

## Postscript to ‘Restoring an Eddystone S.840A – Second Version of Stratton’s ‘Economy’ Communications Receiver’, by Gerry O’Hara, G8GUH/VE7GUH

I recently completed restoring my S.840A (see article ‘*Restoring an Eddystone S.840A – Second Version of Stratton’s ‘Economy’ Communications Receiver*’). The day after that article was published on the EUG website, I thought I would have a morning listening around the bands using my now spiffing-looking S.840A to see what it could do and maybe compare its performance with some of my other Eddystone sets. Things were going well until I switched the BFO on – lo and behold after about 10 minutes the BFO stopped working (I had not opened-up the BFO unit during the restoration work as it has been working perfectly since I first tried out the radio in the Summer last year).



First, I changed out the BFO valve (UAF42) – still not working. After a lot of fiddling about I decided that something had likely failed inside the BFO unit.

So, I took the BFO unit out of the set and opened it up. This necessitates unsoldering components and wires from the base of the unit (five in total) and undoing the two retaining screws – this is not as difficult as it sounds (photo, above).

On opening the unit up, it was a bit of a mess inside (photos, left and at top of the next page) – three very tired-looking 0.01uF bypass capacitors that were very leaky and very low capacitance (two on the heater supply and one on the HT/screen supply) and two resistors that were out of tolerance. I replaced all these components and re-fitted the unit into the set –



oh, oh, it still did not work. That only left the two silver mica capacitors and the coil. Out it came again – the silver mica capacitors checked ok, so did the coil. I decided to replace the silver mica capacitors anyway.

On re-fitting the unit in the set for the second time, the thing still refused to oscillate... The only thing remaining was the variable capacitor (BFO pitch control) – yep, that was the culprit – the rotor connection strap was shorting to one of the stator mounting screws – it must have been very close to doing that all-along and for whatever reason it decided to go all the way this morning.

The BFO is now working perfectly (as it should with all-new components! - photos below). It's quite amazing it was working at all given the state of the old ones...

Oh well, probably just as well in the long run to have done all that.

