

DL1GBM/M

Mobile operating on VHF since
licensed as DG7GD in 1979

Portable operation out of the car
since 1979 on VHF

Mobile operating on HF since
summer of 1998

Hands free operating „again“ since
2020

DL1GBM/M (/P) experiences

- Do not believe the pessimists – the reality is hard enough – however, mobile operating might be real fun!
- Success motivates... So DO IT.
(Those who did not try cannot speak about it)
- Highlights can really motivate....
- Regular FM repeater operation is NOT a highlight, so what are highlights?

DG7GD/M or /P highlight

- **Wednesday after Pentecost 1981....**
- DG7GD's first day in air force service after pentecost holidays....
- Needed some relaxing after work in Messstetten
- Drive to the soccer ground (high location 950m asl)....
- Put a 2m HB9CV onto a wooden stick (1 ½ m)....
- Switch on IC-202S (with 20W PA!) on 144.300 and listen in...
- The S-meter jumps to 9+20dB. **What do you hear?**

My first E-Sporadic day on 2m...

„CQ sporadic CQ sporadic, this is

4X6IS

- Heard him for about 2 hours! Could not work him.... While he worked the „Worked all Europe one day 2m SSB award“ if it would exist..... And I heard his QSO partners from GM, GI, EI, GW and GD!
- 2m sounded like an open 20m band with plenty of short skip signals from ALL directions including north Africa
- When the band faded out, I heard a weak CQ call....

My first E-Sporadic day on 2m...

...with 5/2: „cee quuuuuu cee quuuuuu cee
quuuuuu, this is **RA3YCR** calling cq cq cq.....“
while the s-meter was slowly rising to S9+ when
he finished his call „...and is listening“. I called
him and.... „**DG7GD 59 59 59 in RN68f**“

Some minutes later the band was dead.

DG7GD becomes DL1GBM

- **Update of mobile station to an IC-260E with 40W amplifier and a fixed quarterwave on the rear lid**
- ODX from the car while driving in Stuttgart City North: **SV1EX in LX09a** on 144.300 telling me „**you are a honest 5/5 in Athens, very good signal for a mobile station....**“

DL1GBM/M in Stuttgart

For about two years I used Hirschmann Moba 2K and Moba 86K mobile antennas. Together with the car FM radio antenna, this was looking like a porcupine (Stachelschwein) and forced some contacts with Stuttgart police....

- „How many channels has your rig?“

(CB was 12 Channels AM in these times) My honest answer: **80**
running a TR-2300 (25kHz spacing on 2 Mhz... -> 80 channels)

And operating with HB9CV near the villa of the prime minister of Baden-Württemberg at Solitude castle just after working a Y2:

- „Ok, we understand you do not have a bomb in your car. You can stay here. But be aware, we knock off work now, but the next colleagues will search through your car again. You probably better look for another place....“

DL1GBM 2m DX from the car...

- I decided for a better portable equipment with a 3x 2m mast and a F9FT (OM Tonna) 9-element yagi. A roof rack was modified to hold the mast standing beside the car window and to turn it while sitting in the car.
- Time for setup: <5 minutes

DL1GBM 2m DX from the car...

- Worked a lot of nice DX like
 - 9H (including Gozo Island)
 - I7
 - IT9
 - IH9 (Pantelleria Island)All on E(s) openings.
- Some tropo contacts as well of course....

What about HF mobile operation?

The TRX got smaller and cheaper, so in 1998 I decided to give it a try....

- 1st Rig: **IC-706** (1st version, later **IC-706 MKIIG** and **IC-7000**).
- ICOM AT-180 autotuner
- actual Rig: **IC-7100**
- Always had the TRX in the back and only operating console near driver's seat...
- Worked ok in all cars since then!

HF mobile antennas

But which antennas? A friend running Hustler whips convinced me... At HAM RADIO 1998 I bought:

- Hustler clamp mount
- Hustler **RM 10 S**, **RM 15 S**, **RM 20 S** and
- RM 40 S (40m – well I thought this is the limit that would not work but wanted to see, where the limit is.....)

and placed the clamp mount on the hatchback of my Opel Astra caravan. At home I mounted 40m first and aligned the antenna at about the middle of the band. The result did not sound so bad on RX... I listened to a **very** big pileup for TM5SDF (S9+10 dB)...

First HF mobile QSO

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So I went 5 Khz down, pushed the „TUNE“ button (just to be sure the SWR is ok), set PWR to 100W and called in.

After second call I heard „There was a mobile, again please?“

So I got a 5/7 from **TM5 Stade De France** at the 1998 European Soccer Championship in Paris.

Hey, 40m from mobile really works!

Next year I bought the RM 80 whip.... This is the limit! But at least about a dozen QSOs could be made on 80m....

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Some more antennas....

From the friend who convinced me of his Hustler antennas, I got his 20 year old radiators:

RM 10, RM 15, RM 20. I aligned them as follows:

- RM 10 on 29.600 MHz for 10m FM
- RM 15 on 24.94 MHz for 12m
- RM 20 on 18.14 MHz for 17m

WARC bands do not have so much big guns or crocodile operators and no contests.

I really like this for mobile operation!

Mobile HF QSO highlights....

(really worked with mobile antennas, able to drive!)

- in HB0 for work at Gaflei parking: CE3 on 10 and 12m shortly before midnight.... Sole signals on both bands!
- In HB9 (Basel) and close: 4 evenings = 4 times the same GM mobile station on the way home on 17m (mobile to mobile)
- From Schöneck/Vogtland: heard a station from New Caledonia (South Pacific) on 20m, mailed him for sked and worked him when he was back at ham QTH from mobile (of course)
- US mobiles (yepp, mobile to mobile DX...)
- Japanese stations on 20m from Munich City after work there on way to hotel
- Regular QSOs with VK5HK (SK) on 14.341 MHz when driving to work, via long path....
- And as VK5HK was absent: VK7***/M at the southern beach of Tasmania Island... another mobile to mobile DX (5/2 on both sides)
- 40m: wanted to call for a nearby friend, heard a ZL calling CQ and just worked him on the way to my scheduled meeting.
- 40m: HB0/ON4***/MM calling CQ... easily worked near Lofote Islands after club meeting in Schramberg and speaking about HF mobile operation... just for demo.

Cars used for mobile HF operation

- Opel Astra 1.6S Caravan: Clamp on hatchback, ground strap
- Opel Omega B 2.5 V6 Caravan: Clamp on hatchback, ground strap
- Opel Vectra C 2.0D Caravan: 2 PL mounts in roof
- Mercedes C 220D T: two rail clamps with PL mounts
- Mercedes GLK 220D 4M: two rail clamps w. PL mounts
- BMW 320xd GT: two PL mounts on BMW base roof carrier
- Mercedes GLE 250d 4M: two rail clamps with PL mounts

(pictures to follow)

Opel, Mercedes and BMW allow TRX in car and **support you!** **Antenna grounding was never a problem.** But VW/Audi/Seat/Skoda do not have grounded rails! Consult your dealer.... and:

See operating manual of your car!

(power limits, antenna position)

And consult DARC website or ask for support if needed!

Hands free operation needed....

- In HB9 since many years

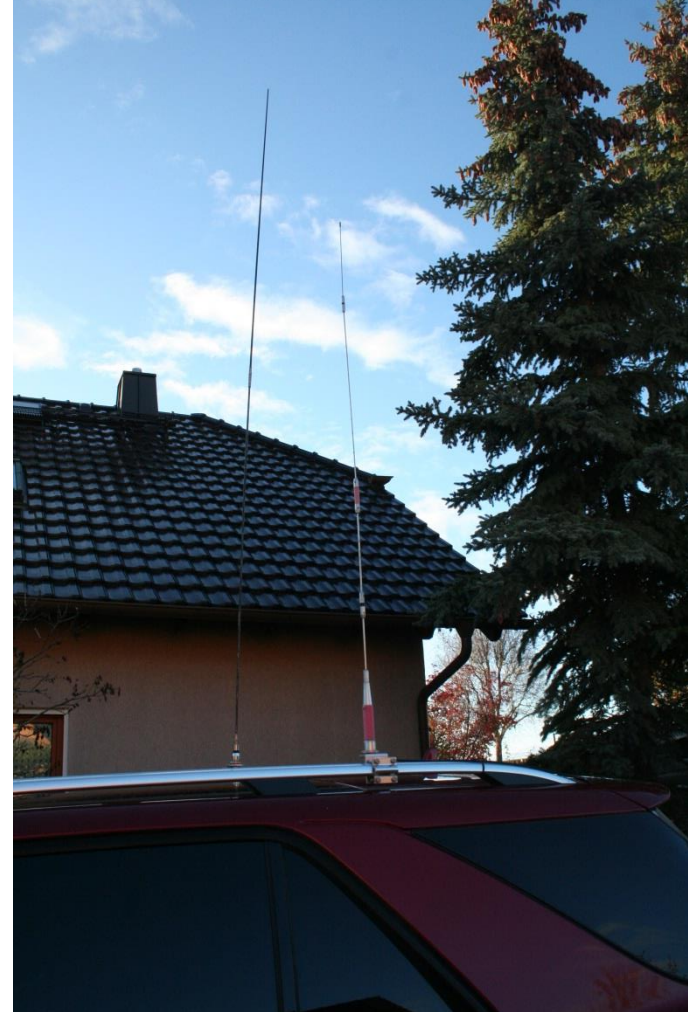
When working in HB9, I used a one sided head set and a „PTT box“ in the console (made by W2IHY)

- Now in DL

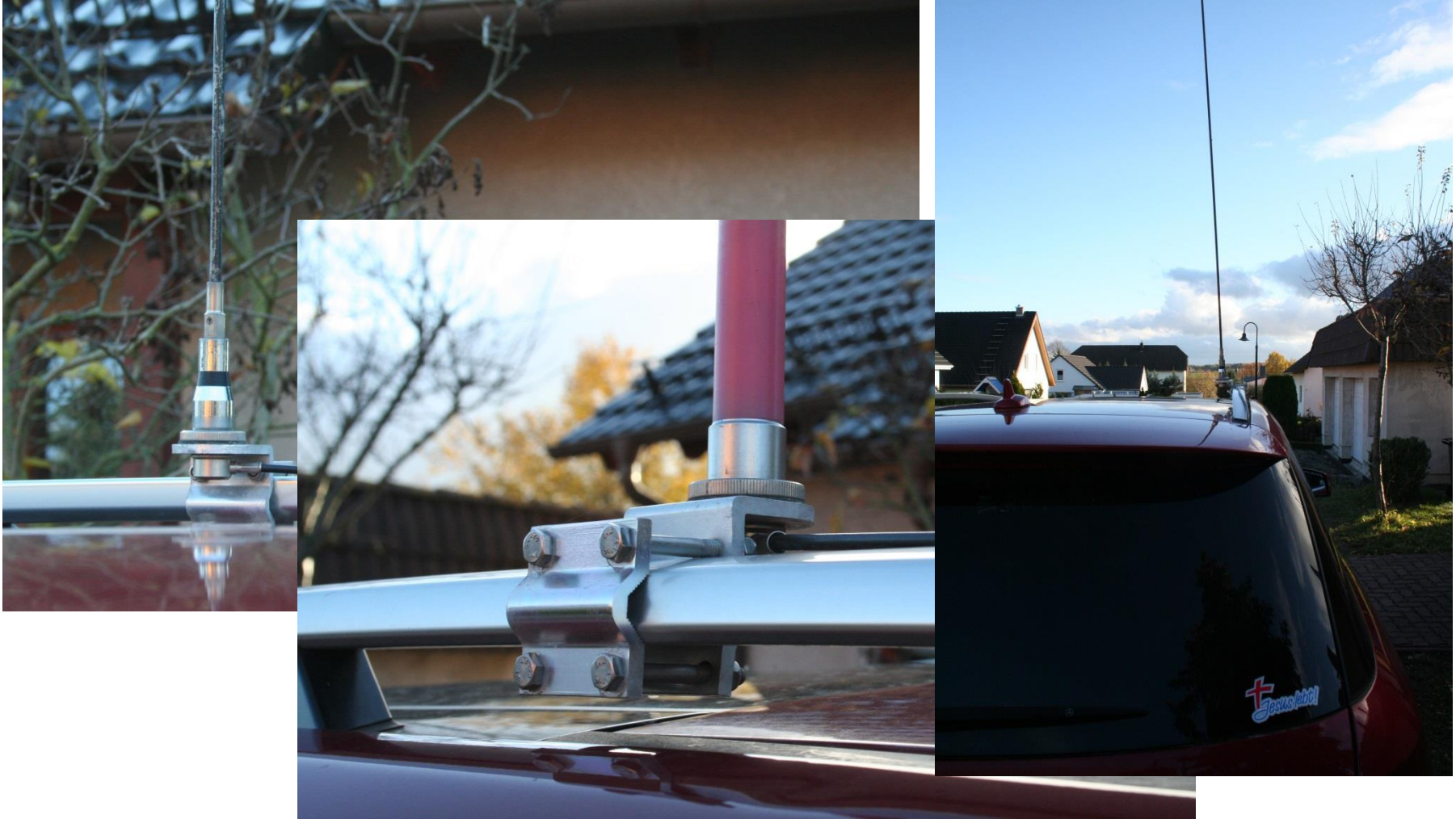
I decided to adapt an ICOM SM Mike to the IC-7100. TRX console and Mic are placed in/on the car console... works fine!

Time to have a look at some photos....

DL1GBM/M 2019-2021



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DL1GBM/M 2019-2021



DL1GBM/M Hands Free....



CQ de DL1GBM / M

Thanks für watching and listening....

Vy73 / 76,

Michael

DL1GBM / DN1AFV

JO60DT, DOK S60

FCF 106, WACRAL 939, AKAFUNK 92