looked like when new. Of course, the battery compartment was a major mess, but from the way it was made, shouldn't be too difficult to make usable.

The loopstick almost took a dive because the mounting grommets had shrunken and disintegrated. It had been held secure inside the case by a piece of styrofoam (I've seen Philco do this in other sets). I like the large IF & RF cans & metal subchassis, but the plastic seems pretty cheap. One of the bottom mounting tabs had broken, allowing the lower portion of the tuning dial to pull inside around 1/8". Also was disappointed that the tuning cap was soldered to chassis and not screw mounted.
Took several "before pics" to have a record of the loopstick lead dress and show the corrosion situation.



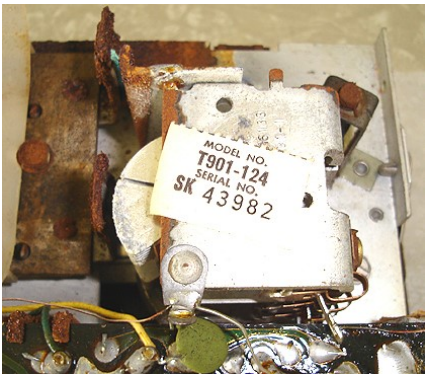
Disassembled and thoroughly cleaned the front panel. The dial window was loose at the bottom and had been pushed inward. When pressed into proper place it seemed too tight, so I carefully trimmed where it was binding. Went over it a few times with Novus-2 to polish out the scuffs & small scratches, then put it back into position. With a soldering iron tip, I carefully melted the plastic guides on the front panel into the window's notches to hold it in place. Also carefully cleaned the leather case with damp then dry cotton cloths.

The grille was a heavy, soft brass-plated casting. What I thought was a "frosted" worn clear-coat was actually oxidation! Took hours to get it looking decent--scrubbed/rubbed with dish soap solution, Isopropyl alcohol, acetone, Novus-2, and finally Mother's Chrome Polish to clean & shine. Had to go over it several times, but it turned out fairly good with just a few

small pits and discolored areas. With the grille removed, I noticed that the brown plastic front panel was louvered as though it was used by itself for a cheaper set, though I've never seen one.

The speaker was held in by circular press-on retainers which had to be broken to remove, so I took an idea from GE and cut four pieces of rubber fuel line hose. They fit the speaker posts snugly. I used the proper size hex-head self-threading screws and fiber washers on top which compressed the hose slightly and ensured a secure speaker mounting.

The tuning cap plates cleaned up well with a combination of vinegar, Q-Tips, and thin cardboard/folder paper. I went over them again with Windex for good measure and carefully blew out with compressed air. Also noticed that one plate had been scraped on the edge by something & had some small "flashings". They were carefully removed with an X-Acto knife. Thought I might have been able to salvage



the battery holder, but leakage permeated the "pressboard" base which the contacts were attached to. I removed it and decided to use aftermarket holders in their place at least for a while.

After re-capping, noticed that someone had reworked the dial cord and simply wrapped it once around tuning cap pulley--evidently to have enough length to tie a knot and splice a break! Thanks to WiscoJim from the Antique Radio Forum, I received the SAMS photofact with the proper stringing diagram.

After restringing the dial cord correctly, the tuning knob slipped when turning to the high end of dial. Removed tuning knob shaft and carefully sanded the area where the dialcord "wrapped" with 600 grit sandpaper to give it a better grip, then cleaned thoroughly with acetone. Also cleaned and lubed all "rotation points" for smoother, easier movement. Restrung once again only to have the same results--Arrgh!! The tuning cap was slightly tight, but moved smoothly.

Out of patience, I decided to put it together and see how the rest worked--no "joy" with

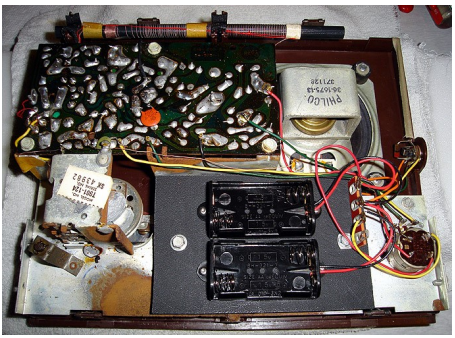
this either (Double Arrgh!!). The distortion/bassiness was now worse--and with new caps! And the volume seemed lower. I was a little concerned that one of the P-P output transistors was bad which will mean finding a matched set out of a parts radio! With my motivation now gone, I decided to set it aside for awhile. On a high note, it looked very good after all the hours of cleaning.

A couple of tips for those who might have one of these to restore: The front grille originally had three small adhesive-backed rubber pads behind it to prevent speaker rattling. These go bad, so I used three long strips of closed-cell, 1/8" thick adhesive-backed weatherstripping to accomplish same purpose. Since the loopstick grommets were bad, I used 1/4" thick weatherstripping wrapped around the loopstick with adhesive side out, then pressed into the mounts and trimmed ends flush with the plastic---it's now very secure.
I'm thinking of powering this with four "AA" alkaline cells in two, two-cell holders mounted on a plastic plate. It will then be attached to chassis brackets which were used for original battery holder. I installed a small terminal strip and three pigtails in preparation for this.

After a little time, I got back into this set. The tuning cord slippage issue had gone away after the radio sat for awhile---don't know if the spring tension pulled the windings on the knob shaft tighter over time.

Since the audio level & quality had continued to deteriorate, decided to take some voltage readings and found that the detector transistor collector was about half of what it should be. I pulled the transistor and found that same lower voltage was still present. Replaced the Philco T-1033 with a general-purpose Japanese transistor and while the voltage came back to normal, there was no detection! Connected the signal tracer RF probe to "base" pad and signal came in fine, though somewhat distorted (lack of AGC?). So I needed either to find a good Philco T-1033 or install a temporary socket and try other transistors in my "junkbox". This set is "service-friendly" with adjustment holes for IF/RF transformers through the bottom of the PCB and tuning cap trimmers easy to access. Funny, though, how "muddy" the audio sounded coming off the final IF with RF probe---usually it is really clean & "crisp" at this point.

Back together the set went and placed on the shelf for a while longer.

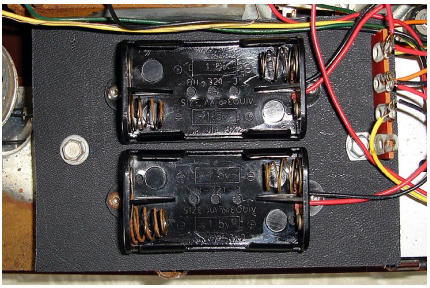


Six months later, I got it out and made the new battery panel. Then I temporarily installed a transistor socket in "2nd detector" position in hopes of finding a sub in transistor drawer. But when I plugged in the original Philco part to verify voltages, it worked fine! After reinstalling it, tapped and flexed PCB to check for intermittents, found that gently pressing down the upper right corner caused the signal to disappear. After troubleshooting, pinpointed the failure to the 3rd IFT---after heating and reflowing solder around its pins *twice*, I think that an internal connection flaw was corrected as the radio now worked properly during the "flex test".

I removed C14, a .1 uF disk cap, installed across the volume control input to see if it would get rid of the excessive muddy bass

and found it sounded MUCH better! There was just a trace of annoying high frequency to the audio, so I installed a .02 uF which removed it. This radio now has a very good sound quality to it.

After a few more months, decided to take another look at this set since the last time I used it. The sensitivity had gone way down as it did earlier before resoldering 3rd IFT pins. I was *shocked* to find that the brand new battery holders' contacts/springs were covered in rust/corrosion---and **no** batteries



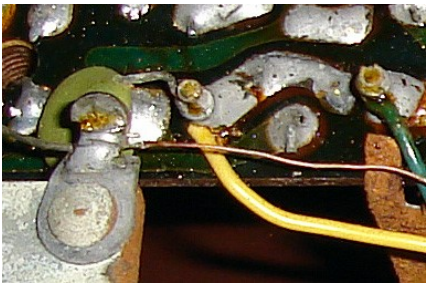
had been left in set! Also noticed that one of the *stainless-steel* button-heads I used to mount them had rust spots on it. The radio has been in a clean, dry environment on a shelf in display closet. I did notice it still had an odor from earlier battery leakage. It had soaked into the case liner and caused a lot of damage. Guess these fumes were still somewhat corrosive and attacked the metal while simply sitting! Imagine this corrosion was there the last time I tried the radio and caused the poor performance as it did fine after a little cleaning—and stayed solid while tapping the PCB to verify all okay before reassembly.

The aluminum rotor plates of the tuning cap RF gang--which are directly over the dried, soaked-in mess--had become crusty with corrosion again after being carefully cleaned earlier. So I took drastic action and chipped out the fairly large contaminated area of the pressboard panel. It was already beginning to disintegrate, and my hands burned a bit from the crud—what a nasty mess! After gently wiping down remaining area with slightly damp, then dry paper towel pieces, I blew out thoroughly with compressed air to remove any remaining debris. Removed and trashed the battery holders & cleaned the good hardware. Carefully cleaned the crusted tuning cap rotor blade edges with Windex & Q-tips and between the blades with a strip of thin plastic covered with thin cloth dampened with Windex.

Added three new pigtails to terminal strip for future battery pack and replaced the .02 uF disk I'd already installed in place of .1 uF earlier with a .01 uF. Haven't added the suggested electrolytics yet...

Applied power, re-tweaked the RF & ANT trimmers and listened to Zoomer 740 & WSM 650 for awhile. Radio performed and sounded very good. And the IFT I had intermittent trouble with worked solid—even when PCB tapped repeatedly.

This is another excellent radio performance -wise. It's very sensitive with "sharp" selectivity. Like other "well working" tuned RF amp equipped sets, it pulls in distant stations all across dial very clearly during daytime. It also has a low "noise floor" between stations. And now is a pleasure to listen to after the C14 replacement--I would recommend this simple change to anyone who has one of these radios. It is very simple as the cap is located on back of PCB between volume control wiring "post" and ground lug on tuning cap.



On the next page are some "complete" pics, including one "posing" with a GE P-

780 & another with three of the Philco tuned RF amp equipped sets in collection. Again, apologize for the couple of "blurry" pics (I am about ready to throw my Sony camera across the room!)

Articles Needed!!

Got something you'd like to see in the bulletin? Write an article and send it in!

SEND YOUR ARTICLE AND ASSOCIATED PICTURES IN WORD FORMAT TO BATTERYMAKER@GMAIL.COM

RADIO Activity

Check each organization's webpage for upcoming meets, etc:

Indiana Historical Radio Society
www.indianahistoricalradio.org

Antique Radio Club of Illinois
www.antique-radios.org

Central Ohio Antique Radio Association
www.coara.org

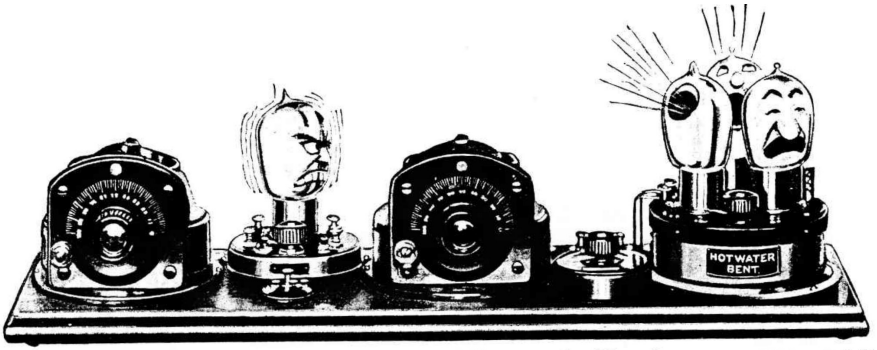
Mid-South Antique Radio Collectors
Available on Facebook

Antique Wireless Association
www.antiquewireless.org

Cincinnati Antique Radio Society
www.cincinnati-antique-radio.org

Michigan Antique Radio Club
www.michiganantiqueradio.org

Mid Atlantic Antique Radio Club
www.maarc.org



Compact Model 1922B.C.—Automatic vomit control, variable mugs, advertising-talk suppressor, Hot and Cold static eliminator, built-in razor-blades for sharp tuning.

The 1972 Meets

SPRING
FT. WAYNE
APRIL 23, 1972

The IHRS Spring Meet was held at the Peoples Trust Bank Waynedale Branch (now Chase Bank) in southwest Ft Wayne, Indiana

The first auction by the IHRS proved to be an interesting segment of the program. Members sat on the edge of their seats to peer at the material being auctioned. to most persons. Mr Paul Burns, a radio amateur and former mayor of Ft Wayne, was auctioneer for the program.

President Gary Vierk and Roy M Bates, former Dudlo production manager, who was the main speaker. He discussed the importance of the Dudlo Manufacturing Company in the early days of wireless. This company produced much of the wire used in early wireless apparatus.

IHRS Member Julian Stark and his display.

IHRS Members Serge Krauss and Ross Smith. Ross did a presentation on 128 Years of Communication.

SUMMER
LAFAYETTE
JUNE 25, 1972

IHRS members from throughout Indiana gathered at the Campus Inn in Lafayette, Indiana for an all-day meet.

From the August '72 Bulletin:
The room was overflowing with equipment and people. Radio nostalgia was at its peak on this day as sounds of the era filled the room and as a few of the old sets came to life.

Displays of early gear were arranged very nicely and certainly made an unforgettable picture. Invited guests attended and told of their early experiences with wireless.

An auction provided additional activity. IHRS member Glen Rogers provided some technical information and history about the National SW-3 receiver.

A group photo of the attendees.

FALL

KOKOMO

OCTOBER 15, 1972

The fall '72 meet was held at the home of IHRS member James Thomas in Kokomo, Indiana

Serge Krauss presenting.

This is the first meet to host a contest.

From the August '72 Bulletin:
A full day is planned for this meet including a speaker, a movie from the AWA and an old-time radio contest. A prize will be given.
Here are the rules:
The best 5 tube battery TRF made before 1926 wins. Enter as many radios as you desire. Scoring based on appearance, performance and on quality.

A horn and power supply will be furnished. The performance test may be forfeited. Judges decisions final.

Let's make this a good one. Everyone bring at least one radio or more. It's all just for fun.

30

2023 SUMMER MEET

Held at Cool Creek Park in Carmel Indiana

FAVORITE RADIO

Kelton Trammell
Two Custom Made
Zenith Royal 500
Transistor Radios

Mike Feldt
1933 E. H. Scott
Allwave 12 Deluxe
in Napier Cabinet

SUMMER MEET CONTEST

Categories were Favorite Radio and Anything Electronic

Steve Sliger
1940 Farnsworth
Model AT-23
Table Radio

Ed Dupart
Miller No. 565
High Fidelity Germanium
Diode AM Tuner Kit

Bill Morris
1950's Norwegian
David Andersen
Portable Radios

Fred Prohl
Artist Percy Crosby-Inspired
"Skippy" Radio Disaster

ANYTHING ELECTRONIC

Mike Feldt
1968 Fisher 1800
Stereo Receiver

John Finchum
Triumph Model 443
Tube Tester

Ed Dupart
Texas Instruments
TI-92 Plus
Calculator

Steve Sliger
1956 Shell Electronic
P-18 Test-O-Matic
Tube Tester

Wanted: Case Model 601 (Imperial) chassis or radio. See picture.

Joe Koester,

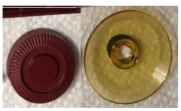
1020 Huron Drive

Crossville, TN 38572,

931-200-0243, jwkoest@charter.net

Wanted: Junk early Raytheon 8TP transistor radio chassis

Arvin 60R38 to refurbish for collection.



Wanted: Maroon tuning knob and inner transparent dial for a Royal 500B.

Pls contact John Raskauskas at 317 846 4160 or email at xrhonda91@gmail.com

Wanted: Junk RCA 54B series personal radios as shown below, junkier the better. Also looking for old homebrew portable radios.

Contact Bill Morris at batterymaker@gmail.com

1923 ERLA battery set, restored. Can be used either on AC or battery. Also has a cathedral shaped speaker. Contact Wilber Haggerty at 765-667-9598 or email at haggertyw@hotmail.com

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2

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