

The

Call Letter

October 2016

Vol 42, #10



2016 Fall Swap Meet

The Northwest Vintage Radio Society

Post Office Box 82379
Portland, Oregon 97282-0379

The Northwest Vintage Radio Society is a non-profit historical society incorporated in the State of Oregon. Since 1974 the Society has been dedicated to the preservation and enjoyment of "Vintage Radio" and wireless equipment.

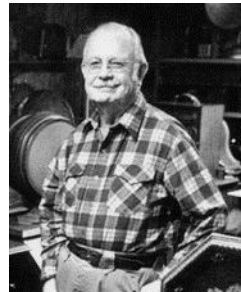
Membership in the Society is open to all who are actively interested in historic preservation. The dues are \$25.00 for domestic membership, due on January 1st of each year (prorated quarterly).

The Call Letter has been a monthly publication since 1974. It was originated with the founder, Bob Bilbie, and our first president, Harley Perkins. Through several editors and with the assistance of numerous society members, the Call Letter has continued to be a publication that informs members of the society's business and that supports the hobby of collecting, preserving, and restoring vintage radios.

Society meetings are held the second Saturday of each month at the Abernethy Grange Hall at 15745 S. Harley Ave. in Oregon City, Oregon. They convene at or about 9:30 AM for the purpose of displaying radios, conducting Society business, and exchanging information. Guests are welcome at all Society meetings and functions (except board meetings).

Other Society functions include guest speakers, auctions, radio shows, and radio sales which are advertised in the Call Letter and are held in and around Portland.

With each issue of the Call Letter, we remember Jim Mason, a charter member of the society who remained active until his death in 1999. A generous bequest from Jim's estate ensures the vitality of the Northwest Vintage Radio Society, and continued publication of the Call Letter.



Society Officers for 2016:

President	Mike McCrow (503)730-4639	tranny53@frontier.com
Vice-president	Brian Toon (503) 266-5527	
Treasurer	Ed Tompkins (360) 573-3895	edtomp@Q.com
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Librarian	Damon Vandehey (503) 459-1777	
Editor	Don Hanson	vanguard4@lycos.com

On the Cover

Fall Swap Meet – Photography by Bruce Baur

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Announcements

Our October meeting will be on Oct. 8 and starts at 9:30 AM.

October Meeting

The Program Topic for the October meeting will be "Clock Radios"

Editor’s Note

Please have Call Letter Contributions in by **Oct 28**.

Again, many thanks for all of your contributions and efforts!!!

Visit our web site at:

www.nwvrs.com

Find us on Facebook:

www.facebook.com/nwvrs

Calendar of Events

October 7th & 8th. 2016 PNWVHFS conference, Bend, OR Pacific Northwest VHF Society Conference. *This is an ARRL sanctioned event.*

<http://www.pnwvhfs.org/conference/2016/announcement.html>

October 8. Kitsap County Hamfest. [Note new location: The Filipino-American Community Center, 1240 Sheridan Rd, Bremerton, WA 98310] *This is an ARRL sanctioned event.* Contact: Jim Nicolet, N7SYD, (360)874-0180. hamfest@kcarc.org <http://www.kcarc.org/>

October 15. Swap-Tober-Fest. Mid-Valley ARES. Polk County Fairgrounds, Rickreall, OR. *This is an ARRL sanctioned event.* www.swaptoberfest.net [Flyer in PDF](#). (66K)

November 6. Maple Ridge Swap Meet. Pitt Meadows, BC. http://rac.eton.ca/events/detail.php?event_ID=1816

February 18, 2017. Salem Hamfair & Computer/Electronics Swapmeet. Rickreall, OR at the Polk County Fairgrounds. <http://www.w7sra.com> .

March 11, 2017. Mike & Key 35th Electronics Show & Fleamarket. Puyallup fairgrounds exhibition hall, Puyallup, WA. <http://www.mikeandkey.org/flea.htm>

April 2, 2017. Richmond Amateur Radio Club Swap Meet. Vancouver, BC. http://rac.eton.ca/events/detail.php?event_ID=1822

April 8, 2017. Yakima Hamfest. Yakima, Washington. Selah Civic Center, 216 South 1st Street, Selah, WA. <http://yakimaamateurradioclub.com/yakima-hamfest/>

Monthly Feature

2016 Fall Swap Meet

Photography by Chris Butler







Hallock and Watson 1922: The Retail Beginnings

By Art Redman

THE SUNDAY OREGONIAN, PORTLAND, MAY 21, 1922

HALOWAT

**RADIO APPARATUS
OF QUALITY**

—

**Deliveries Are
Gradually Improving**

—

**HALLOCK & WATSON
RADIO SERVICE**

122 Park Street Portland, Or.

The firm owned by Joseph Hallock and Clifton Watson began as a radio parts outlet. Hallock and Watson became the “exclusive distributors” and “cooperating in design work” for the Northwestern Radio Manufacturing Company advertising in the April issue of *Radio* magazine. Northwestern owned by Charley Austin already advertised in *Radio* magazine in January thru March 1922 for the models SR-1 and SR-2 but left marketing to *Halowat* in April. The two Northwestern units SR-1 and SR-2 were combined as a non-regenerative set or parts for the assembly of the two combined models becoming the SR-22 giving the impression that they are Halowats’ instead of three separate Northwestern Models.

The Oregonian advertising for the Hallock and Watson Radio Service began on May 14 as purveyors along with Hyson Electric, Chown Hardware, and Walso Electric for radio batteries made by the Allen Brothers of Portland. The *Halowat* trademark, having three lightning bolts on each side of the name, first appeared in print on May 21, 1922. By June, the Radio Service offered the *Federal Junior* and the *Deforest Everyman* crystal sets for \$25.00 each and a *Howard* vernier rheostat.

The first actual *Halowat* item was a “*Radio Frequency App*” (application?) offering selling for \$16.50. The parts were a *Westinghouse* VT-1 peanut size tube and socket, *Howard* rheostat to control filament voltage. There was a choice of the brand of the one RF transformer an *Acme*, *B.P.*, *Imweco*, *Federal*, *Rasla*, *RCA*, *All American* or *Erla*. The shelf contained B- and B+ binding posts, six other binding posts, and panel having a peephole to monitor tube brightness. Later in August *Halowat*, advertised *Westinghouse* peanut size tubes the VT-1 and VT-2 for \$8.00 each, a socket for a dollar, and panel for their radio detector unit.

Before Christmas Eve 1922, the company had its first Price Bulletin printed and available to the public and offering to pay shipping on all orders over \$2.50. There was no mention of the *Halowat* RF amp, tube detector, or any other parts grouping in this their first bulletin. Development work began for their first complete radio set the four- tube *Halowat* model *RF-11*, incorporating their one tube RF Amp, triode detector, and two-stage AF amplifier reaching completion by mid-1923 selling for \$100.00.

Sources:

“Announcement” Hallock and Watson Radio Service ad, Radio magazine, April 1922, page 61.

“Allen Brothers” battery ad”, The Oregonian, May 14, 1922, section 5, page 6.

“Halowat Radio Frequency”, The Oregonian, July 2, 1922, Section 5, page 6.

“Radio Frequency Amplifier Improves Receiving Service”, The Oregonian, July 9, 1922 page 6.

“Trademark Logo”, The Oregonian, May 21, 1922, Section 5, page 6.

RADIO FREQUENCY AMPLIFIER IMPROVES RECEIVING SERVICE

Audio Amplification May Be Supplanted at Little Cost by Latest System That Gives Clearer Actuation Results.

"WHAT is this 'radio frequency' amplification I'm hearing so much about?" is the frequent question asked by the radio fan. Until the present time this form of amplification rarely has been used, but the several advantages it has over the radio frequency amplifier is rapidly bringing it into wide use for long-range reception.

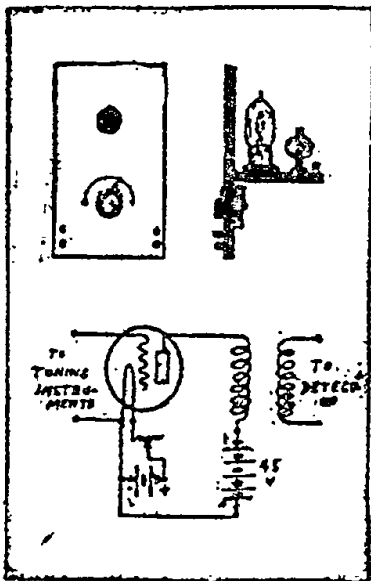
Just what is the difference between the two forms of amplification? In the case of the audio-frequency the amplifying is done after the signals have passed through the detector and been changed to audible frequencies. In radio-frequency the waves are amplified before they pass into the detector. The great advantage of radio-frequency over audio-frequency is that it amplifies only the wave and not any of the imperfections which exist in the audio-amplifiers.

Another advantage is this: If the incoming wave is so weak that it is unable to actuate the detector, no matter how many stages of amplification is piled behind the detector, the signals will not be heard. With radio-frequency amplification the weak waves may be intensified so that it is finally able to actuate the detector.

For those who have a vacuum tube detector and two stages of audio-amplification, and wish to increase their receiving distance, a single stage of radio-frequency is recommended. It will not increase the loudness of nearby stations in such way that they are distorted.

The transformer should be selected with care, for good radio-frequency transformers are much scarcer than the good ones of the audio-frequency type. Make all the wiring as straight and as short as possible. If in any way avoidable never run wires parallel, and endeavor to make all crossings at right angles. Be sure to solder all joints.

The entire unit, using the best materials, need not cost over \$30. This price includes a bakelite panel, vacuum tube, tube socket, rheostat,



Single stage radio-frequency unit to be added to regular receiver and two stage audio-amplifier for increasing receiving range of set.

radio-frequency transformer, eight binding posts and a 45-volt B battery. The same A battery that you use for your other tube or tubes may be used with this amplifier.

It is recommended that the A and B battery binding posts be located on the transformer shelf, so that the battery wires will not be crossing around in front of the instrument.

This same design may be used in constructing an audio-frequency amplifying panel, the only difference being in the type of transformer and the connection. In this case the transformer should be connected in the input circuit, that is, the input binding posts should be connected to the primary of the transformer and the second terminals should be connected to the grid and filament of the tube. The plate circuit in this case contains just the B battery and the phone binding posts.

Car show's VW entry has 22 original miles

By Mike Spicer, Portland Tribune



Rudy Zvarich's 1964 Volkswagen Beetle will be a special feature of this year's Concours d'Elegance. Zvarich bought his bug in 1964 and drove it home, where it did not leave the garage until after his death in 2014.

Born April 3, 1927, Rudy Zvarich always had a keen interest in understanding how mechanical items worked.

As a talented auto mechanic and go-to-guy for repairing radios, he understood what made things tick and could sort out complex issues to keep almost anything running as intended. He was one of those talented people with a gift for fixing things.

In 1964 Zvarich was driving a 1957 VW Beetle as his daily driver. He was not excited about the changes being introduced to the new 1965 VW Beetle model. He wanted a flat windshield and the 1964 front end geometry, so he started shopping for a 1964 back-up car he could put aside to take over when his 1957 needed replacing.

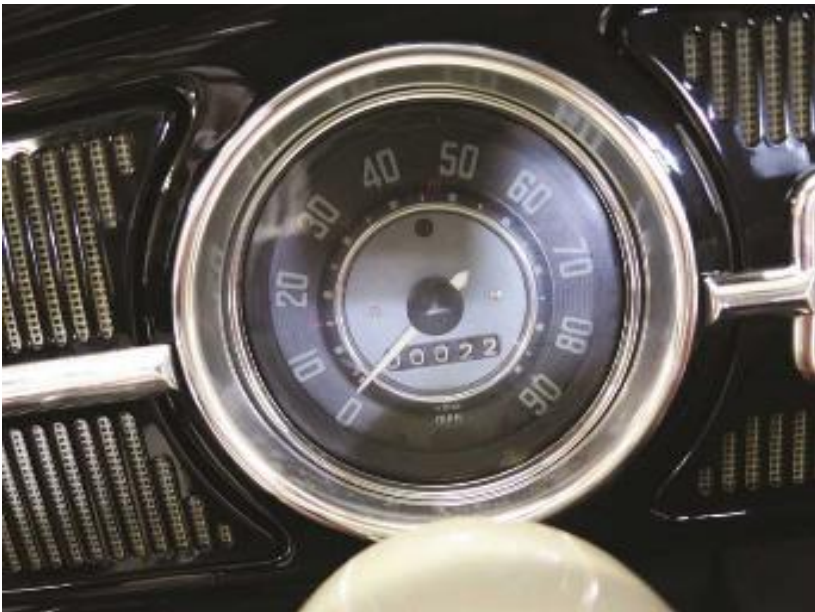
He got on the phone and found one of the last ones available in the area at Gilbert and Seibel's dealership located in Vancouver, Wash. Zvarich bought the car (bringing along his own battery as to

not activate the original dry charge system) and drove it to his friend's storage space in the dark night with no insurance.

He never licensed the car, and after two years in his friend's storage space, he finished his own building and moved the car there. It sat undisturbed from 1966 to 2016, having covered only 22 miles.

Over the years Zvarich's interests and car collection grew. There was never a reason for him to need the Beetle, so it just slept in the back corner of his collection with all the fluids dropped out and a sheet over it to keep the dust off.

Although his '64 Beetle never saw sunlight Zvarich had a passion for using his other cars and participated in many car shows. He loved to point out details on how and why engineering choices were made, you could not help but find yourself a little smarter after a conversation with him.



Zvarich's nephew discovered the Beetle in his uncle's storage garage, hidden away for decades under a tarp and still bearing its dealer widow sticker from 1964.

This black beauty will be one of the highlights of this year's Concours d'Elegance show, with a special class created just for this vintage Volkswagen.

In 2014 at the age of 87 Zvarich passed away and his nephew Mike Burback inherited his car collection. Burback, also being a talented mechanic, has gone through each car one by one making sure they are all in proper running condition as Rudy would have done himself. As for the time capsule 1964 Beetle it was removed from its resting place with careful attention to not disturbing the originality of the car.

The windshield wipers and hubcaps have never been attached to the car and are still in their original boxes from the dealership. Its black paint is a little dusty, because it has never been washed — ever. The “Leatherette Red” interior looks like it was just installed on the assembly line. The dealer window sticker is still where it was placed in 1964.

The over-used term “they are only original once” seems applicable here. In today's world where built-in obsolescence is turning faster and faster, the thought of buying a backup car is not something that comes to mind too often. Zvarich was a meticulous owner who loved his Beetle so much, he wanted a spare. As time proved, Zvarich never had a need to put his backup Beetle into service. Pride of ownership was enough to make him happy.

There are some amazing original VW Beetles on display around the world in honor of their creator. The Porsche museum (Stuttgart), Volkswagen museum (Wolfsburg), and the famous Prototype museum (Hamburg) each have impressive collections, but out of the 948,370 Beetles made in 1964, could this be the most original one left on the planet?

These cars were inexpensive back in the day and they got used. The world might never see another one like it. Zvarich's Beetle is truly a snapshot in time.

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Thanks to Mike McCrow for providing the article and obtaining reprint permission.



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NWVRS Picnic Features:

The 1950s feature year will be 1957

The 1940s featured artist will be Glen Miller

The 1930s featured sound will be Sammy Kay

The 1920s featured radio will be Atwater Kent model 20

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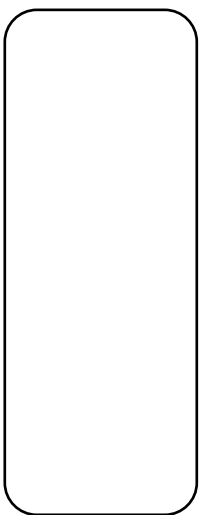
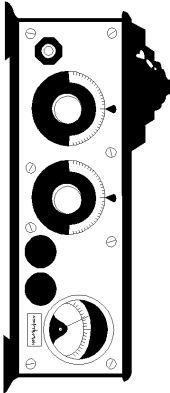


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