

# BREAKER

## CB for the disabled the vital link?

## A talk in the country radio in rallying



# British air waves flying the flag (almost)

The Citizens Band radio magazine

A Link House Publication

**Which CB?**  
the rig guide



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Signed \_\_\_\_\_







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## BREAKER

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 Staff Writer Tom Murphy  
 Art Editor Julian Basten  
 Art Wosname Andy Riley  
 Editor's Secretary Lynn Cullen  
 Advertisement Department  
 Executive Ad Manager Peter Barnes  
 Ad Manager David Flitter  
 Ad reps Simon Coe, Greg Jackson

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A LINK HOUSE PUBLICATION

If they think I'm going to put up with just writing the credits every month they're very wrong. I'm going to put my foot down. Stand my ground. They want me to say that David 'Necks Please' Leigh took the cover and inside shots of the Interceptor rig. Well, they've got another thing coming. I'm doing no such thing until... ohrats.

The publishers of **BREAKER** would like to make it clear that **CB radio is at present illegal in this country, whether it be to manufacture, own, install or use such equipment, and it is not our intention to encourage or approve of such practices.**

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# CITIZEN A BREAK

## The rules

So. You want to make a point? You want to write us a letter? Easy, just scribble on a bit of paper and send it in to the address at the front of the magazine.

But remember that we won't publish letters unless you put your name and address on them. We won't, for obvious reasons, print your address, but we do need it in the first instance. Otherwise, it's the bin. Very sorry indeed, but there it is. Or, in some cases, isn't.

## Talk of the Town

We usually publish letters on our letters page. Make sense to you? Did to us as well, that's why we started it. Here's an exception. It is, as you will see, from Richard Town, ex-National Committee but now full-time (or perhaps part-time) person for CB World. (You've heard of them. Haven't you?). We thought you should read it so here it is. Hi Breaker.

You really must get it right!

My press release was not issued in the name of NATCOLCIBAR but under my own heading. *Breaker* should know, you got a copy but didn't publish it. I hope you will correct this error now.

I did not 'seem to think the new FM service was indeed a wonderful thing.' I resigned because it was wrong tactically to send a telegram totally rejecting the government spec. Mind you its all relative since I was also slagged off for 'totally rejecting' 928MHz when that was announced last year. That's how I was elected to the chair of NATCOLCIBAR in the first place.

The facts are that NATCOLCIBAR policy was any frequency between 26.5MHz and 500MHz primary mode, SSB and CW as secondary modes. This with all the imperfections, was achieved. To 'totally reject' it was folly.

To chivvy, cajole, exhort, complain, rant, rage and generally make a nuisance of oneself until the offered spec was bettered is the way I wanted NATCOLCIBAR to go, which included getting FCC channels on AM mode legalised as well.

The Euro dimension still has to be achieved, and no campaigner has yet come up with an alternative plan to cause this situation to occur.

The Home Office are used to dealing on a cunning level with such powerful interests as the paging manufacturers who, late in the day, see a chance to cash in on the frequency changes caused by CB elbowing its way onto the

spectrum.

For the rest, dare I suggest you read C.B. World?

Yours ever,  
Richard Town

Well then. Very forceful stuff, what? And interestingly enough Richard isn't the only person at CB World who can be forthright when the need arises. Remember not so long ago we mentioned the Birmingham demo? You know — the huge one which the police thought was so well organised? Good. CB World were forewarned of that by the local club, and Publishing Director Gordon Henderson wrote them a letter too. Here's what it said:

Thank you for your letter dated 1st June informing me about your proposed demonstration.

I for one will not be attending because I don't like demos. They upset the public, they upset the police, they give CB'ers a bad name and give the general public the wrong impression of what CB is all about. The best way to demonstrate is to collect a list of names and send them to your local MP for him to take up in the House on your behalf.

Anyway good luck with your cause for CB on AM. Do have an open mind on FM, it could be good, especially as it might give interference free CB for millions.

High numbers,  
Yours sincerely,  
Gordon Henderson

Just thought you'd be interested, that's all.

Meanwhile, as commercial organisations settle down to the task of coping with the huge boom expected when FM becomes legal in the 'autumn' of this year the HO gnomes are settling down to delaying it wherever possible. We think. Mind you, we're only guessing. Either way, we continue to approve heartily of anything which draws attention to the almighty airborne mess we're being inexorably eased into by people who should know better.

## Burning issue

Dear Breaker. It's important to realise that what is now limiting the range of CB signals is no longer the point where your signal is so weak that it cannot be heard, but the point where the interference from other breakers is stronger than you are.

Since we are now stuck with 27MHz, which is a rotten frequency because it goes far too far at times, it is probably inevitable that sooner or later a power race will take off. A couple of breakers will go out one day and buy 40 watt burners. Suddenly they discover that they get 100% beautiful

copies from each other whereas before people used to walk all over them. A few more mates of theirs discover the same thing.

It is then only a matter of time before everyone needs a 40 watt rig before they can be heard at all, because all the lads with their burners flatten four-watt signals time and time again. Everyone ends up running forty watts, the range is exactly the same as before, no-one is better off and the TVI is ten times as bad.

I suppose it's asking too much for breakers not to use burners, or more than four watts. But if they're sufficiently into radio communication to want to work DX, then they should find studying for the Radio Amateur's Examination fascinating and enjoyable rather than a chore, so when they've passed that and a morse test they can shoot skip with 150 watts all day and all night.

*Rigmender  
Brighton  
(We are with you on this one. CB is for local copies only, and burners can ruin it for everyone.)*

## Lost and found

Dear Breaker. At 2pm recently two young girls went missing and immediately the local good buddies offered their services to the smokey, who gave an amnesty to the breakers until the kids were found.

The breakers found the kids four hours after the smokies gave up their search and left us to get on with it. So at 8.30am the following morning, pats on the back all round, everyone went home thoroughly worn out.  
*Quicksilver  
Billingham  
Cleveland*

## Over 65s club

Dear Breaker,  
(Blah blah . . .)  
*Sir Scoundrel  
London  
PS Where the 'ell's page 65?  
(Which particular page 65 is that?)*

## Supporter

Dear Breaker, May I first congratulate you on the article you published on 'React UK' in issue No 8. A splendid article. May I also say that I was very sorry to hear of the death of Mr Francis after giving so much to this organisation.

As yet I am not a breaker, as I am waiting for CB to become legal in Britain. But when the time comes for me to pick up a mike I shall have no reservations about giving my

time, energy and support to an organisation that clearly points its resources in the right direction and shows its intentions so clearly. It is a pity that so many emergency groups insist on 'being best' instead of pooling information and experience with each other and forming a first class network for use in emergencies.

On the subject of £5 subscription, I am sure that when I offer my services the money will be used for the best. Yours in support,  
*D Winter  
Walsall  
PS Sorry for the spelling.  
(Never mind the spelling  
sunshine, just keep on being complimentary.)*

## Twonged . . .

Dear Breaker, Regarding your magazine August '81. I was flipping through from back to front, as usual when I came to page three. I started to look through the contents section, and to my surprise I found on the bottom, "nudity/very rude ladies in very rude poses, page 65". So I endeavoured to find this page. After 10 minutes of tearing your magazine to pieces and pulling my hair out trying to find page 65, I came to the conclusion, there isn't one, not even a hint of a bare leg on the back page. So after disregarding my black patent rain coat, high high boots and whip, I've now got to resort back to hiding in dark corners with my CB.

Yours in anticipation for page 65 in your next edition.  
*Nipple Gripper  
Brentwood  
Essex  
(I'm sure I don't know what you're on about.)*

## Rude words

Dear Sir, We in Newquay have a good relationship with the Smokies, and we do not wish this to be broken by a minority of breakers who think it is a good laugh to go on the side and to let their mouths hang free. Bad language, some of which is not repeatable, is NOT ON.  
*Shady Lady & Songwriter  
Newquay*

## Donation

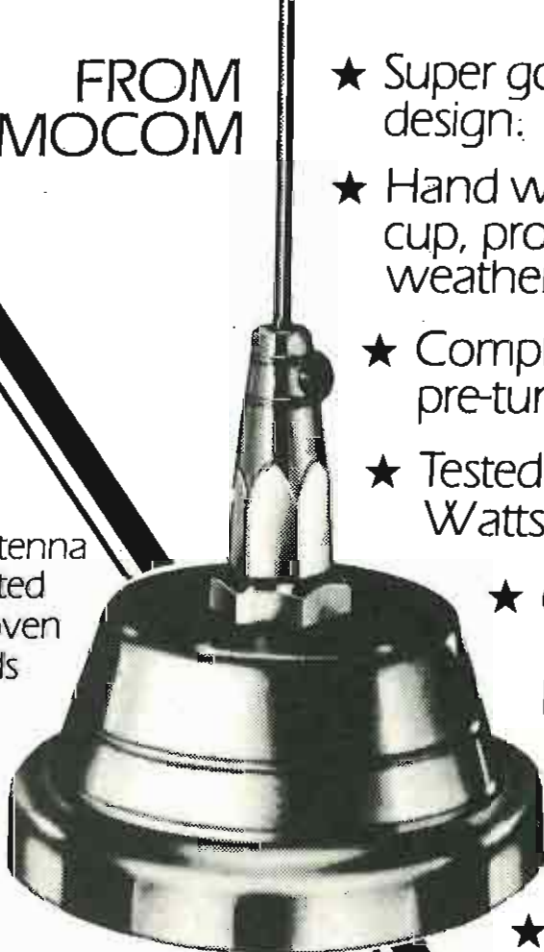
Dear Breaker, I'm a junior breaker. Please publish my letter so I can have two quid to join the British Concorde Club.  
*Star Brite  
Birmingham  
(What do you think this is, a charity?)*

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# LOWDOWN

## Import

Here is a tale of how the best-laid plans can go wrong. It concerns Marathon Man from the Biggin Hill Breaker's Club who thought he'd do a favour for a friend of his. Marathon Man was going to the States, which as we all know is the land of the free and the land of CB.

Marathon man's friend lives in Holland, which now has legal CB. What this Dutch person wanted was 20 rigs imported from the States which would be suitable for use under the new Dutch laws. So off Marathon Man went to the States with £1500 of the Dutchman's money in his pocket, and in between having a nice holiday he shopped about and bought all the rigs. Then it was time to come home.

Now, as I'm sure you all know CB is not legal in this country. Marathon Man knew it as well, so when he got to Heathrow with all his sets he promptly declared them all for re-export and had them placed in bond. The bond system is a clever device which means that goods brought into this country need not have duty paid on them if they are for re-export. In the case of the CBs it meant that they weren't seized, just placed in a Customs warehouse, waiting to be shipped out. And shipped out they were, flown out to Amsterdam airport where Marathon Man was waiting to collect them and deliver them to his mate. This is beginning to sound like one of those old films. You know, the sort where the hero ends up in a foreign capital to deliver the secret papers only to find that his contact has mysteriously disappeared. . . . Funny you should say that (well actually it was me who said it, but it's still strange) because when Marathon Man tried to deliver the goods the bloke wasn't there. So there he was in a foreign city with no contacts, nowhere to leave the goods, and time running out.

If this was one of those old films then our hero would get falsely accused of murder, go on the run and finally escape back to the safety of Britain. Unfortunately our hero tried the same idea but in a different order. First he came back into Britain. Not a bad idea you might think, until you remember that he still had the rigs in the boot, and there is nothing that the gentlemen of Her Majesty's Customs and Excise like more than a boot full of rigs. In a word our hero had been done.

And so to court, where on the advice of his solicitor Marathon Man pleaded guilty. You should get off more lightly that way. And the result? The sets were confiscated (naturally) and our hero was fined £1500. Yes, £1500 and three months to pay.

**BREAKER**

Now if you were given a bill like that how would you raise the cash? I don't know and neither does our hero. And there're two other things to mention. One is that Marathon Man is out of work and living on Social Security, and second, that being a responsible sort of bloke he is not a 27 AM breaker. He is waiting for legal FM.

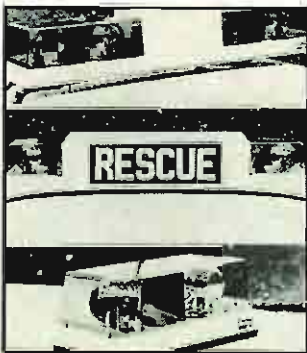
## Brit

First the good news. Britax, famous for their seat belts, have extended their range of light fittings with three new light bars. And now here is the bad news. You can't use any of them. First I'll tell you exactly what it is you're not going to get, and then I'll tell you why you can't have them. Sitting comfortably? Then I'll begin.

A light bar is one of those things they have on top of police cars, you know flashing lights, POLICE all lit up and that sort of thing. Two of the new light bars are full width in white fibreglass with two or four flashing lights, a space in the middle for your police, ambulance or 'Mr Softy' sign, and provision for a siren/PA. The third light bar is a little twin-bulb job, and not half as much fun as the first two.

And here comes the sting in the tail. We weren't too sure how legal all this stuff was, so we rang Scotland Yard (are there no lengths to which we will not go on your behalf?). They told us it was their job to uphold the law, not to make it, so no comment. As the boys in blue weren't playing we thought we'd try another colour, yellow. We rang the AA. They told us that first off the sirens were illegal. Pity that, I fancied playing Starsky and Crutch through the Croydon underpass.

As for the flashing lights bit we have to refer to the Road Vehicle Lighting Regulations 1971, but then I'm sure you knew that anyway. What they say is that blue flashing lights are for the police, ambulance and other emergency services. Amber lights are for authorised users, such as break-down trucks and the AA's own cars.



Who exactly authorises them or what you have to be to qualify no one seems to know. Green lights are for doctors. Red doesn't have any particular service attached to it, but don't think for a moment that this means you can use it because you can't. It seems to us the only way any of us are going to get flashing lights on our cars is to pile into the back of a police car at about 60 MPH, and I don't advise anyone to try that.

## Newcomers

With legal CB not much farther away than the nearest Post Office, literally millions of new breakers will be taking to the air over the next few months. This might even be the first Breaker you've read. And if it is, you will be a mite confused by some of the terms used and not understand many of the bits in between. But fear not. You have not been forgotten.

It is obviously impractical and unfair — not to mention boring — to our established readers to start at the beginning again but starting next month we will run a three-part back to basics feature covering everything from buying a legal rig to what clubs you can join, from installation to jargon, from SWR'ing to CB in the future. And everything in between.

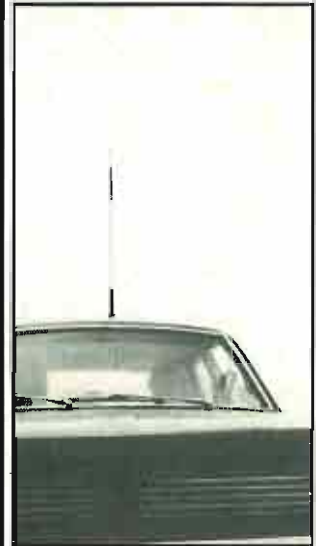
We'll still carry all the regular features, maybe even start a new one or two, and we'll still have all the colour and we'll still cover today what the rest copy tomorrow. In fact, the Breaker you know and love will be even more knowing and even more lovable — plus indispensable and accessible to new breakers.

And we suspect the new series will be just as useful and interesting to all you regular readers who missed any of the early copies. The future looks quite exciting sometimes, doesn't it?

## Brit

In these dark days it's nice to see a British manufacturer producing something to keep the nasty foreigners at bay. In fact it's nice to see a British manufacturer produce anything at all. . . .

Anyway, on to this new aerial, the Ferrolite 27 by C Brit. You may have already have met this one because the manufacturers have been giving some out to club members as a pre-launch field test. It has been designed to meet the new specifications and make the best out of a restricted legal twig. First of all it's 1.5m high, including the stub, so it fits under the height restriction, and secondly its low angle of radiation means you



get the maximum range from your legal four watts output.

Plus you get all the stuff you'd expect, like helical winding in the stubs, SWR adjustable top and a power handling limit of 25 watts. A price of £28 does seem to justify all our fears about FM, though it's not much of a comparison, but how much is a DV27?

## Seizures

More cloak and dagger stuff. Our spies, who see all and know all, have told us that the Customs men paid a visit to the British offices of Ham International and have seized their books.

The official reason for this was to make sure that Ham are paying the proper VAT on everything they sell. Nothing wrong with that you might say, but our man on the spot believes the Customs only want the books so they can see if Ham are importing any of their 27 AM sets.

Now, Ham are a responsible company who know full well what happens if you start importing illegal goods. They have no interest in importing illegal sets into Britain. It's a pity the Customs don't realise this as well.



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2.20pm First Round Pro Comp  
2.45pm First Round Pro Fuel Dragsters

3.00pm Second Round Funny Cars  
3.20pm Second Round Jet/Rocket Cars  
3.35pm Second Round Finals Top Modified  
3.50pm Second Round Pro Fuel Motor Cycles  
4.15pm Second Round Pro Fuel Dragsters  
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# LOWDOWN

## Citizen's Advice

Remember we told you we were planning a queries page to answer all your CB problems? Now you can start sending them in.

In the past we haven't been able to help on individual enquiries because we didn't have the set-up to cope with them but now we're going to start a regular feature (well, every now and again, anyway) to answer your technical queries.

So, if you've got a problem we'd like to hear about it. And if you've got any CB problems we'd like to hear about them as well. Send in all the details, mark it Citizens Advice, Breaker, Link House, Dingwall Avenue, Croydon CR92TA, and it will receive prompt attention. Well, prompt-ish anyway.

## Who will by?

Funny things, by-elections. They always seem to be held on a rainy Thursday and make a remote part of Britain into the centre of the political universe for a week or two — and then drop it back into obscurity just as fast. Who remembers Warrington, apart from it being the place where Martin's Auntie Sheila used to live?

Now Croydon is about to get the same treatment, although it's already jolly famous because we're here. But there are some people who do remember things like by-elections, and they're called bank managers.

It costs money to fight elections, even more if you lose your deposit, and at the moment there is a Natcolcibar bank account with a blank column where the big numbers should be. To put it bluntly they need some cash.

Not only are Natcolcibar still paying for the Warrington campaign, they also need more for the forthcoming Croydon bash. So it's down to you lot. Basically, sounds a bit blunt, I know, but Natcolcibar are out trying to get publicity for CB in Britain. And they are fighting for us all, so it would be nice just to show them that we support them in what they are doing.

If you or your club are feeling generous, rich or otherwise well disposed you can send the donations, made out to the Citizen's Band Parliamentary Account, to James Bryant, 16 Church Road, St Marks Cheltenham, Gloucestershire or Ian Leslie, 71 Dutzels Avenue, London, N10 2PY.

## Home from home

We've heard various reports recently of test and development licences being delayed on their release from the Home Office. Anyone wanting to test new FM equipment in this country has to have a licence and some people

have been waiting weeks for them arrive. And weeks is a long time in a young industry.

We understand that the reason for these delays is that the TWO people authorised to release the licences have been off work — one sick for four weeks and one on holiday for a fortnight. And the Home Office, in their infinite wisdom, decided not to give anyone else temporary authority in their absence. Makes you think, doesn't it?

## Up date . . . or not

In a perfect world this little piece would tell you all about how much the licence fee was going to be for legal FM, where you could buy one and all the rest of the stuff you need to know.

But as you're all well aware this is not a perfect world, so we'll have to give you what we know and leave it there. First of all, the question you're all asking, when will FM be legalised? The answer is we don't know. When we asked, the Home Office said there had been no change from their last announcement. The last announcement said that legalisation would come sometime, 'in the autumn'. On the other hand our spies reckon that the earliest it could be legalised will be November, and even that is pushing it a bit.

On to the next bit, the price of a licence. About eight or nine pounds seems the best guess and it seems obvious that they will be sold at Post Offices, but it doesn't seem so clear to the Home Office who again refused to comment. Nuff said.

The licence itself (if you ever manage to get hold of one) will probably only carry the conditions of the licencing arrangement, so it will be quite small.

By the time you read this, The Announcement might have been made, of course, in which case we'll bring you all the dirt next month. Or not.

## Law

The Newark Breakers know a good cause when they see one, and when they see one they do something about it. The club set out to raise £1000 for a local charity for mentally handicapped children, the Gateway Club in Newark, who had a little problem. Their premises are a bit old and in need of repair generally, but the worst bit is that the children have to move through the kitchen to get about. Not a very safe thing to do.

The only answer is to build a new kitchen which, as we all know, costs money. In step the Newark Club who raise the money to kit out the kitchen with all the stuff you need. Well, when I say you, I mean the

Gateway Club, but you get the general drift of things?

The presentation of the money is on September 2, which is too late for this issue, so you will just have to wait for pictures and part two of this story.

## All out . . .

A meeting was held at the Institute of Electronic Engineer's HQ in Savoy Place in London this month to discuss interference and other technical matters. All a bit boring but representatives of the CB lobby would have attended just in case — would have if every one of them hadn't been out of the country for various reasons on that day.

Has someone been doing their homework or are we just getting cynical?

## Sirtel

Those clever people at Sirtel have launched a whole bundle of stuff, so lets get at it right away. Not that you fool, the CB accessories.

First of all is the Searcher FM, a UK legal rig. This has got all the little twiddly bits you like to play with, LED channel readout, full range squelch, CB/PA, sigal/power meter and a transmit indicator light. Nothing very special in that, but it's a neat little unit and worth looking at once it's all legal.

Next we have a new CB/MW

receiver to complement the established Multiband radio. Not really for the serious CBER, but I thought I'd mention it anyway. More to the point is a new home-base mike produced exclusively for Sirtel. Called with great imagination the Model BSA604 it's a dynamic type, bit like all of us . . .

Then there are three new SWR meters. Most complex comes with field strength and antenna match capability, while more compact is an SWR and field strength meter, and finally there is an in-line SWR meter which can be left connected to your mobile rig for the rest of its life.

The next two items seem to be a bit contradictory, but I'll let you decide. One is a linear amplifier, type 213, which has a variable output of 25, 50 and 100 watts. Now we don't think burners are altogether a good thing, but someone out there keeps buying them. And after the burner comes a power reducer, which is a sort of DX/Local switch but has a variable control. It also has the effect of cutting down on TVI and swamping of other receivers.

And lastly there are three new power mikes. The DM307P has a built in noise filter, the DM311P has roger beep and volume control, and the DM307AB2 only has roger beep. And one last thing, there is also a new TVI filter. Hate that programme anyway.





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# LOWDOWN

## Sound

This is probably old news to breakers from around Swansea, but as the majority of you don't live down that way I'll let the rest in on the secret. It's all about a radio show called 'Country Breaker' on Swansea Sound.

I reckon this must be the only radio show anywhere in the country that caters especially for breakers. Every Sunday from three to 6pm the show is presented by Lloyd Coles and a local breaker, White Knight. For the first two hours of the show



breakers can phone in and request records or put out messages over the air. Apparently it's very successful. Unfortunately they play country music, but you can't have everything, can you?

The only remaining question is why haven't other commercial radio stations got in on the act? They're not usually slow in picking up a good market, and CB could be one of the biggest in years. Well Capital, Piccadilly?

## Rumour

Hands up all those who have heard of the Citizen's Band Information Centre. Not too many, huh? Well that's your loss because Bill Ridgeway who runs CBIC is ready and waiting to answer your queries on a large number of CB questions. CBIC started in July 1980 and since then Bill has made it his job to gather together as much information as he could on CB, the clubs and the organisations. What's more is that he does it for nothing, although a small donation would be greatly appreciated. CBIC is independent of any other CB organisation, so it should be free from any bias.

Just what do you get from CBIC? Bill has lists of hundreds of clubs, and will enter yours free of charge. Names and addresses will be withheld if requested. So if you want to contact another club or one of the national organisations (and if they're not listed in *Airwaves*) give Bill a ring, or a letter (SAE please).

Bill also has the addresses of insurance brokers who will insure your CB, and with the number of rigs.

disappearing these days that's not a bad idea. He also wisely points out that he cannot vouch for their services so it's up to you to check them out before you part with the money.

CBIC also provides a list of all the names and addresses of CB magazines in the UK. First on the list is, yes you guessed it, Breaker. Obviously a good bloke this Ridgeway. Finally CBIC can provide information on the Government specifications for legal FM. I know it's been covered in Breaker (issue No 7) but from the amount of phone calls we receive it's clear that a lot of people missed it. If you are in that number then drop CBIC a line.

And now for even more good news, CBIC is one year old (by the time you read this it will be even older) so I suggest we all sing happy birthday.

CBIC are at 7 Sandringham Crescent, Harrow, Middx, HA2 9BW. Phone 01-422 7570 evenings and weekends.

## Gun Law

The local breakers didn't take kindly when two young critters tried to shoot up the town, especially when two of the people they were shooting at were from the Shanty Town Breakers Club.

The breakers called up a posse of 40 cars who galloped around to Boot, or I mean Market, Hill in Sudbury, Suffolk and quickly got the drop on the two desperados. Then they marched them around to the sheriff's office.

Were the law officers pleased? Were they proud of the law abiding citizens of their town who disarmed these two outlaws? No, they weren't. The official reaction was a stony silence.

So what that these two were using only an air gun? The breakers got them before the police did. Maybe that's why the police are so miffed.

## New

For all you QSL types here is news of a printer who would just love to make up your cards for you. D Currie have had lots of experience in printing, and are very interested in your club or QSL requirements.

They supply a number of standard sizes and layouts or will print to your own designs. They will also print your artwork on the cards, although if you're not that way inclined they can provide their own standard illustrations. Obviously using standard size and design is the cheapest.

For instance 5000 QSL cards (the least they will do) will cost £38 in black and white. Business cards (3' by 4') will set

you back £17 for 1000. Coloured inks are available, but cost more.

Having smart stationery for your club or QSL gives you some real style, so if you don't like Currie's prices don't give up. Shop around.

## Cash

Do you like Johnny Cash? Even though I don't like country music I reckon Mr Cash is the best of what is generally a bad bunch. The next thing is, if you like Mr Cash how do you feel about people impersonating him? The sincerest form of flattery it may be, but I think it's a bit of a con.

From that we go on to what this piece is all about. It's a record by someone called Roadrunner put out by Cavalcade Records. Apart from it being a CB record what makes it special is that it is the officially adopted song of the National Committee for the Legislation of Citizen's Band Radio (NATCOLCIBAR to you and me). I feel like I should stand to attention every time I hear it.

So about this record. I've already admitted that I don't like country music, and this is a country record, so what do you expect me to say? As far as it goes it's just as good as any country music I've heard, but don't ask me which ones because they all sound the same to me. The thing I did notice was that the bloke who sings on the record does do a very good impersonation of Johnny Cash, hence the bit at the start of this. So as a country song in the mould of JC it is just fine, but is that enough for it to qualify as an official CB song? Why does CB always have to be associated with country music anyway? When you're hammering down the interstate in an 18-wheeler I can see the connection, but not when you're stuck in traffic on the A23 outside Croydon.

TM

## Antenna

V-Tronix have written me a nice little letter about something which is all too rare these days, a British made CB antenna. Three cheers etc.

V-Tronix already make communication accessories, and obviously see the CB market as ripe for plucking. So they have launched a range of CB bits and pieces, the most impressive of which is a home base antenna, the 'Blue Laser'. This little beauty is 18 feet long and finished in metallic blue, hence the name. It's made from seamless hard drawn aluminium for strength and light weight. It has no radial spokes to catch the wind so it shouldn't blow down every time someone

sneezes or something.

The antenna is designed to operate on any 27MHz frequency, AM, FM or SSB and can carry up to 500 watts of power, though I'm sure none of you lot want anything that powerful. It weighs only 1.6 kilos (I'll let you work out how much that is in real weight) and telescopes down to only one metre long for easy postage. And speaking of postage it's available by post, price £29.90, from V-Tronix, Unit 10 D, Dawkins Road, Hamworthy, Poole, Dorset BH15 4JP.

## Crunch

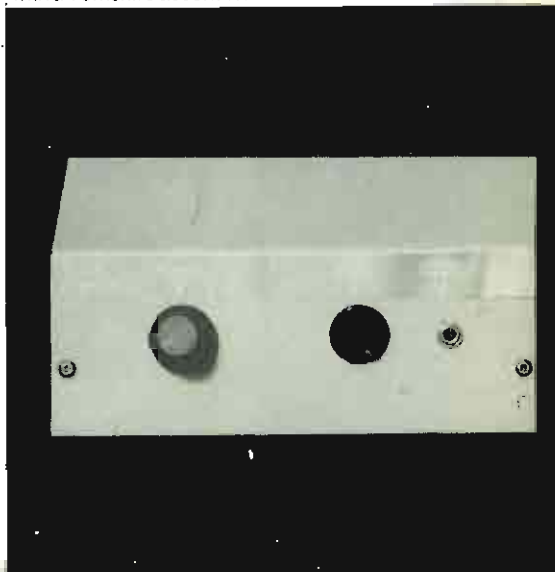
I always thought that K9 was Dr Who's dog. It seems I'm wrong, because Skylab CB have sent me a picture of their K9, and it looks nothing like the one on the telly. Maybe it's a close relation or something.

This K9, also known as the 'Kruncher', doesn't even do the same things as the real one. All this one can do is regulate the incoming signals on your CB and reduce them all to one level. Or boost them all to one level. It just depends on which way you look at it.

Rather than have you constantly twiddling with the volume control you set the Kruncher to a comfortable volume and it will make sure that all your messages come in at that volume. It doesn't matter if it's a faint DX or someone local with a burner, the Kruncher can handle it.

It's simple to install, so Skylab tell me, and each set comes with complete instructions. You can only get them mail order so if you're in the market send £19.95 plus £1.50 to Skylab CB, 2c Keighley Road, Bingley, West Yorkshire.

It's funny you know, when it was on the telly K9 never spoke with a Yorkshire accent...







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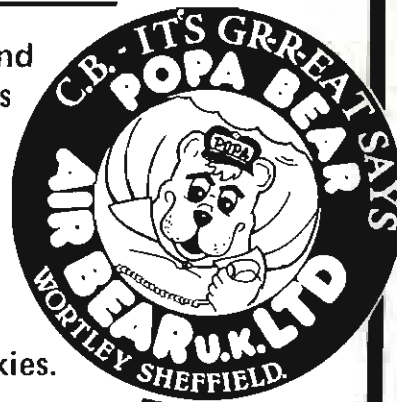
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# ON ICE

## Smmt

Breakers are not the only people who are fed up with the way the Government is running the legalisation issue. The Society of Motor Manufacturers and Traders, who represent the entire motor industry in Britain, are complaining as well, although you might not like what they say.

The In-Car Entertainment group of the SMMT are a bit peeved at the way in which some people are making a lot of money through selling illegal CBs while they remain inside the law and lose out. The SMMT are afraid that if this continues there will be no market left for them to join when it does become legal. What they want to happen is a clampdown on the selling of illegal rigs, which is the bit you might not like much.

More interesting is the reason they give for the problem. Quite simply they believe that the Government's delay in introducing CB is causing all the trouble. It's nice to see someone else has noticed.

## Portable

The people in the electronics industry must be some of the most inventive around. Not only do they make actual inventions, which appear in increasingly complicated stereos, they invent different ways of packaging the things they already have so you rush out



and buy them again.

A good example of this is the new TS-Z80 speaker range from Pioneer, which has been specially designed to fit into the back of hatchback cars or vans, which is no bad thing. The gimmick about these is that you can remove them from their mountings and use them outside the car, for instance on a picnic or as external speakers for a portable cassette. To help with that they come complete with carrying handles and five meters of cable in a pocket.

As they're Pioneer you can expect them to be good, but for £260 per pair they ought to be. The point is how many picnics do you go on a year?

## Vox

Yet more stuff from the world of car stereos. A lot of things this month from Tenvox, who, we hear, are also going into CB — we'll bring you more on that soon.

Let's start off with what must be one of the most complicated radio cassettes anywhere. In fact it might be a bit too complicated to have sitting on the dash because you would need to concentrate on the cassette far more than you would on your driving. Mind you, there's a lot of people who do that right now, and they've only got ordinary little trannies.

Still, about this radio/cassette. It's called the EP-821, and it would be quicker to say what it doesn't have rather than what it does. The press release calls it a 'digital electronic auto search auto scan tuning AM/FM stereo with digital clock, graphic equalizer and auto-reverse cassette stereo deck'. After all that who am I to argue?

What you get is a tuner with ASC interference circuits, a built in FM noise blanker, a 14 station push-button channel memory, a clock which is connected to the car's light switch and an automatic loudness circuit to insure full sound reproduction at low volume. And that's not all. At the risk of boring you I'll go on. The 821 will seek its own stations within a certain frequency, the digital clock will show which frequency you're on, there's Dolby noise reduction, provision for metal or chrome tapes, a DX/Local selector and a balance/front-rear control for the four speakers. I'm glad that's over, it was running longer than Crossroads. I'll just finish off by mentioning that there are matching power amps for these, the best one being the PA-160 which can handle four speakers at 40 watts each.

What we in the trade call LOUD. Next is the Tenvox compo system. I suppose this does what the last one did but it comes in three boxes instead of one. Let's start with the cassette deck, the SP-711. It has Dolby noise reduction, special long life

heads, auto reverse and soon. To match it is the AT-7831 auto search tuner with one touch station selector, noise blanker and FET, PLL and IC. And then you can round it all off with a graphic equalizer, the CA-200, which does all the normal things and makes it all sound jolly nice.

And coming down to earth a bit is the Tenvox DP-646, which is only an ordinary family radio cassette with AM/FM radio, metal or chrome cassette, auto reverse and stereo indication light. Boring, huh?





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# WRAPPIN'

Wrappin'. Now there's a name to conjure with. And while you're conjuring, work on the basis that wrappers are what people tend to call cars under certain circumstances, and rapping is what some people call talking.

So now you know. A recent survey revealed that there was a blank page in *Breaker*, so we decided to fill it with this one. All about anything vaguely automotive, with occasional references to CB. It could even become a regular feature. If you like it enough, that is...

When I was at school there was a bloke in the same class as me, the obnoxious and loathsome Mark Poncia, who was good at absolutely everything. And not just good, but excellent.

Everything he turned his odious and doubtless sweaty palm to turned out 98 out of 100, take a Gold Star and ten Team Points. Everything. Me, I was good at nothing, apart from playing truant, which in later life counts for very little when potential employers are examining your list of scholastic achievement.

It's a fact that the average person is just that; average. And the trouble is that we all need some kind of high point to lift us out of the doldrums of life. Even if it's only being the very best at something stupid, like throwing peanuts (or Smarties) up in the air and catching them in your mouth, it's great to be great. And being good at some socially significant activity, like Space Invaders or Pool, provides the sort of status which is normally only accorded to Popes, Bishops and visiting Royalty. But sadly it's not the lot of more than an exclusive few to be gifted in some way.

There are compensations, however. And alternatives. The most frequently used alternative, among those of us who are average, is to attack the efforts of others who are similarly placed and also to demonstrate that we could do an awful lot better were we in their place. This operation is generally much facilitated by the administration of intoxicating liquor and the ability to rest one elbow on something reasonably solid. Like a bar, say. In fact, Friday night at the pub is probably the time and place when the greatest percentage of the world's evils are put to rights, at least on a temporary and theoretical basis.

As persons irrevocably mixed up in the world of motoring we tend to find that it is precisely the sphere of the motor manufacturers which wins the bulk of attention. And, this neo-republican little island being what it is, good old British Leyland come in for more than a fair share. To be accurate they come in for nearly all of it.

Consider. Someone at Leyland once said that working there was like playing musical chairs on *The Titanic*. And people who don't

work there are always more scathing, more vitriolic and could all do Michael Edwards' job ten times better than he does it.

As a matter of record, it is clearly true that BL have achieved very little over the past few years which would serve as any kind of recommendation. Their list of past successes is very light on entries and had been getting even lighter since the beginning of the seventies. You could be forgiven for thinking that they are getting worse. But it is, as we have already said, one of the most popular pub pastimes to knock Leyland. And it's not as if they were the only manufacturer who has transgressed; the sins of the motor industry are manifold (sorry) and do tend to get visited on succeeding generations.

Worse still are the felonies committed by one party and compounded by another. Especially if one or both of the conspirators are publicly accountable. Which brings us, finally, to the point. I have just finished reading the latest copy of the AA's excellent magazine, *Drive*. Aside from the fact that the AA are beginning to take a pronounced and active interest in CB — they said they would, if you can remember back as far as *Breaker 2* — they have just methodically and accurately handed out a royal pasting to those dreadful blue pig-like devices which disabled persons are forced to trot about in. Invalid carriages, they're called, and a more precise, deserving nomenclature there never was. Invalid? These things are truly the cripples of the automotive world.

This is, as you may have gathered, the International Year of the Disabled, so it would do us no harm to take a squint at these antique contraptions.

We must commend your attention to *Drive*, since the AA, with all their technical resources and expertise, have been able to examine the damned things in a considered way which is not possible for the likes of us. Their opinions are based on the results of a scientific evaluation of the facts and they have come, after a long process, to the same conclusion as you or I could arrive at simply by looking. They're nasty, dangerous things which ought never to be allowed on the public highway.

Aside from being inherently unstable — the tricycle configuration makes them prone to collapse even while parked — in a straight line, they are fatally under-engineered for cornering. Worse still it is frequently impossible to make them go in a straight line even when that is the driver's wish.

Unlike you or I, Jack, drivers of these things are not obliged to submit them for annual MoT tests once they are three years old. They are meant to have an annual inspection by some suitably

qualified person from the Ministry, but this doesn't always happen. The period between inspections is often longer, it seems. And the word inspection is frequently abused as well, and may on occasion be understudied by the phrase 'short test drive up the road and back at five mph, drives like a dream, that's OK for another year squire'.

We would hesitate to suggest that all annual inspections are skimmed in this fashion, but it has been known to happen.

Add to all that the fact, which not very many people know, that they are possessed of all the structural strength and rigidity of a soft blancmange. With E-marking and Type Approval going on like crazy, and car manufacturers spending fortunes crashing expensive prototypes into brick walls up and down the country in order to appease the hunger for safety on our roads at any price, it is a fatuous thing to discover that disabled drivers are not only allowed, but actually required to travel about in egg-boxes on wheels.

And this without considering the stigma attached to being seen in one. A disabled driver has about as much chance of dealing with his fellow-motorists on equal terms as James Bryant has of winning Croydon North-West. It's possible that a greater impact could be achieved by forcing disabled people to wear large signs round their necks bearing the legend 'I am a cripple', but it's hard to imagine it.

CB clubs all over the country are doing their creditable and amazingly successful best to help handicapped, the ill and the disabled. It's quite likely that a short note to the usual people (Maggie, your MP etc) wouldn't go amiss. And don't forget the Minister of Transport, either.

It's a fact that Government policy is to 'phase out' these mediaeval machines, but they still have thousands of them left, which means it could be years before they're totally eradicated. In the meantime a small section of the community is forced to risk life on the road. We hesitate to trot out the old clichés, but it shouldn't be allowed.





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The smell of the fresh paint, the snore of the crowd. Raise the curtain on the theatrical clichés, 'tis time to talk about the Supernational Custom Car Show again (October 30 and 31, November 1. OK?). Remember last month we said it was still early days and we'd bring you more eye-watering, brain-adding details this month? Well, it's still early days at the time of writing and there are yet more wondrous attractions still to be finalised but you're not interested in the odd 'maybe' or 'hopefully' are you? What you want is the facts, you want something to tell the missus to justify a boozy bash in town, don't you? Or a few facts to impress your general studies teacher so you can set up a school trip. Learn your lines well and you too can be a star in the Big City.

If you've been to a Custom Car show before you probably won't remember much about it but it'll be roughly the same but better in the middle and slightly different but even better still round the edges. And there'll be a bit on the end. Ah yes, we've got a way with words on Breaker.

To be a little more specific, the middle consists of the cars and vans and bikes. The finest collection of customs, rods and motorised exotica you're likely to clap your pearls on this side of next year's show.

Oh, the Custom Car photographic studio will be set up there too but you don't want to know about the white painted walls, professional lighting and semi-clad females do you? It might be as well to find that Instamatic though, just in case.

It might seem a bit illogical to jump to the bit on the end but we'll probably be lurking in a corner there somewhere so we'll say a word or two about it before we continue our tour.

The bit at the end is the truck hall, which even if you didn't read last month's offering on the subject, you might guess will feature a truck or two. Or three maybe. It's there that you'll also find stands featuring the FM rigs which should, by then, be available — Home Office allowing. Not that they do very often. As if an array of very heavy trucks and a fine selection of UK-legal CB equipment isn't enough for you, we'll be there too.

Round the edges (or perhaps slightly towards the centre. Ish) you'll find a veritable bevy of video screens showing the car-chase bits from all the movies with good car-chase bits in them. And there'll be slot drag racing, which is very like the real thing except it's safer to watch. And more difficult on account of their size. Or lack of it.

Next up, or down, is the bucking bronco machine and then there's... what? Oh, the bucking bronco. If you saw

Urban Cowboy you'll know it's one of those rodeo machines which does its damndest to disconnect your vertebrae one by one while you do your best to stay on. It's a bit like pogoing on a skid pan but more fun.

Moving along a bit, we come across a crowd of very dedicated individuals, fixed expressions, glazed eyes, sweat trickling down their furrowed brows. No, not the bar. It's the National Final of the Asteroids Championship staged by Atari, the video game people, who are responsible for disturbing quiet pints all over the UK with exploding planets, evil little spaceships and lethal laser. The contestants are all registered with the Atari Owners Club, which it seems is the first step to stardom because the winner gets an expenses-paid two weeks in the States and entry to the world championships. Next stop the Universe. Second prize is a Suzuki GP100 bike and third, an Ingersoll stereo radio/cassette. Wish I'd got more practice in now. There'll also be a whole bunch of stands all round the edge selling everything from abusive T-shirts to hamburgers to racy wheels for your Skoda.

So that's the bit at the end, the bit in the middle and the bit round the edges. And there'll be lots of noise to fill in all the gaps. The Radio One Roadshow will be there on the Saturday with Steve Wright and the Capital Radio cruiser will pop in for the Sunday. Friday and Saturday afternoon are left in the capable hands of Mathews The Mike, about whom we could fill a magazine but we'll leave it to you to make up your own minds.

Right, to see all these wonderful bits, you're going to have to pay. Sorry but there it is. If you're under 11, on the other hand, you don't have to pay and if you're under 14 it will cost to a mere £1.50, as long as you bring an adult with you. Adults will have to pay £2 on Friday and Saturday and £2.50 on Sunday, which is so reasonable that it doesn't make youth seem so appealing after all.

To avoid the queue, you can obtain advance tickets by sending the right money (and saying what days you want etc) to John Graham, Link House Digwall Avenue, Croydon CR9 2TA. If your handwriting's very neat we'll slip in an extra ticket for every 20 you send for, which might not be much help if you're going with the wife and the kids (unless you've got a very big family) but if you're organising a trip from a club it means you get free entry for organising it.

And we've got all the gen on the Grand Met deal we mentioned last month. For your money — that varies depending on which rail station you're leaving from — you get a return rail ticket, one or two nights in a hotel (with bathroom and colour TV and stuff), breakfast and entry into the how on Friday or Saturday. And again it means no queueing, of course. Alternatively, you can make your own way and just have entry to the show and hotel accommodation for £32 per person.

If you want to take advantage of the deal, study the list for the prices, fill in the form and send it, with the lolly, to Grand Metropolitan Hotels Limited, 7 Stratford Place, London W1A 4YU.

So that's the show, give or take a bit here and there, and we'll see you there. If anyone wants last minute details on stands and the like, ring John Graham on 01-686 2599.

COUNTY	1 NT	2 NTS
Avon	£25.10	£39.10
Bedfordshire	£19.53	£33.53
Berkshire	£20.08	£34.08
Buckinghamshire	£19.43	£33.43
Cambridgeshire	£22.21	£36.21
Cheshire	£29.94	£43.94
Cleveland	£37.17	£51.17
Cornwall	£37.25	£51.25
Cumbria	£37.59	£51.59
Derbyshire	£26.12	£40.12
Devon	£31.64	£45.64
Dorset	£26.20	£40.20
Durham	£37.17	£51.17
Essex	£19.49	£33.49
Gloucestershire	£24.76	£38.76
Hampshire	£22.63	£36.63
Hereford and Worcester	£24.76	£38.76
Hertfordshire	£18.50	£32.50
Humberside	£30.71	£44.71
Isle of Wight	£26.29	£40.29
Kent	£20.85	£34.85
Lancashire	£33.43	£47.43
Leicestershire	£24.12	£38.12
Lincolnshire	£26.54	£40.54
Manchester (GT)	£32.32	£46.32
Merseyside	£32.32	£46.32
Norfolk	£25.10	£39.10
Northamptonshire	£21.27	£33.27
Northumberland	£40.48	£54.48
Nottinghamshire	£26.12	£40.12
Oxfordshire	£21.49	£35.49
Shropshire	£28.41	£42.41
Somerset	£27.22	£41.22
Staffordshire	£27.39	£41.39
Suffolk	£22.29	£36.29
Surrey	£18.89	£32.89
Sussex (East and West)	£20.85	£34.85
Tyne and Wear	£37.76	£51.76
Warwickshire	£23.82	£37.82
West Midlands	£25.86	£39.86
Wiltshire	£23.61	£37.61
Yorks (N)	£33.09	£47.09
Yorks (S)	£29.18	£43.18
Yorks (W)	£30.38	£44.37
<b>WALES</b>		
Clwyd	£32.75	£46.75
Dyfed	£33.94	£47.94
Glamorgan (Mid)	£30.03	£44.03
Glamorgan (South)	£28.58	£42.58
Glamorgan (West)	£31.56	£45.56
Gwent	£27.31	£41.31
Gwynedd	£34.45	£48.45
Powys	£30.79	£44.79
<b>SCOTLAND</b>		
Central	£41.93	£55.93
Dumfries and Gall	£40.40	£54.40
Fife	£44.31	£58.31
Grampian	£48.05	£62.05
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Lothian	£43.20	£57.20
Strathclyde	£42.10	£56.10
Tayside	£44.82	£58.82

Name(s) .....

Address .....

Tel: .....

Date of Arrival ..... No of Nights .....

Type of room: Single  Twin

If travelling by rail, please indicate which station: .....

Amount enclosed £.....

Please make cheques payable to: GRAND METROPOLITAN HOTELS LTD. and send to: Grand Metropolitan Hotels Ltd., 7 Stratford Place, London W1A 4YU. If you require any further information please call: 01-629 6618 Ext. 221.





# CB

## FOR THE DISABLED

REACT is working for disabled bound people, once involved previously available to the co



### With a little help from his friends

I suppose everyone has made friends over the air from time to time. Maybe not life-long, best-man-at-your-wedding type friends (although you do get those as well), just people it's nice to have an eyeball with or an occasional chat. For most people though CB friends are just a pleasant 'extra' that comes with the set. After all, you can always go out with your mates from work or see a few friends down at the local.

For some people, though, the friendship a CB can provide is very important. They can't get out as easily as the rest of us because they are disabled. Just like anyone else they need to go out and meet new people, but because of their disabilities this can be difficult.

But with a CB by their side there us no problem in contacting people, as a 15-year-old schoolboy from the south coast of England has found out. His handle is Ironside, and he has been in a wheelchair since birth. As you can tell from this choice of handle, Ironside isn't the sort of person who lets his disability get him down but even so he has to face the problems of life in a wheelchair. Despite the fact that he is a member of a youth club and attends the local comprehensive school, his social life is restricted by the need for transport everywhere he goes. At 15 he is too young to have his own car, and so has had to depend on his family.

Then he was given a CB. Eight months ago three of the local clubs, ABC, Cobras and the Club in the Sky, presented Ironside with a mobile rig which they installed as a home base.

The rig is a Colt 210 and came complete with a power unit and a DV27. Not too flashy, but good enough for the moment. 'It gets out well,' says Ironside. The installation was undertaken by Midnight Runner and for a mobile to home base conversion it's particularly neat. In Ironside's bedroom, which is in a special low-level annex built on the side of his parents' home, a chest of drawers has had an extra hole made in the middle. In to this went the rig and the power unit mounted on brackets screwed to the wood. The power comes from a wall socket under the chest of drawers. Finally there is a wooden flap which folds

**BREAKER**



ed people to take part in REACT's activities. House  
ed in CB, have a whole new world of activities not  
em. They can help the community as well as the  
community helping them. 》

## Vic Bull, REACT press officer

up to cover the rig when its not in use. Rather neat.

Ironside would like to get a more sophisticated rig but at the moment he can't afford it. The most important thing at present is to get the rig SWRed and TV1 filtered. The local breakers will do both for him.

The rig gets used most during the winter, when the weather and the early nights keep Ironside in. In the summer he uses the rig to set up meets or chat with the local breakers. The CB has brought him a lot of new friends. In the time he has had the rig he can't remember the number of eyeballs he's had, only that they must run into 'hundreds'. Ironside is also a member of two clubs, the SBS and the Sovereign.

The breaking channel around Ironside's home town is 14 and it's busy. He has no trouble picking up copies and chatting over the airwaves to friends, other breakers and 'a real good buddy', Red Rump. On the air Ironside is as mobile as the rest of us, and don't think you can put one over on him because he's quick.

A call over the airwaves to his friends means he can get out without having to depend on his parents. Like any young person he likes his independence.

And just to prove that CB brings out the best in people, Ironside is going to do a sponsored 'wheel' in aid of the International year of the Disabled. By the time you read this it will all be history, but it means that Ironside will have to push



BREAKER

himself about for five hours to raise money for people like himself. We wish him luck.

So what is the lesson from Ironside and his rig? It's quite a simple one really, and if you run a rig it's one you probably already know. CB puts people in contact with people, it doesn't matter who and it doesn't matter where.

## The authorities—a question of duty?

Just how many disabled people are there in this country? You would think that with the welfare state the Government would be able to provide a figure. They admit the only figures they can provide are inaccurate — but even these make you think.

In March 1980 there were 900,669 physically handicapped, 640,788 deaf, 107,765 blind and 51,426 partially sighted. This adds up to a lot of people who could benefit from CB. In fact the figure could be much higher because these figures are only the registered disabled, and as you don't have to register to get help from the social services, many people don't bother. Independent surveys have put the total figure at around three million.

Just how many of these people would want CB? It's difficult to work out because the actual numbers of disabled are not known and in any event a disabled person is just like you and me, they may hate CB or they might love it. It's a personal thing.

Officially, it seems CB and the disabled has not been considered. The charities we contacted either had no views on the subject or took the line that their money should go to providing the really necessary things in life, and CB was not one of them.

The Home Office said that they had considered the question of CB and the disabled, but at present there were no plans to have exemption from the CB licence or to give grants or other concessions on the buying of rigs. As far as the Government are concerned the disabled are on their own with CB. It's sad to see the people who should be concerned for all aspects of a disabled person's life being so blinkered in their

approach to what could be a very important development.

And while the people at the top take no notice, the ordinary breakers up and down the country do the work for them. There are always stories of clubs donating money or rigs to charities or old and disabled people — you probably know of some yourself — but what is needed is someone with real experience of the disabled scene and CB. Enter Bob Wyatt.

Bob has had long experience of catering for the disabled and fighting Government departments, so he knows the ins and outs of bureaucracy. More important he knows about CB and he is willing to help. If you live within a reasonable distance of Felpham, Bognor Regis, Bob and a few responsible breakers are willing to help install and adapt rigs for the disabled. They will give their time freely but major adaptations might cost a bit. Bob also wants to act as an information centre so rigs can be adapted in other parts of the country. He believes disabled people should be brought into club life, and we agree with him, so ring him on Bognor 822115.

Despite the efforts of Bob, and those like him, they cannot do enough. Although local and central government haven't yet considered the problem, the legislation to allow them to act already exists. Section 2 of the Chronically Sick and Disabled Act 1970 states that a local authority must provide such things as are necessary for a disabled person to live. Strangely, once they have provided the television or the ramp outside the house, they can also send the disabled the bill but the point is that if they decide to recognise CB as a need for the disabled then it can be provided with state funds. This legislation is not usually used to pay for licences, so the question of exemptions is still up to the Home Office.

Which brings us to the regulations for legal CB, being drawn up right now. Much of it has probably already been decided. If we want provisions for the disabled in these regulations we must act soon. This is where you come in. Write to the Home Office as a private individual or as a club and ask them what they are doing about CB and the disabled. If enough of us write they might just take notice. Remember, we are not trying to stuff CB down anyone's throat, we just want disabled people to have the option of becoming a breaker. And if you're a disabled person yourself write in and tell us what you think.



It's the first few minutes in any accident that are the most important, the first aid people tell us. In those few vital moments a person could bleed to death or die of shock. In road accidents it's the shock



which is the big killer, people literally die of fright, but it can be stopped if an ambulance or a doctor can get their fast enough.

Ever since CB came to this country groups have formed to help speed up the reaction to accidents. If you see an accident, or if you are involved in one, you can put out an emergency call immediately on CB.

Now most of you probably know all that already, but who will be listening out for you? Most of us are at work during the day and asleep at night (or the other way around) so you may not be there to answer the distress call. This is where many disabled people can help, especially if they are housebound. With a CB on one side and a telephone on the other they could form a vital link in the emergency chain.

The largest of the emergency organisations is REACT UK. They are the British arm of REACT International, an American-based emergency organisation which has a large following in the states. In this country REACT has organised itself through regional organisers so it can get the maximum efficiency from its networks of monitors. As a large and responsible organisation, they are waiting for the legalisation of CB in this country before they go into action. Which means, as we speak, a valuable service is being squandered by the Government.

But to get back to the business at hand, REACT are always looking for responsible people to monitor channel nine. Disabled or otherwise REACT would like to hear from you, so contact the address at the end of the article.

Another group who want to expand their emergency network are Suffolk EARS. EARS stands for Emergency Action Radio Service, and although it will start in Suffolk, it's hoped to extend the service in the future to the rest of the country so there will be Norfolk EARS, Essex EARS and so on.

EARS were quick to see the role that disabled people could play in an emergency network, and are hoping to supply base stations to people who can't afford their own (funds allowing) when the service starts. If you think you could help, contact them at the address listed at the end.

There are other emergency services operating now, on 27 AM, but it is important to remember that these clubs are illegal.

THAMES has members all over the country. They were formed last year by the UBA, but they are now entirely separate. They even have doctors on their staff and state simply that if they have to use illegal sets to save lives they will.

BEST are based in the Midlands and are staffed and operated by local breakers. They are working towards a 24-hour monitoring service, but only monitor the breaking channels feeling that emergency calls are more likely to be heard there than on channel nine.

The National Emergency Service was formed by two ex-REACT members. They do not monitor the airwaves but want to act as a go-between, giving local clubs or individual breakers as much help as they require in organising their own service.

If you want more gen on any of them, they are but a SAE away:

**REACT:** Peter Horne, 10 Buckingham Way, Sharnford, Leicestershire.

**Suffolk EARS:** c/o Everards Hotel, Bury St Edmunds, Suffolk.

**Thames:** George Mark, 18 Shepherds Way, Monkshill, Selsdon, S Croydon.

**Best:** John Foster, 140 Cranby Road, Sunny Side Estate, Nuneaton, Warks.

**National Emergency Service:** 48 Hol-som Close, Stockwood, Bristol.

There is no reason, though, why you can't operate on your own. Anyone can monitor channel nine, so if you have the time, listen in. Every little helps.

## The cost of living...

I suppose we all run a risk if we have a rig in our cars. To many people the fact that it is illegal is what makes CB so much fun. You would expect though that someone who runs a rig from their wheelchair would be fairly safe, but no, the Home Office gets everywhere.

In this particular case it got to Con Kenneally. Con lives in Cheltenham and has been in a wheelchair since a riding accident in 1956. About 10 months ago he took up CB and since then he has been monitoring channel nine as well as just enjoying a natter on the air. But then someone complained because Con's rig was interfering with his telly picture, and one day Con came home to find a couple of Home Office officials on his doorstep. The search of his house came up with £300 of equipment which was confiscated, and at the time of writing this he is waiting to see if he's going to be fined.

Con isn't being put off by this and hopes to get a new rig as soon as possible. We can only hope that the person who shopped him last time will remember that this is International Year of the Disabled.

## Discount scheme sets example

It's nice to be able to say that someone has already thought about CB and the disabled, and decided to do something about it. There are few people these days who actually take the trouble to move



themselves, but at least it makes the couple who do care stand out even more.

One such person is Les Gay. He is doing his best to set up an emergency network in the Exeter area by donating three or four rigs to blind or otherwise disabled in the town. The system works both ways, a disabled person can call for help when he or she needs it, and on the condition that the people who receive the sets will monitor channel nine, an able-bodied person can call the disabled person for help. And with the number of perfectly fit people who seem to get into trouble I'll bet it's the disabled people who do most of the helping.

Apart from the serious side a rig means even someone who is housebound can keep in touch, either with local friends or just a chat with some passing breaker. And that, as we all know, is what CB is about.

There are a few difficulties though. Les is not going to provide AM sets because they make a disabled person too much of a target for Buzby. And if you think that no-one is going to bust a disabled person just take a look at the stories in other parts of this feature. It seems Buzby likes to kick people when they are down. What this means is that Les has to wait for legal CB. This in turn means that the disabled people are going to have to wait, and as it seems the Government is doing its best to delay legal CB until the new year, it could be after the winter when Les starts his system. And when would an emergency CB system be most use? In the winter, of course.

Anyway, there is a second string to the plan. Any disabled person who wants to buy a rig now (which means AM) can get one at a 10 per cent discount from Les's shop, the Exeter TV and CB Service, 182 Cowick Street, Exeter T5861, and anything that saves the disabled some money can't be bad.

Ideally Les would like to see a system of home base and mobile rigs for the disabled so that they can be in contact at all times. It's a good idea but one that could prove expensive unless the Government stepped in. But that is another story, and another part of this feature.

## Today's equipment and looking to the future

The benefits of CB to the disabled are obvious. Better than any telephone, it can bring them into the community much more than anything in the past. It can help them when they need help and leave them their independence. It seems to be an almost ideal solution, but like any problem it is not as simple as that.

A large number of disabled people in this country are housebound with complaints which mean they are almost totally incapacitated. They have little or no use of their limbs and have to be looked after constantly. Medicine can do little for them, so they are cared for at home by relatives who may have to commit their whole lives to the job. The thing to remember is that these people still have active minds, as bright as mine or yours. (Probably brighter. RN). It's all too easy to suppose that because the

**BREAKER**



body has failed the mind has too, but this is not so. Think of the last time you had to stay in bed. How long did it take you to get bored? An hour? A day? But it didn't matter because you were up and about in a day or so. The sort of people I'm talking about may have to stay in bed every day. All day.

For someone in this position a rig would be a great help in contacting the outside world. Remember, we're all equal on the air. Someone paralysed from the neck downwards can use CB thanks to modern technology. It can even be used by the deaf or mute to send certain messages. But first let's look at the case of severely disabled people.

At present many of these people use a device called a Patient Operated Selector Mechanism (POSM). This has a suck-blow tube which, by blowing into it a certain number of times, selects a certain operation. At present this would include such things as 'Turn on the television' or 'Change channel'. Once the correct operation has been selected then a single suck will trip a relay and whatever was selected is done, usually through a small motor. To move these controls from a TV set to a CB set is an easy step, so that various patterns of sucks and blows could operate channel selection, volume, receive, transmit and so on. Then they can jaw away with the rest of the world.

Just to prove how useful this system can be, there is a student at Oxford Polytechnic who uses a POSM to programme a computer. At present he has to do this at the Poly itself, but in future he could programme it remotely, using a CB. To do this he would need a box of tricks called a modem. What this does is to take a signal (the sucks and blows on the POSM) and change them into a code of two tones (or two frequencies) which are then unscrambled at the other end by another modem. At present this system is unworkable for

two reasons. One is that other breakers could interfere with the signal just by coming on the air, the other is that the Government will not allow transmissions of this kind on 27 FM. There is no reason why frequencies outside the CB channels could not be used if the Government allows.

Another use of the modem on CB would be in allowing the deaf or mute to communicate on the airwaves. At the moment even this technology means that their communications will have to be limited, but in an emergency who cares as long as the message gets through? The input is through a keyboard (like a typewriter) which goes through a modem and then a CB. Unfortunately the signal could only be received by a similarly converted set, which should then display the message on a television screen. The Post Office are developing a telephone which works in much the same way, but displays on a special liquid crystal display.

The future is more promising with the growing use of voice synthesisers. Type out a message on one of these and the machine will actually speak over the airwaves on behalf of the operator. Receiving copies is the difficult bit. Machines that will take actual speech and print it out for you will come, but probably not for another ten years. In the meantime the best that present technology will provide is that after the deaf/mute person sends his message he will ask you to make two short 'beep' noises over the air. In the same way that a modem makes sense of tones, a converted CB fitted to a small computer (which can cost as little as £70 these days) can indicate to a deaf/mute that the signal has been received.

Adapting CB so that it can be used by people in wheelchairs or people without the use of their hands is not too difficult. In the case of a wheelchair it is quite easy to fit the rig on a slide mount and connect it



to a motor-cycle battery clamped underneath. It must be made easy to remove, because many wheelchairs are made to collapse (for getting into cars) and a permanent rig installation could get in the way or get damaged. At the present time the best way to get this done is to contact your local club (look in the club list) or a local CB shop if you have one. At the moment the social services cannot act because CB is illegal.

For people without the full use of their hands the problem is one of adapting the controls. Use a desk mike if you find it too difficult to manage a hand set. If the channel selection is too small to grip make it larger with putty. It may not make the set look too good but it would work. The transmit/receive button can be mounted anywhere you can put a push switch. Even something like a door bell button would work, as long as you can find one that doesn't jam every time you push it.

**Although disabled 'trikes' are no longer issued there are thousands still in use. A CB in each one would bring swift help in an accident or a breakdown.**





It's a sad fact but this is probably the nearest to a large-scale production British rig we are likely to see in this country after legalisation. It is one of a range of five from the Chelsea CB Centre in Fulham and although it will be manufactured in Korea — and other sets in the range will be made in Japan — it was designed in Britain specifically for the British market.

Ideally, of course, we would like to see sets actually being manufactured in this country but we fear that by the time the Far East have released their virtual monopoly on vital components, they will already have made their mark over here. A prototype for a home grown rig has been produced by WR Electrotek, a small firm in Wantage, but at 90 odd quid for a straight 40 channel rig, it's not cheap. It's simply easier, and cheaper, to send the design over to a major manufacturer in Japan or Korea and wait for the sets to come back. Let's hope things will change in the future but in the short term Chelsea's Interceptor range is the nearest we're likely to get. And from what we've seen we are very impressed.

At the time of going to press, the set in the pic is the only prototype in the country but we've slipped in artist's impressions of a couple of the other sets to give you a taste of the full range. We'll bring the rest to you in glorious colour as soon as we get our hands on them, or course.

It's obvious that a great deal of thought has gone into the design of the casings and facias of the whole range and it's nice

to see a break from the old rectangular boxes. Steve at the Chelsea CB Centre assures us that things will also be very different inside, using top-quality circuitry and circuit boards — again designed in the UK — and incorporating two safety features which should make them just about doughnut-proof. If the SWR exceeds 2.5, the sets will automatically cut out, and there is also a safeguard against reversed polarity so if you get your wires crossed your rig won't take it out on you. All the range uses chips designed specifically for the new frequency — not piggy-back boards. The prices reflect the fact that the range is aimed up-market and the cheapest model — featured in the pic — will run out just under £80 plus the dreaded VAT. For your money you'll get manual channel selector, volume, squelch and RF gain. Power and signal readings come in the form of a progressive light display — 'a row of little lights, more of which light up as the power increases or the signal improves', as we call them in the trade.

For around £100 — these prices are yet to be finalised — you'll be able to buy the next model in the range, which features push button channel selection, mike gain and a digital clock, plus the goodies on the first set. It would be a lot easier if they'd given names or numbers to the various models but they are yet to come.

Next up is another first for FM — a one-hander remote control set, just like the AM items we've mentioned in the

past. The actual transceiver unit can be mounted somewhere out of the way and the channel change buttons (one for up and one for down), volume, squelch and tone controls are all sited on the mike. A nice touch is the dash-mount display unit with channel readout, digital clock, and signal and power indicators. It all sounds mucho neat and at around £125 not too costly.

The home base of the rangewill retail at £180ish and has everything a homebase should have — squelch, tone, volume, RF gain, mike gain, clarifier and channel scanner. And forget your fiddly knobs, any functions not on the row of slider controls are operated by a digital keyboard. There's also a built-in SWR meter and it comes complete with a desk mike.

The fifth set of the range is yet another first, a combined radio/cassette/CB — just like we said would come along. We don't like to say 'told you so'. Much. We haven't got any other information on it yet but it sounds trifolux to us — even for £200 or so.

They're not a large company but the range is certainly impressive — and, given that they're aiming at the top end of the market, the prices seem sensible.

The other newee this month comes from Sirtel, the Peterborough company who seem set to sell just about everything for the breaker. The rig's to be known as the Searcher and features volume, squelch and channel change control and incorporates signal/power meter and PA facility. No details of price available as yet but you can find Sirtel (UK) at 24 Alfric Square, Off Maxwell Road, Woodston Industrial Estate, Peterborough PE2 0JP (tel: 0733 236010). The Chelsea CB Centre is at 73-77 Britannia Road, Fulham, London SW6 (tel: 01-731 0027).

At last things are coming together. For months we've been saying that the major in-car-entertainment companies will be going into CB and for months we've been

## SPECIFICATIONS

### RADIOMOBILE CB 201

#### General

Frequencies:	27.60125MHz to 27.99125MHz 40 channels
Power source:	13.2V nominal (neg ground only)
Current drain:	Transmit — 0.8amp Receive — 0.8amp at max audio
Frequency tolerance:	+ or - 1.5KHz
Operating temperature:	-10C to +55C
Dimensions (mm):	129w x 39h x 160d (approx)

#### Receiver

Sensitivity:	0.7uv for 20db noise quieting
Squelch sensitivity:	Threshold 0.2uv
Audio output power:	1.8W at 10% THD 8 OHMS

#### Transmitter

Power output:	Four watts into 50 OHMS
FM deviation:	1.5MHz at 3mv output level
Adjacent channel:	60db below carrier

### RADIOMOBILE CB 202

#### General

Frequencies:	27.60125MHz to 27.99125MHz 40 channels
Power source:	13.2V nominal (neg ground only)
Current drain:	Transmit — 0.9amp Receive — 0.9amp at max audio
Operating temperature:	-10C to +55C
Dimensions (mm):	176w x 50h x 210d (approx)

#### Receiver

Sensitivity:	0.7uv for 20db noise quieting
Squelch Sensitivity:	Threshold 0.2uv
Image rejection:	40db
Spurious rejection:	45db

#### Adjacent channel rejection:

Adjacent channel rejection:	60db
Audio power output:	1.8w at 10% THD 8 OHMS

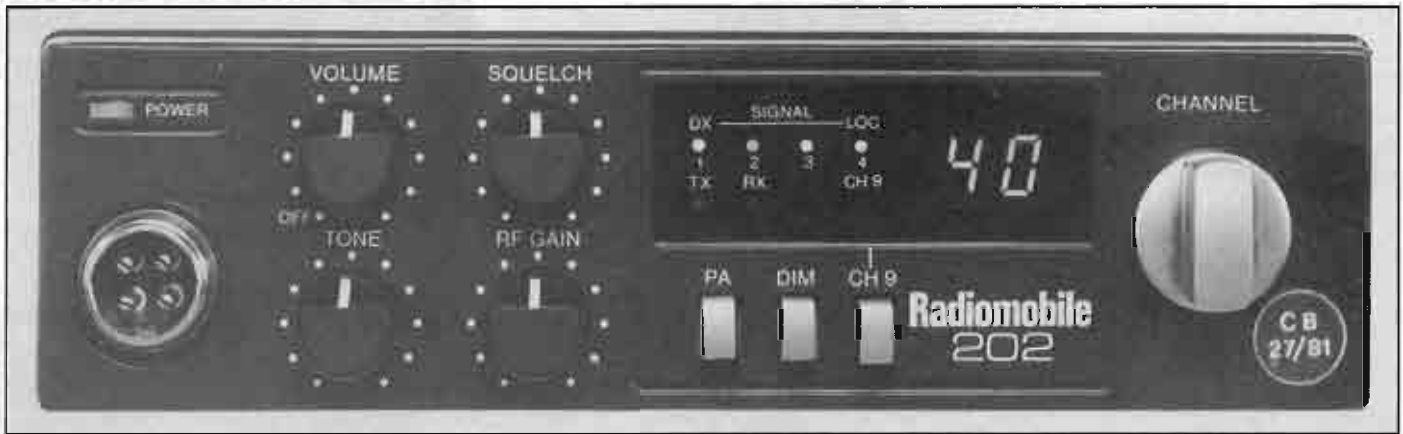
#### Transmitter

Power output:	4w into 50 OHMS
FM deviation:	1.5KHz at mv input level
Adjacent channel:	60db below carrier



**BREAKER**





saying that we'll bring you more news as soon as we get it. Now we've got it.

Last month we told you about Amstrad and now, literally hours before these very words are due to be rushed to the printers, Radiomobile tell us about two rigs they have on the way.

We'll tell you about the rigs in a second or two — depending on how fast you read — but it's interesting that they will also be selling a full range of accessories including antennae (mobile and base), mikes, SWR meters and base station conversion packs.

First of the two rigs goes under the name of CB 201 with LED readout for the 40 channels, LED signal and power displays and side mounted mike socket. Price will be around £90 — and can't you tell they are experienced in ICE equipment design?

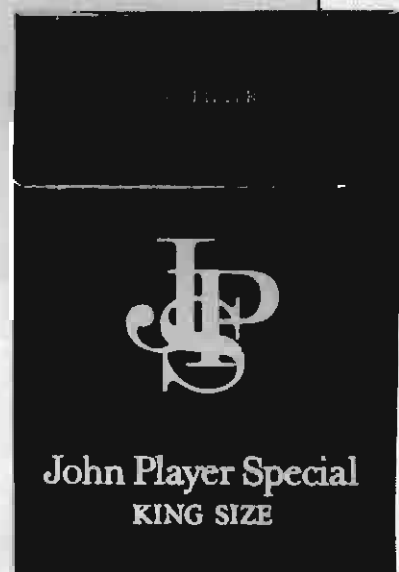
The 202 is more sophisticated and in addition to volume and squelch controls, it features tone and RF gain. The display panel carries a four digit LED signal/power meter, and indicators for transmit, receive and power — all with dimmer control. PA function, external speaker jack and PA speaker jack are also on the



**Above: The two new sets from Radiomobile (specs on opposite page). Right: Home base and mobile Interceptor sets from the Chelsea CB Centre. Below: The basic Interceptor mobile.**

spec list. The 202 will be top of the Radiomobile range and will retail at around £120. Radiomobile say that both sets will be available at the start of the legalised service in the Autumn.

As the manufacturers and importers finalise the details of their sets' specifications, we can pass more on to you. So take it all in and impress your friends . . .







**BREAKER**



Interceptor

CB  
27/81

88

Rx

Tx

VOLUME

SQUELCH

RF GAIN

CHANNEL SELECTOR



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# Which CB? — the rig guide

## Talking shop — a buyers' guide

We have been planning, for some time now, to include in Breaker a buyers' or browsers', guide to FM rigs, although it looked at one time as if we would have to wait until after the time of legalisation before we'd have enough information to warrant it. Manufacturers kept quiet about their plans and we could only wait. And give our spies a salary rise. Over the past few months, however, things have started to move and several companies have supplied us with prototypes to give you a taste of what will be available on CB Day. We've now brought all these together, listed what functions each will have to offer and presented it in an easy to read guide. The result is Which CB? — the rig guide.

Some information is still a little sketchy, of course, because many companies have not yet decided on a final specification but the features listed on the next two pages are as they will appear on the final product. The prices are still approximate — although within a few pounds and pence — and in a couple of instances even that is not yet available.

But as their plans become more concrete over the coming months, the guide will be updated and expanded to give you a comprehensive and comparative picture of the CB market.

New ranges will be introduced; those already included will be extended. We will also be introducing a regular rig test feature and a summary of our findings will be included in Which CB? — an at-a-glance opinion on which to base your decision before you venture into your local store with cash in hand.

At this stage we have included the manufacturers' or importers' names and addresses — which will also prove useful to the smaller dealer looking for a wholesale contact — but as deals are finalised we will bring you the names of chain stores and specialist outlets where the rigs will be on sale.

The Interceptor range, featured in this issue, is not yet included in the guide but, again, when we have full details of their functions and controls you'll be the first to know. After us.

We believe it is a valuable feature at this stage but in the early days of legalisation it will prove invaluable to anyone in the market for equipment. And we will continue to bring you all the news of developments in the rig and accessory market through our features and Low-down news items.

We'd be interested to hear what you think about Which CB? — and the rest of the magazine, for that matter — and if there's anything else you'd like to see included, we'll do our best to oblige. We can take criticism too, so there's no need to worry about a Breaker staff car being parked in your living room some dark night.

So that's Which CB? Next month's already promises to be bigger and better. We surprise ourselves sometimes.

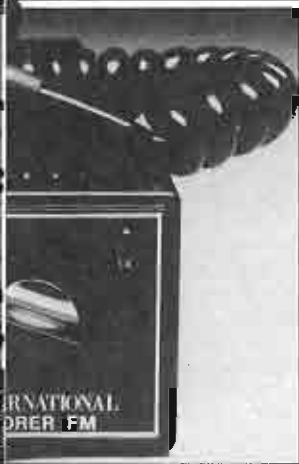


# Which CB? —the rig guide



	VARIABLE RF GAIN	MIC GAIN	DELTA TUNE	TONE		PA	ROGER BEEP	NB	ANL	SWR METER	INDICA LIGH		
				SWITCH	VARIABLE						PA	PX	TX
AMSTRAD 900												●	●
901						●				●		●	●
BINATONE ROUTE 66			●										●
LONGRANGER		●	●									●	●
POWERBASE (HOME BASE)	●		●	●								●	●
FIDELITY 1000													
2000	●	●			●	●							
GRANDSTAND SY	●						●						
330	●						●			●			●
530 (HOME BASE)	●			●			●		●	●			●
HAM INTERNATIONAL EXPLORER					●								●
MARINER	●			●	●	●	●	●				●	●
HERCULES (HOME BASE)	●	●		●	●	●			●			●	●
MAJÖR 3000	●		●		●								●
S AND M ANGLIA	●		●		●				●				
SHADOW 1000													
2000	●			●						●		●	
3000	●	●	●	●									
SIRTEL SEARCHER					●								●





TOR TS	METERS		MIKE SOCKET		SWR SAFETY CUT-OUT	DISTANT- LOCAL	STANDBY	CH9 PRIORITY	HEADPHONE SOCKET	DIMMER	PRICE (approx. £)	OTHER FEATURES	CONTACT ADDRESS
	SIGNAL	POWER	FRONT	SIDE									
			●							70			
			●		●					85	AUTO SQUELCH		1-7 Garman Road, London N17
●	●		●							70			Blatone House, Beresford Avenue, Wembley, Middlesex
●	●		●							80			
●	●	●					●	●		100			
●			●							60			Victoria Road, N Acton, London
●			●				●			80			
		●					●			N/A			Adam Imports, Liversley Street, Sheffield
●	●		●							N/A	CLARIFIER CONTROL		
	●	●						●	●	N/A	CLARIFIER CONTROL		
●	●		●		●					75			24 Buckland Road, Leicester
●	●	●								110	WARNING LIGHT		
●	●	●						●	●	165			
●	●	●		●						N/A			Queen Street, Haverhill, Suffolk
			●							N/A			Unit 2, Station Yard, Wilbraham Road, Fulbourn, Cambs
●	●	●								50			Shedow House, Lumen Road, Royston, Herts.
●	●	●								75			
●	●		●						●	80			
●	●	●								N/A			
													24 Altric Square, Woodston Industrial Estate, Peterborough

The hopes of the Uruguayan driver Domingo de Vitta were dashed before his eyes. Lying a secure third place on the world championship Brazil Rally, his Escort suddenly slumped down at the front as the suspension collapsed without warning, high in the mountains behind Rio de Janeiro. In desperation he picked up his radio and used every word he knew in English, to warn the English mechanics of his plight. By luck they were within range and by even greater luck they knew de Vitta would never have tried to call them unless he had been absolutely desperate. The mechanics back-tracked, found the stricken car — and got it going again with minimal delay. He finished, still in his third position, by far the best position one of his countrymen had attained in so important an event.

The mountains make rallying exciting and demanding, but they heavily restrict the use that radios can offer. Both organisers and competitors have the facility: for organisers it is often the method by which the times of the more remote high-speed sections can be transmitted to the headquarters, and the world told who is leading at that moment. It is always available for organisers to pass messages urgently, particularly when there is a car that has gone missing. In many special stages in the world, cars can disappear off the edge of the road without even following cars being aware of an accident. In more dangerous areas, officials check the passage of the cars at regular intervals in case one is missing.

The use of radios by competitors, however, captures a greater interest. It has now been about ten years since aerials began sprouting off the roofs of rally cars, and since then the procedures have become systematical. Radios are used for both routine and for emergency. As long ago as 1973 the prestigious RAC Rally in Great Britain was won by a radio. Timo Makinen was about to win the first of his unique hat tricks on Britain's leading rally, when on the final morning his clutch began to fail. By contacting his mechanics by radio he could alert them to the work they had to tackle, so by the time his blue and white Escort RS1600 came into view the work could be started without delay. Without the radio the delay would have dropped him from the lead.

In Britain the use of radios on rallies is now too extensive for comfort. Frequencies are allocated by the organisers, but there are now not enough to meet demand. Also any secrecy which a competitor would have liked is impossible. Most leading teams therefore only use radios in Britain for emergencies, and plan things like the amount of fuel to be added, the time available for work, the type of tyres to be fitted in advance. And teams often use a code to pass messages which rival teams should not hear. The country in which radio work is the most sophisticated is Italy. Organisers and teams alike rely on help from voluntary radio clubs, who man relay post high in the mountains.

The Fiat-Lancia team have often enlisted the help of regional clubs to set up their radio relay service in other countries. And despite the treachery of

the terrain over which the high speed 'special stages' are held, Italy has an unrivalled reputation for the immediacy of results calculation — all through this radio technique. It has also given the Italian teams a head start in the long-range control which team managers exert on their drivers. Whereas team managers in other countries content themselves with the problems of the movements of support vehicles and the ready availability of tyres and spare parts, the Italians go much further. They control their drivers, telling them precisely the running results of their crews, and controlling the order in which their drivers should finish, which the drivers often hate.

Once the Finnish driver Simo Lampinen was ordered to stop on a special stage for a certain length of time to enable an Italian driver to overtake the Finn on aggregate times — and thus win the rally. Finns never like this manouever, and Lampinen replied over the radio that national pride prevented his compliance with the order — but instead he would arrive at the finish control of the rally late, and gain a comparable penalty. The Finn knew there was no penalty for late arrival at that point, but the Italians didn't. The Italians never made that mistake again.

It's on the further-flung rallies that the radios come into their own. When crews are driving for hundreds of miles through deserts in Australia or the bush in East Africa, radios are invaluable. Aircraft are used extensively, and on rallies like the Safari World championship event in Kenya, it has been customary for team managers to spend all the daylight hours in the air, talking to drivers and service teams, passing on essential instructions.

On the Safari, the radio network set up by the Peugeot team became so good over the years that they volunteered their help to the organisers of the event. In Kenya local weather conditions can lead to flash floods and the need for re-routing at short notice. In recent years aircraft have adopted an alternative role in Africa. This is to act as satellite so that messages can be bounced from one speaker to another, without the irritation of having to be passed on. It also releases key rally personnel for other duties. The techniques pioneered in East Africa by Peugeot have worked so well that they have recently done similar work in West Africa on the Bandama world rally as well.

Radio sets are normally rented for each event and fitted into the competition cars specially. Licences are obtained on a temporary basis. In some countries the use of radios is forbidden by local legislation, particularly when it is thought that national security might be threatened. When amateur teams use the radio it is easy not to get full benefit. Hilly countryside limits the operation of the sets severely, and in Britain the organisers restrict the locations where back up crews can wait, to avoid congestion on the roads. Often the mechanics are told to stay in areas of impossible radio reception. But it is easy to get side-tracked, for far more rallies are won through careful and meticulous preparation of the cars than

by the immediate rectification of cars which should not have broken down in the first place.

Radios often get abused. The leading Kenyan driver Shekhar Mehta once made his Italian team-mates irate by blocking their faster car in his dust. Finally, when it was obvious nobody could warn Mehta that Bjorn Waldegrd was unable to pass him, the Italian chase-plane dived in so low in front of Mehta that the message got through.

Radios are often fickle, especially after days of being bounced about in dirty cars. On other occasions you never quite know the truth. In 1981 Mehta was driving the Safari Rally for Datsun and stood to gain his hat-trick of wins, something never before achieved. On the final morning his closest rival, the Finn Rauno Aaltonen (a man who had driven more Safaris than even the local drivers), suffered mechanical trouble. Mehta heard the Japanese team manager tell Aaltonen by radio to slow down, so that both drivers could concentrate on conserving their cars and reaching the finish.

Somewhere later Mehta was astonished to find Aaltonen overtaking him. Desperate to win at all cost the Finn had been driving flat out for the





past three hours in an effort to make good the time gap between him and Mehta. Instead of a comfortable half-hour lead, Mehta's overall lead was now down to a handful of minutes.

Inevitably at the finish the Datsun pair had their inquest. 'What orders?' asked a wide-eyed, innocent Aaltonen, 'I had no orders to slow down'. Aaltonen explained in great detail how he had never been happy with his radio during the rally. It seemed to transmit normally, but there seemed to be problems receiving messages. Strangely nobody was convinced.

Martin Holmes

# Stage Directions

## rally round, chaps

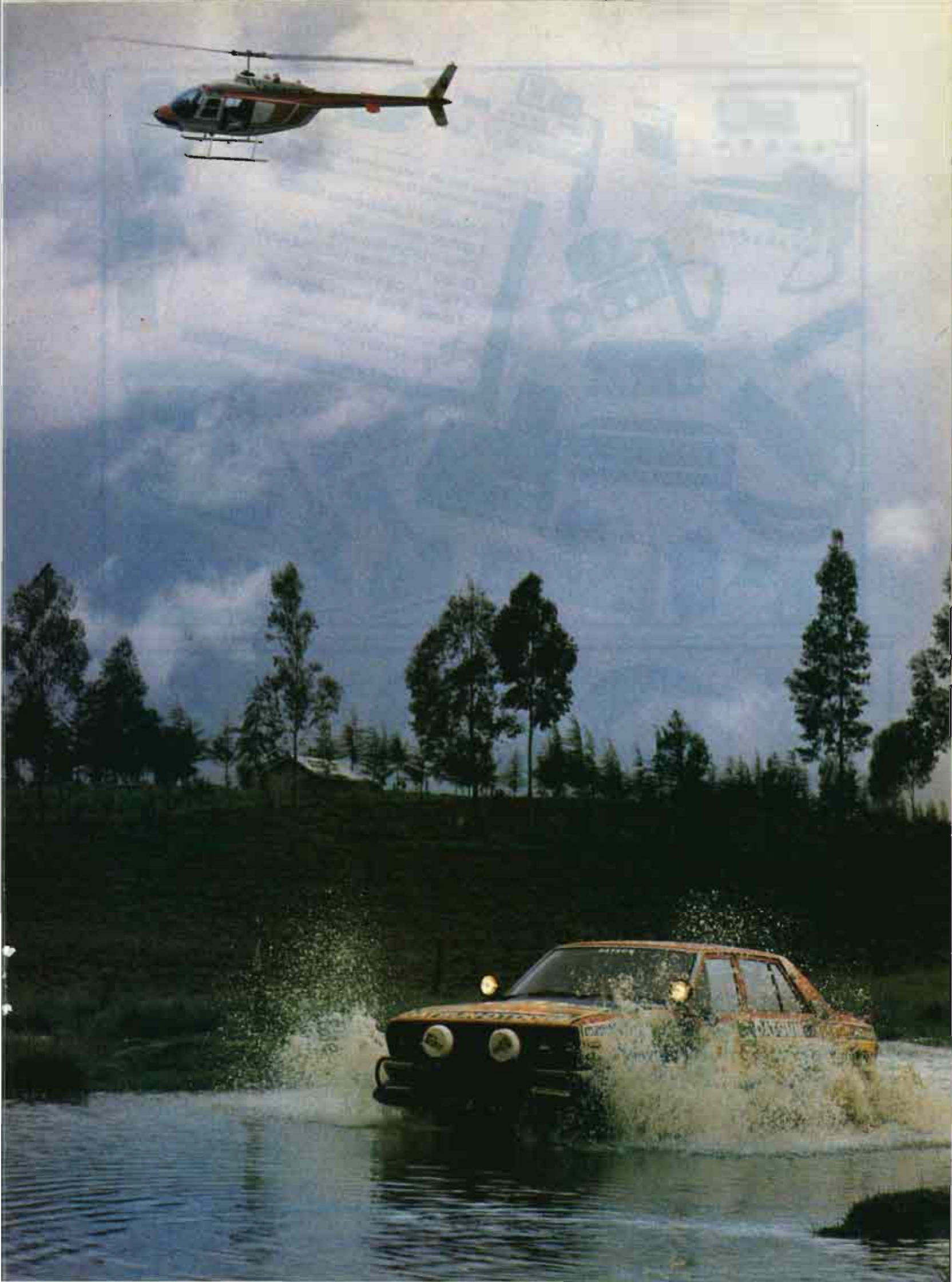




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# History in the breaking

With legalisation nearly upon us many are welcoming the new system yet the CB lobby is still fighting. So what have they got against it? We asked James Bryant (president of the Citizen's Band Association and treasurer of Natcolcibar) if he'd like to put their case. He did.

About the time the July issue of Breaker was published the Home Secretary, in answer to a Parliamentary question from Major Sir Patrick Wall MP, the Chairman of the Parliamentary Committee on CB, confirmed that the specification for British CB (you know the crazy one we discussed in the July issue, non-standard frequencies, dinky little useless antennas, the lot) was definite and would be the one used for the UK service. At the time of writing he is still refusing to give a date for the start of the service, the price of a licence, or any of the other details, which we might reasonably wish to know.

In short, the interests of all parties have been ignored and a system designed by civil servants to be as useless, unattractive and expensive as possible has been sold to the well-meaning but technically naive Government as far better than the CB services in most European countries. To prove this the Home Office Radio Regulatory Division (RRD) released a list of European CB systems which only contained those countries which use FM or have far fewer channels or far lower power than is proposed for the UK. In fact the list contained about one third of all European countries and omitted those that allow all modes, forty channels or five watts (or, in several cases, all three). To add insult to injury the list was out of date and did not mention recent, or imminent, increases in power and numbers of channels which apply in several of the countries mentioned.

In the weeks before the Home Secretary made this announcement he was approached by a number of different bodies who asked him to reconsider his specification: these included the radio pager manufacturers, whom the RRD claims are protected by the choice of frequency; CB importers and manufacturers, who told him how much more expensive his choice of frequency would make British CB equipment (a number of manufacturers and importers are now claiming that the specification is very good — this is because they have spent a few hundred thousand pounds on down-payments for equipment and they will lose it if the specification changes — so the CB lobby thus has opponents among its own previous supporters and the Home Office has successfully weakened us); radio amateurs, who are worried about the effects of a CB service within a few khz of the amateur 10 metre band (28-29.7mhz); radio modellers, who know that 26.965-27.405 will never be



cleared of CB and would prefer CB to use these frequencies and model control to be moved to 27.6-28; the European Commission, who are about to standardise a Euro-CB system in the area 26.965-27.405 and want the UK to take part; Sir Patrick Wall's Parliamentary CB Committee, who were worried about the cost, the lack of European standardisation, the lack of consultation, and the political unacceptability of the proposals; and the CB lobby (Natcolcibar and the CBA) who were concerned about all the above factors.

At last, after a lot of pressure, the Home Secretary met representatives of most of the above groups, appeared to be very concerned about their objections and promised to consider them. He then made his big mistake — instead of consulting an independent expert he referred the whole problem back to the same bunch of civil servants in the RRD that had written the original specification.

These men are well-known in the radio industry (but not, apparently, to their own minister) to be totally opposed to CB of all kinds. It isn't really surprising that after a few days 'study' and no consultation at all with any of the interested parties (except to tell certain manufacturers to 'go ahead and manufacture — the specification is definite') the RRD went back to William Whitelaw and told him that the objections were without substance and the specification should be published unaltered. This he did on June 24th.

The press release from the Home Office which followed this publication was a masterpiece. It gave none of the information which CB enthusiasts and manufacturers wanted (date of legalisation, price of licence, details of operating conditions, emergency channel, calling channel, selective calling, duration of

conversations, use of call signs, etc, or methods of enforcing regulations) but instead published the misleading list of European CB systems mentioned previously and claimed that the British system is super. It did not mention that European visitors who have CB rigs will have them confiscated at British ports. It did not mention that there is no chance at all of British tourists (or long haul truckers) taking their FM sets into Europe. And it did not mention that the choice of frequency, being impossible to generate with presently available chips, will add £15 or more to the cost of rigs, will cause shortages of rigs until mid-1982, and will ensure that the bulk of sets are manufactured in Japan (the only synthesiser for these frequencies is made by Sanyo and they refuse to export it until all Japanese manufacturers have adequate supplies — say April/May 1982).

CB in Britain will still continue to grow and prosper. But what they have wrecked is any possibility of a working relationship between the RRD and CBers. They've wrecked any possibility of early participation in the Europe-wide CB service. They've seriously damaged market prospects for manufacturers and importers of legal CB sets, and they have seriously damaged the Government's credibility.

Very soon after the present Government came to power in 1979 they announced that they wished to legalise CB radio but that a period of study and consultation would be necessary. Such study and consultation is normal and proper but several organisations warned the Government that, with some 30,000 breakers already on the streets, they should act reasonably quickly to prevent these numbers becoming larger.

It was pointed out that countries, such as Australia and South Africa, where legalisation had been long delayed, suffered from far more abuses of CB than countries where it was legalised early. It is known that the Australian Minister of Posts gave the same advice to the Home Office while he was in the UK on an official visit. His advice, like that of the CBA was ignored.

Despite repeated requests for action the Home Office did nothing about CB for the next eight months (in the Netherlands there were only eight weeks between the announcement of the intention to legalise and legalisation). Finally, in December 1979, Patrick Wall called an adjournment debate in the House of Commons in which he spelled out the benefits of CB and called on the Government for action. Timothy Raison replied that the Government were sympathetic on the grounds of freedom of speech but that there was no possibility of having 27mhz CB. There was also the problem of the cost of administration. He did not give any

commitment on timescales for legalisation, frequencies or anything else.

Following the debate, the CBA, and several other bodies, again contacted the Home Office and told them that if illegal 27mhz were to be prevented urgent action was needed — by this time there were some 70,000 breakers and their number jumped sharply after the debate when it became clear that the Government did not intend to take any early action on legalisation. During the first half of 1980 there was considerable pressure on the Home Office to take action but they did nothing until August, by which time the number of illegal 27mhz breakers was 150,000. Their action was to publish the Green Paper 'Open Channel' proposing a UK CB service at a frequency above 900mhz, which would have given a mobile to mobile range of about 600m and would cost the earth.

By publishing 'Open Channel' in August the RRD ensured that no questions could be asked in Parliament before late October and also silenced all pleas for action by claiming that they must await the response to the Green Paper at the end of November. They did their best to ensure a small response by publishing the Green Paper themselves, rather than having HMSO do it. It was hoped that many breakers would be too scared of being busted in fact over 13,000 responses were received, more than had ever been received on any subject except abortion. Over 98% of these responses rejected 900mhz and demanded 27mhz.

The national campaign (CBA and Natcolcibar) spent a considerable amount of time and money in researching a CB system which did not have the problems of 900mhz but met the firmly-stated Home Office view that 27mhz was impossible. Just after the end of the time for comments on the Green Paper, at a moment when the majority of the Parliamentary committee and Natcolcibar executive were overseas and unavailable, the RRD called a meeting, with great urgency, to discuss possible technical standards for CB. At this meeting we were told that all our proposals were impossible (but not why) and that the Home Office were beginning to think that 27mhz was the answer after all.

Swallowing our first response, which was to ask why the RRD had wasted some six months of their, and our, time with a 900mhz Green Paper and a firm statement that 27mhz would always be impossible, we at once said that as there were by this time some 300,000 breakers using FCC-type 40 channel AM equipment this standard should be adopted as soon as possible and steps taken to outlaw the import, sale and use of sets to a lower standard and of linear amplifiers, as these were the cause of the majority of interference blamed on FCC-type rigs. We were told that this would present problems, but not, of course, what these problems were. So ended the only meeting ever to be held between the CB lobby and the RRD on the subject of specifications for UK CB.

Some ten weeks after the final date for comments on the Green Paper (and ten weeks, remember, is the time it took the French Government to go from a statement of intent to a working CB system), Patrick Wall called another Adjournment Debate during which he pointed out that

there were some 400,000 illegal breakers in the UK and called upon the Home Secretary to act quickly to legalise a system and thus prevent further large-scale law breaking.

Timothy Raison, in reply, said that Her Majesty's Government intended to legalise Citizens Band Radio (Open Channel seems to have been forgotten) in the Autumn. Since 'the world has chosen' and 'we must recognise the wish of the enthusiast to take his equipment abroad' the service would use 27mhz and FM. No other firm details were given.

At once dealers started ordering 27mhz antennas and some even placed orders for FM rigs with the final PA transmitter to be fitted later when power levels were known.

Another nine weeks passed (nine weeks is the time it took the Belgians to go from a statement of intent to full legalisation) and the CBA and Natcolcibar, as well as a number of manufacturers, wrote to the Home Office urging at least 4 watts and 40 channels as well as repeating the urgent need for a definite announcement of a date for legalisation to prevent further growth of the AM system. During this time no-one suspected that the frequency would be anything other than the channels in the range of 26.965 to 27.405 which are used in every other country with CB, and another 150,000 breakers went on the air bringing numbers up to 550,000.

Then, on Maundy Thursday, the RRD sent out its proposals to some interested parties with a request for comments in writing by the Thursday after Easter. Since the proposals did not arrive until the Tuesday or Wednesday, and since many of the people concerned were away on holiday, this prevented many organisations from responding at all. The letter with the proposals also called a meeting to discuss them — on the Friday after Easter — but members of the CBA and Natcolcibar were excluded from this, the only meeting to be held to discuss the specifications.

Although the meeting was called too quickly to allow any research on the problems of the choice of frequency most of those who attended were opposed to it. They were told that the choice of frequency was not open to discussion.

When the CB lobby learned about the specification, and the way the RRD had behaved, they were furious. After some six years of campaigning the RRD had issued a specification which completely ignored the wishes of interested parties, the realities of World CB, and the intentions of their own Minister.

What is even more disturbing is that there is no appeal against their wrong decision. The CBA approached Mrs Thatcher and asked her to get an independent opinion on whether the Home Office had made the correct decision on frequency. When the answer to that came to us directly from the Home Office we wrote, in desperation, to the Queen saying that a mistake was being made and asking her to persuade Her Government to get a second opinion, or at least to give its reasons for the specification. Again the reply came from the Home Office.

The situation now is that we shall have 40 channels of expensive CB on a frequency which is opposed by everyone except the RRD and a few manufacturers who are too deeply committed to the

# History in the breaking

RRD's system to be able to pull out.

Meanwhile, there are now over 1,000,000 breakers on the FCC channels who have no intention of moving off them. The Home Office's claim that UK CB cannot use the FCC channels because the present users must be protected is nonsense — with 1,000,000 illegal users the Home Office cannot protect them, and they are being moved as quickly as possible. If the Home Office really wished to protect existing users of 26.965-27.405mhz their best chance would be to legalise CB in this part of the spectrum but tell CBers to avoid the paging channels while paging systems are moved elsewhere. This was proposed to the Home Secretary in June (and Natcolcibar member clubs pledged unanimous support for helping to empty the paging channels while they were cleared). As usual the proposal was rejected and the RRD gave us no reason for the rejection.

Responsibility for the growth of illegal CB from 30,000 to over 1,000,000 must rest squarely with the Home Office. Everyone (except the RRD) realised in 1979 that although CB was not the most important problem facing the new Home Secretary it was by far the most urgent. He was told that unless a definite date was set for a legal CB system, illegal CB would grow rapidly. And it has grown, by 16% per month, from the general election to the present. The Home Office could have slowed or stopped this growth at any time by setting a definite date for a legal system which met the wishes of the enthusiast; low cost, reasonable performance, and compatibility with the rest of Europe. Instead they dithered for twenty eight solid months (and it only took twenty eight days for Greece to go from first announcement — 40 channels, 4 watts, AM, FM and SSB — to full legalisation), and, again at the time of writing, have still not given us a date, a licence price, or a set of operating standards.

Perhaps even at this late date we may persuade the Government to see sense and legalise a more sensible system.

James M. Bryant, M.I.E.R.E.



# Clipping the Pirates' EARS

TAKE THAT,  
GOOD BUT  
ILLEGAL  
BUDDIES!

LEGISLATION



NT EMERSON



Think back into the mists of time, back past this morning's hangover, even past yesterday morning's hangover. What do you mean you can't remember that far back? What kind of people are we writing this magazine for? A bunch of wimps and milk-sops it seems, unlike us steely-eyed, iron-muscled types. People like us have memories that span centuries. I can even remember the last time I was paid, and how much. Four groats and a penny ha'penny, enough to turn any young girl's head and my stomach.

Still, enough of this shilly-shallying, on with the business at hand. What were you doing in 1915? Yes, 66 years ago. The answer is not a lot probably, but had you been more gainfully employed, or even born, come to think of it, you could have been in Oakland, California. You may not have been, but if you had been you could have witnessed the founding of the Fageol truck company.

Now as you don't seem too impressed I'll explain a bit further. For the first 17 years of its life the Fageol company went happily on its way producing trucks for the western states of America. Then came a bit of bad luck.

This bad luck was the depression, and poor old Fageol went into receivership in 1932, and stayed there until 1939. But unlike so many other companies which went bust during the thirties Fageol found a saviour in the shape of Mr T A Peterman.

Peterman had been very successful in logging during the thirties, and part of his business was to adapt other people's trucks to suit his own purposes. When he came across Fageol he found the ideal opportunity to produce the trucks he needed and to sell them to other manufacturers. He didn't like the name Fageol much though, which is not surprising, so he renamed it after himself, Peterbilt.

There, as soon as I mention the name your eyes light up. And you thought we were about to fob you off with a feature on some unknown little company. But we don't do things by halves, so when we do truck features we really do truck features, and don't you forget it.

Anyway, back to Peterbilt. As far back as 1929, when they were still Fageol, the company had experimented with lightweight components for their trucks. In those days they only did it to show how clever they were, but like most innovations yesterday's showpiece becomes tomorrow's production model. In 1929 it was experimental aluminium frame rails, by 1945 it was one of the first commercially produced alloy truck frames. Peterbilt made a habit of being in front with technical developments, so it's not surprising to know that innovations such as air suspension, 90-degree tilt cabs and planetary axles are down to them.

Peterbilt even went so far as to make a gas turbine truck in the mid-seventies. Although the

gas turbine makes for very smooth and powerful running it does have one major fault, cost. The thing is that not only is a turbine expensive to make and install, if it goes wrong it could cost more than the truck did to put it right. Despite this Peterbilt found their tests inconclusive, and like manufacturers all over the world they went back to conventional engines. Still, they know how to do it now, so don't be surprised if the next time you see a Peterbilt it goes past with a 'whoosh'.

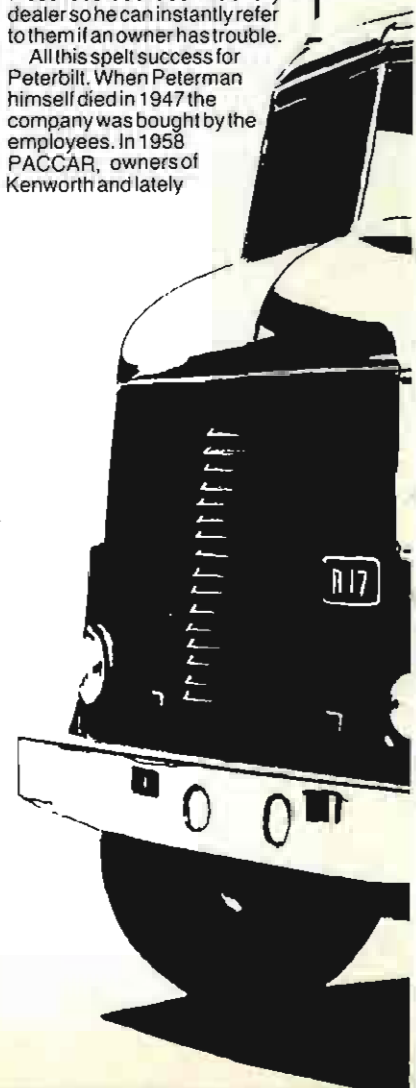
The company has always been interested in the small fleet owner and one-off sales so they have geared production to suit. Each truck is made to an exact order, so there is no use going into a showroom hoping to get one off the shelf. This type of personal service fits in very well with the growing number of owner-drivers. The owner-driver is the basis of the trucker myth, each man his own boss, going where he wants or where the pay is best. Each man wants his own personal touch on his rig, so Peterbilt provide custom paint and a wide range of chrome and alloy parts from the factory.

Much of what they do is not for looks alone. Alloy wheels and bumpers look good but they also save weight. And every pound saved in the weight of the vehicle means an extra pound of freight that can be carried. When it's your truck the more you carry the more money you make. Truckers reckon it is worth paying four dollars extra for every pound in weight saved. Alloy parts increase the cost of the truck but also increase the earning capacity. It

just proves that you have to spend money to make money.

Because their trucks are one-offs, Peterbilt had to record the specifications of every single truck built. Copies of these records are sent to every dealer so he can instantly refer to them if an owner has trouble.

All this spelt success for Peterbilt. When Peterman himself died in 1947 the company was bought by the employees. In 1958 PACCAR, owners of Kenworth and lately





# HAVIN' ASS

Foden, bought Peterbilt. In line with expanding production they moved the mother factory to Newark, California and started a second in Nashville, Tennessee.

From these two factories the company produces 14 different models. Their 2,000 employees make 13,000 trucks a year. But it must be the trucks which are the proof of Peterbilt's success, and they go back a long time. Let's start in 1939 when the Peterbilt name did. One of the first was a long wheelbase tandem rigged truck. Early ones had Hall-Scott and later Walkeshaw petrol engines, but then Cummins diesels came into use. An interesting point about this truck is the air horn on the roof. It was fitted for use in the western states to show that the truck was fitted with air brakes, because you can't have an air horn without the air. Obvious really.

Next we jump on to 1952. The Pacific Intermountain Express rig is a long wheelbase tractor unit. This one is fitted with a dromedary box which gives it a curious hunch-backed appearance. The reason for fitting the box is to give more cargo space in addition to the trailer which fits on behind. It's called a dromedary because they're the camels with one hump. I'll leave you to work out the connection. (The camel with two humps is the bactrian. Who says *Breaker* isn't educational?)

Now we're on to 1971 and the classic Peterbilt conventional, this one with a sleeper cab mounted as a separate unit behind the cab. The long distance truckers prefer the ride and safety of the big conventionals, and they can enjoy it because they don't have to mess with British length laws.

The 76 sign behind the truck is from the Union 76 line of truckstops. These are the biggest and the best in America and they even publish a free magazine, 'Road King', with contributions from truckers. And if that sort of thing catches on I could be out of a job.

Finally we come to a 1976 Peterbilt conventional at rest. The reason for all those browns is not because it's dirty but because this picture is at dusk, you dummy. I can see you lot have no appreciation of art. This rig has the works: screen visor, lights, aerials, air horns and interstate trading plats.

There. That just about sums up the history of Peterbilt. Easy, really. Next month, if you're lucky, we might bring you another great historical feature on a famous trucking name. Then again we might not. It all depends what Martin does when he gets back off his holidays. . . . Supposing he does come back. . . .

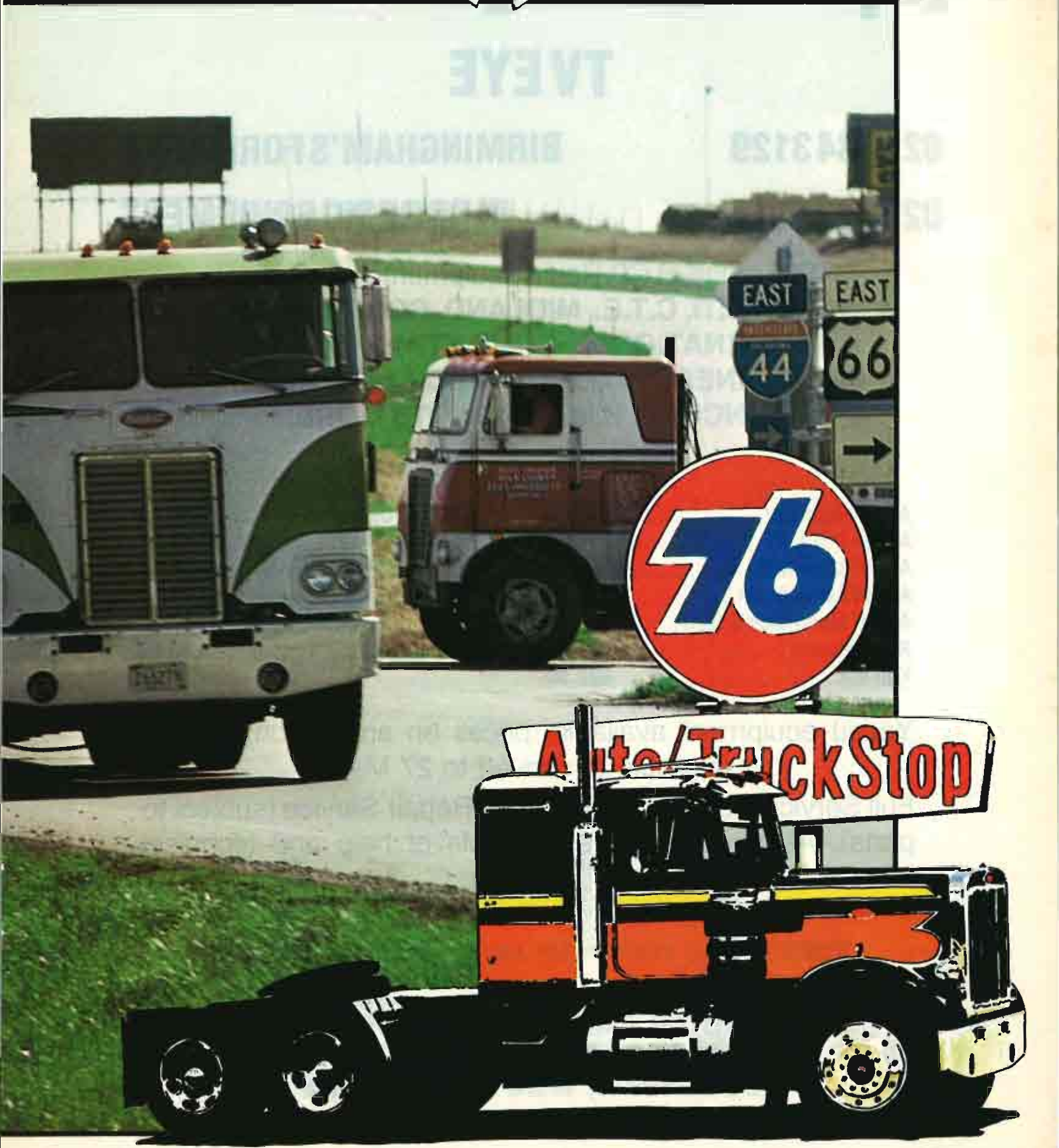


Not bad for someone who started off chopping down trees, eh? Although the original Mr Peterman was long dead when the trucks on this page were built, his ideas on lightness and strength are still carried on. Peterbilt trucks use many alloy components to keep their weight down and their carrying capacity up. Much more important is that they look so heavy.





# HAVING ASS



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# REACT

Many people have complained about the wait for FM CB, but perhaps its worst consequence has been to keep REACT out of action. The time, though, has not been wasted. In these pages we have kept you up to date with the various activities of REACT as they readied their network for legalization. That work has paid off.

The Home Office, so often the villains in the CB world, have officially recognised REACT as the emergency monitoring service on FM. The patience REACT have shown in the past really has benefited their operation. By showing they are a responsible body, aiming only to help the public, they made sure that the Home Office had no grounds to object.

Even so, they are still not well known outside CB circles. To get the full benefit from a network like REACT's the public must know that they exist and can be called upon to help. The answer is to show the media just what can be done.

By the time you read this, REACT will have held a press conference to announce the Home Office approval of their scheme and the agreements reached with the emergency services. REACT will stress the role of responsible CB users, as in the past the media has tended to brand all breakers as "cowboys". It could be a difficult label to shake off.

To show what can be achieved by CB, REACT are also hoping to stage a mock emergency for the press. As REACT has a Test and Development licence this demonstration will include the use of FM CB sets if they can borrow the equipment from the manufacturers in time.

Coming from the agreement with REACT, the Home Office has said that channel nine will be the official emergency channel. REACT would like to see laws backing this up, as is done in America at present. If you mess about on

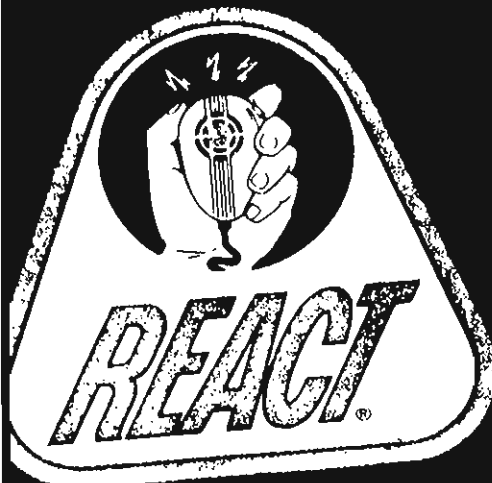
channel nine over there you would be liable for prosecution. Here, the Home Office favour agreements and education rather than legislation, which is not a bad idea, but a law would safeguard channel nine from misuse. It's also hoped that channels eight and 10 will be kept free to prevent bleeding over channel nine at the vital moment.

In the run up to legalization REACT are sending out registration forms to all their teams so they know exactly what resources they have on call. They hope to have 160 teams covering the country from Day One, and are arranging them on a rota system so that no one area is left without coverage. 24-hour cover is wanted in as many areas as possible, but this is really up to individual members and organisers. REACT still need members to extend their network, so if you feel you could help use the form on this page.

They don't want their network to be too rigid. They want to keep the organisation as flexible as possible in the early days and deal with problems when they crop up — that way they can go into action without being tied up by too many regulations.

In line with that, their training scheme is also low-key. They are appointing a training officer at present, and are publishing the guide lines for REACT members in the REACTer, their monthly publication. These will include instructions on how to cope with various situations, who to call, details you need to find out before calling and so on. Above all a REACT member needs to keep calm and act sensibly.

Up until now REACT has received its main coverage in *Breaker*. After this press conference they should have a far wider audience through the press and TV, but we will continue to keep you up to date with detailed reports of REACT's activities.



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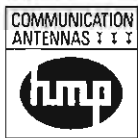
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# Ham signals

What a debt we owe Tony Hancock. The man who brought radio communication to the masses. (Along with cheap coach tours and Sid James.) Let's face it, before Hancock we thought a radio ham was not unlike a TV dinner. Then suddenly there was more to radio than the light programme, Hilversum, Budapest and the Home Service. Increased awareness at a stroke. He showed amateur radio, more amateur than radio perhaps, but at least everyone knew what a radio ham was.

OK, so he didn't tell it quite like it is. (Look what he did to blood donating and the Christmas spirit. Dracula and Scrooge were mere amateurs.) Nowadays there's a lot more to radio hams than finding out the weather in Tokyo, or whether Luigi had spaghetti for tea. Believe it or not, the radio ham has a lot in common with breakers. In fact some of them think you have far too much in common, but we'll come to that latter.

Right then, what makes you a breaker and an amateur, an amateur? Easy ones first eh? Let's put it like this. Why are you interested in CB? Because you're into communication, that's why. You push the button on the mike, break on channel 14 or whatever and speak to somebody. Anybody. About who you are, what you're doing, whatever. Communication's the thing. If you can get further than you expected, then that's great, but it's not especially why you're doing it.

Or is it? Do you push the button because you want to know exactly how far your signal is carrying? And are you interested in how your equipment works, and why it's better than your mates'? Yes? Then why aren't you a ham?

The point is that in the main radio amateurs are into radio more than they're into communication. In fact some say that the very basis of amateur radio is the self training. And while you're thinking about it, consider this. As a breaker you'll be allowed 40 channels of 27MHz FM modulation with a maximum output of 2W ERP. As an amateur you can gain access to 15 wavebands (23 after '82) ranging from 1.8 to 24, 250 MHz with up to 400 Watts of power on certain bands. You'll be permitted to transmit not only speech but morse, radio teletype and television. And you can send it direct or via repeaters or communication satellites. You can even bounce it off the aurora, a meteor trail or the moon if you're clever enough. Lastly you have the opportunity to build your own stuff if you felt up to it, a situation very unlikely indeed on any CB band.

So, the reasons for becoming a ham are obvious. In fact, if you're into radio, then there's hardly a choice. The trouble is it isn't just as easy as that. You can't just go blasting out on the amateur bands like you did on AM you know. There are rules. First of all is the licence. Or to be more precise, the Radio Amateur's Examination (RAE).

Assuming you're over 14 years of age and a British citizen your first step is a trip to the local technical college. What you

need is a course of evening classes leading up to the RAE. The exams themselves are run by the City and Guilds of London Institute, usually in May and December. And there ought to be a college near you that offers tuition up to the standards required. Fees vary with the college, but are rarely more than one arm and half a leg.

Now, the whole purpose of the RAE is that people using the amateur bands have to know what they're doing. With this in mind the first part of the exam is one hour's worth of licensing conditions and transmitter interference. That's 35 multiple choice questions on which bands are used for what, where you can use your rig and who can use it, identification and suppression of interference, the Home Office requirements for frequency checking of equipment etc etc.

The second part is an hour and three-quarters's worth of operating practices, procedures and theory. That's 60 multiple choices covering a wide syllabus including electrical theory, semiconductors, receivers and transmitters, propagation and antennas and measurements.

Now, if you pass, and there's really no reason why you shouldn't, (you're taking it because you're keen on radio, remember) then you rush off with your newly gained pass slip, along with your licence application form, birth certificate, valid passport or naturalisation certificate and a cheque for eight quid to the Home

Office Accounts Branch in Surbiton, and in no time at all, or more usually when they get round to it, you'll be issued with a Class B Radio Amateurs Licence by the good old Radio Regulatory Department of the Home Office. You'll also be issued with a call sign. Yep, I'm afraid the old handle will have to go. From now on you'll be known as a set of letters and numbers. Up until recently the Class B lot had call signs beginning with G8, followed by three letters. Then they ran out of eights and have just started on the G6 lot.

You're wondering why you're only a Class B, right? Well that's because you're only as yet allowed on the 144-146 MHz (2 meter) band, and higher frequency amateur bands. I know, you were expecting to blast out to Australia on your first call, but hard luck. Next you've got to learn morse code. Yes, that di-dah-di language, beloved by scouts the world over. Quite why they still insist on this is a mystery to many but I'm afraid there's no way out. All you can do is practice. What you're looking for is proficiency at about 12 words per minute.

The test itself is held at a number of Post Offices around the country, mainly on the coast actually. You just send the form with your eight quid entry fee to the one of your choice and arrange a date suitable to you. You'll be expected to send 36 words in plain language in three minutes without a single uncorrected error. And you're only allowed four corrections, then ten five-figure groups in



# Ham signals

one-and-a-half minutes with only two corrections. On the receiving side you'll have to receive the same amount of words and letters in the same time with only four letter errors and two figure errors. Put you off yet? Course not.

Once you've passed, you've got one year to send off for your Class A licence so don't forget. It'll cost you another eight quid I'm afraid and the same per year in renewals, but what do you want, charity? As a Class A person you not only get a new G4 callsign, you also get permission to broadcast on any of the amateur radio wavebands. And that means right around the world. Pleased? Course you are. Just think, your G4 number will be known to every radio amateur in the world. Your name and address will be in the directory, and your numbers your very own. None of this sharing a handle with every Tom, Dick and Harry in the next town. You're individual. Proud too? Just a last word on taking the exams.



The general advice dished out to any potential RAE candidate is to get hold of a few books and pamphlets. Namely these: The first's from our good friends at the Home Office. Indicative of their usual flamboyant and creative manner, it's called, 'How to become a radio amateur'. It's 38 pages big and tells you just about everything you need to know about . . . how to become a radio amateur. The best bit is that it's free, which can't be all bad. Write to the Home Office, Radio Regulatory Department, Radio Regulatory Division (honest), Licensing Branch (Amateur), Waterloo Bridge House, Waterloo Road, London SE1 8UA.

Next up is a set of regulations, syllabus and objectives for the RAE which can be obtained from City and Guilds of London Institute, Electrical and Telecommunications Branch, 76 Portland Place, London W1N 4AA. They'll cost you 80p postage free within the UK. Ask for pamphlet No 765, RAE.

Last is a set of books from the RSGB. We haven't met the Radio Society of Great Britain yet, but believe me, if you're going to be an amateur then join. So far they boast 23000 members with licences and a load of others in the process of earning one. Essentially it's a big national body acting as spokesman in the UK for the amateur radio movement. If you're a learner though they offer an assortment of publications and services of great value. Firstly there's 'The Radio Amateur's Examination Manual' by GL Benbow at £2.73, which tells you just about everything you'll need to know to pass the RAE. Another guide is 'A Guide to Amateur Radio' by Pat Hawker at £3.07, and for the very rich or just very keen is the Radio Communication Handbook Volumes 1 and 2, £10.20 and £9.06 respectively. For details of those, and their slow morse transmissions for learners, contact RSGB, 35 Doughty Street, London WC1 2AE.

So now we've hit the big time, changed our 'good buddy' for 'old man', and our

'breaker-break' for CQ-CQ (seek you — get it?). Where are we going to operate? Well, as we said earlier, if you've only got the Class B licence you haven't a lot of choice really. It's 144-146 MHz (2 metres), 430 MHz (70 cm) or above. Hardly surprising then that 2 metres is jolly busy. Not only is it full of the Class B people but it's also a very popular mobile band. In many respects it's very like CB in that you can work it mobile to mobile with a range of about 10 miles. It's also divided into channels (with 25kHz spacing) and calling on channel 20.

Where they do score over CB is in the use of specially set up repeater stations, dotted about the country, which take in your transmissions, then rebroadcast on another frequency 600 kHz up the band. The sets are, of course, built with this in mind. For example, if you transmit on RO (channels 0 to 9 are repeater input channels) you will receive the reply on channel 24 (24 to 34 are the relevant repeater output channels), but your set compensates for this automatically and you won't have to touch the dials. The advantage of this rebroadcast, of course, is that you can get a lot further than if you work simplex. A theoretical 100 miles would be possible if you were both at the opposite ends of the repeaters' range.

There is a price, though, in that only two people can use any one repeater at a time (to be precise any number of people can use it at one time as long as they are on the same channel and therefore all talking to each other. Anyway, on with the story). And to make sure you keep it short they often cut you off after about one-and-a-half minutes, whether you're still speaking or not. Needless to say, you get used to talking in 90-second bursts. Another point is that in many places there aren't exactly loads of repeaters around (although London has four). Each one works off a single repeater frequency. For example, Birmingham has R5, Stoke on Trent has R1 and Leicester has R0. Your availability obviously depends on



the area in which you live.

One way around it is to use the other frequencies of course. And many do. Class A's only need apply for mobile on the vhf bands, though some consider it dangerous because it's not divided into channels. Ever tried to catch someone somewhere on the band, negotiating a rush hour in Hyde Park Corner at the same time? Tricky to say the least.

Lastly, what do they think of us? Now that we've all passed our exams, learned what's right and wrong and joined the RSGB, have we changed our minds about CB? Well yes and no. In principle they see CB as a good idea. After all, who can argue with its contribution to road safety, the disabled etc etc? The list is endless. And besides, if it takes a load off their channels that's all the better. Don't forget what we said at the start about the communicators and radio enthusiasts. Many amateurs don't particularly want to talk about the weather, and if the amateur chat brigade move onto CB for some of the time, then that's fine with the hams.

What they are adamant about is that the Home Office must exercise strict control over what bands they use for CB. It's an unfortunate fact that even now many breakers are creeping up the band, and in an effort to find more space are hitting the lower reaches of the 28 MHz band used for CW morse, and strict amateur territory. Amateurs have reported CB on as much as 28.5 MHz, especially on AM and SSB. They want their 10metre band to themselves. And the hope is that 27 MHz on government

approved equipment will mean sets incapable of anything over 27.991.25 kHz, the proposed band limit. Home building, of course, will be out.

What some would like best is CB on 934MHz and they are indeed carrying out experiments to show its viability for short range communications. In January of 1980 they submitted a report to the Home Office about their tests with 900MHz, and in February they wrote to the Prime Minister, and one assumes there is more to come.

What will happen eventually is anybody's guess. And just about anybody is guessing. The amateurs' case centres around what they consider as the unsuitability of 27MHz (especially AM and SSB) while the CB lobbies hold quite the opposite view. Whatever happens, I can see both camps gaining an interest in the others' hobby. Reports are that this year RAE entry of 5500 has surpassed all previous years (2800 in '79 and 3700 in '80) which must indicate interest from CB. While on the other side, once we see some element of legality, many amateurs are bound to try out the new CB bands.

Yes, amateur radio has its attractions. It also has its downers. While a breaker can dream of throwing out 400 watts half way around the world, I'm sure one or two amateurs relish CB, even if it's only to get away from logging every contact they make (well, they're supposed to). The ham has come a long way since Hancock first heard Mayday. I suppose it's a good job really. CJ



The Yaesu 2 metre set can be used mobile in your car or hung on your shoulder with the racy strap supplied. (See opposite page.)



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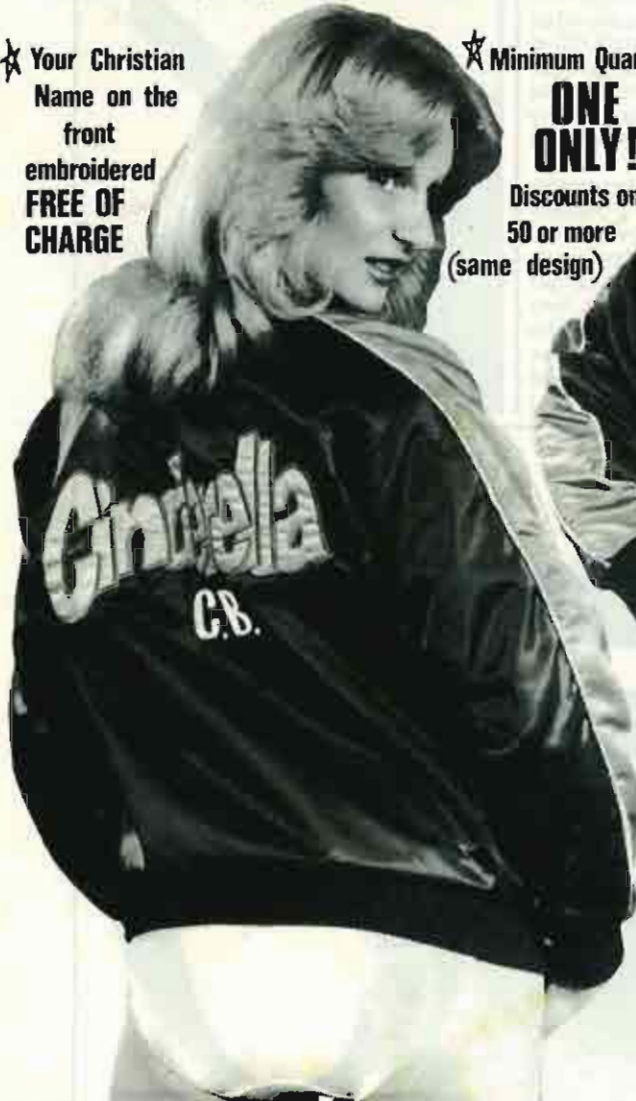
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# Easy as QSL

Hello again fellow QSLers and welcome to another issue of BREAKER. As usual many thanks indeed for all your welcome letters; there just doesn't seem enough hours in the day to personally answer you all, but I will certainly do my best.

The QSL scene here in Great Britain is growing very rapidly, in fact some 15-20 new cards are arriving every day even though up to July of this year BREAKER was the only CB Magazine catering for the serious QSLers.

As you will all know 1981 is the International Year of the Disabled, and if each of us can just bring a little happiness to those less fortunate than ourselves then it makes the world a better place. So may I ask each of you for a few little favours? One each of your QSL cards please, to some wonderful disabled CBers. The first to Alan Greathead of Tree Tops, Park Lane, Forton, Lancs. Unable to even lift his hands he has suffered a great deal during the past few months, and all his QSLing has been undertaken by his lovely lady Margaret, but he has QSLed 100%. How many of us can boast that? Get well soon Alan, the airwaves are waiting for you!

The next is a great fellow who has been adopted by my CB Club The Molesey Open Breakers, and he is Huggy Bear (he won't even answer to his own name now). The club have rigged him up, and another local club THE WHISKY CLUB of New Malden kindly purchased his headset with VOX and a power supply. Huggy spends all his life in his wheelchair, and does not even have the facility to hold his mike, but CB has opened up a completely new life for him. Make a wonderful fellow CBER happy, send Huggy a QSL c/o The Royal Oak, 317 Walton Road, East Molesey, Surrey, or even drop in any Wednesday and meet him. I would also like your indulgence in QSLs for two young lads in a Council Home. They are great supporters of CB, and collect every scrap of paper connected with our hobby, they are Shane Fearnley and Andrew Brown who live at Moorfield O & A Centre, Sinfon Moor, Sinfon, Nr Derby. How about dropping them your QSL, and perhaps a club badge, or anything else collectable, to lads of 13 years. While on the subject of the disabled, I have had another letter from British Concorde member Clay Miller, alias High Roller, of 316, Garth Road, Morden, Surrey SM4 4NW. Clay



has had some British Concorde personalised Club Cards printed, and has very generously offered to personally finance a disabled CB/QSLer a membership of the British Concorde International CB-QSL Club of 187 Walton Road, East Molesey, Surrey together with 500 British Concorde personalised QSL cards. It's a wonderful offer Clay, many thanks on behalf of Breaker; any other offers to sponsor a disabled breaker?

Clay also sends a copy of a very dubious chain letter of Brazilian origin asking the recipient to post a Dollar bill between two QSLs and sent it to the person at the top, etc, etc, and in 30-40 days you will receive hundreds of Dollars. We do not condone this sort of profiteering in any way, especially not in our QSL hobby. Thanks for the warning Clay. I have placed it in the rubbish bin, and suggest you do the same if you ever receive such a request.

Clay also writes (doesn't he write a lot — greatly appreciated) and asks for fellow QSLers not to forget our lads in the forces overseas. He has heard from Soldier Blue, alias L/Cpl Wilson, of A Troop, 62 Tpt & Mov Squadron, RCT, BFPO 45 (normal inland postage), and another which arrived direct from Charlie Cheesecake — Sgt John Willmouth, L.A.D., R.E.M.E., 4 ADSR, BFPO 15. I'm sure they would appreciate hearing from us at home.

Had a friendly reprimand from Mrs Newlands of Kirkwall in the Orkney Islands, — in Breaker 7 I gave you her name as Susan but I was wrong! It is of course Sandra. Sorry Sandy, I am hanging my head in shame, especially as I also got a telling off from Vic, Lin and Paul of 57, Deanscroft Road, Eastcote, Middlesex, keen QSLers who have swapped with Sandra, and pointed out the errors of my ways, although it's nice to see some of you have a QSL filing system (I must talk to you about that sometime).

There are a great deal of requests from QSLers for all sorts of information about supplies, do's, don't, why's and where-fores, so I'll answer a few of your most common problems.

Personalised Rubber Stamps seem to be top of the list, and that's a slightly difficult one. It all rather depends on what you want. If it's straightforward lettering without a design then most stationers will order your requirements, but most of you want a personal design, so unless you have finished artwork, you will have to contact a rubber stamp manufacturer direct; check your local yellow pages, there are usually quite a few listed, or write direct to my own supplier LINCOLN RUBBER STAMPS of 6, Cornwallis Road, Allenby Industrial Estate, Lincoln LN3 4PD, enclosing a SAE, and giving as much information of your requirements as possible, including envisaged sizes.

Next on the request list was personalised self-adhesive labels, and the cheapest on the market are by Steepleprint Ltd, of Earls Barton, Northampton, NN6 0LS, whose prices are as cheap as £2.50 per 1000. Again a stamped addressed envelope will bring full details.

The next was the old 'enclosure' problem; 'how do I pad out my QSL package?' syndrome — the answer is really quite simple. Contact your local English Tourist Information office, who will only be too pleased to send you 50 sets of local tourist information. Their Head Office is a 4, Grosvenor Gardens,



London, SW1W 0DU; or a telephone call to them on 01-730 9842 will give you the address of your local office. If you are looking for more free leaflets try your local National Trust establishment or Museums, Zoos, Resorts, and so on. It is really surprising what you can come up with in the way of freebies!

The chestnut of CB-QSLing used to be 'where do I purchase my QSL cards?' With the many hundreds of British QSLs now circulating it is obvious that many QSLers are contacting local printing houses and businesses, and thus a great variety of QSLs are arriving. Had a nice letter and samples from The QSL Centre, of Amberhill House, Amberhill, Boston, Lincs, who must be 'the old men' of QSLing as they are all licensed amateurs, and have introduced a very attractive range of standard QSL cards for CBers, and also do a remarkably cheap personalised service, including a knockout card of the QSLers photographed head with a cartoon body (perhaps depicting their handle). This is the sort of card I like to receive, the more personal the better, so well done QSL Centre. We will have a full write up of all your services next month, but in the meantime if you can't wait send Tony Smith a stamped addressed envelope and full details will be sent by return. Very nice people, anxious to please.

Heard of a nice range of QSLers rubber stamps, envelopes, stationery, card albums and many other QSL products, available from Funk Shop Service, Paterstraat 164, 2300 Turnhout, Belgium, and a business reply coupon will bring full details; this range will put you way ahead in the one-upmanship QSL championships!

Among letters received this month are requests on how to get your name known overseas, so every month in *Breaker* I will give you the address of an overseas CB Magazine which carries QSL addresses, but be warned; some kind-hearted fellow CBER recently put my address in 'Break Break' magazine (published in the Netherlands) and I have been receiving 30 letters a day for the past week now, so next month's QSL contacts should be predominately Dutch! Anyway, this month's contact is CB Action Magazine, QSL List, GPO Box 628E, Melbourne, Victoria 3001, Australia, and your name is usually carried for three months, so make sure you have a good stock of QSL cards and 25p stamps.

Before I get on to this month's QSL postbag, can any of you help me contact the Swampmonster of Nottingham, as I owe him a big favour? I also would like to thank the breakers of Warwick and Leamington Spa for their hospitality during a recent visit up there. Although I was only in the area for two days, I really felt at home, although Breaking on Channel 23 took some getting used to!

Among all the mail received it is difficult to tie-up any two letters about the same subject, but I received a QSL from Jolly Green Giant Tony Whittaker, of 35 Thornton Gate, Cleveleys, Blackpool, FY4 1LE, who had heard from a fellow QSLer (who obtained his name from a previous issue of *Breaker*) and is now looking forward to a holiday visit from Calum 'The Yankee', a Scottish DX Club Member of 218, Hamilton Road, Mount Vernon, Glasgow, G32 9QU. Have a good eyeball you two.

Nice letter in from Ian P. Gilbert of 2,

Old Shore Road, Drigg, Holmbrook, Cumbria, CA19 1XP. Seems we are neglecting to mention Cumbria, apparently there are other breakers up there, so we have ripped his envelope to pieces and found one from Cobra, alias Gerard Doran, of the School House, Todholes Road, Cleator Moor, Cumbria, CA25 5PN. Very nice clean card Cobra.

Colourful club card received from Martyn Bolt of Britannia International Sidebanders. Drop him a QSL at 112, Leeds Road, Mirfield, West Yorkshire, WF14 0JE. A thank-you for your cards from Windsurfer John, of P.O. Box 8, Worcester. He has had reams of letters since his details appeared in *Breaker*, but he loves to hear from all CB QSLers.

A very attractive home-brew QSL from Terry Sheldrake, of 22 Bell Hall Terrace, Saville Park, Halifax, West Yorkshire. Although he is an English International DX Club member his card is written in far-east scrip. Nice card Terry, hope it translates clean! Another English International member The Texas Ranger writes from 46, Bodenham Road, Hereford. Your design looks familiar Ken.

British Concorde members 70 BC 059C Timberwolf and Pussycat send two great cards, one of the Canyon Breakers Club, the other a personalised British Concorde Club card, good QSLing folks, you can reach them at 31, Ribble Street, Bacup, Lancs OL13 9RH. S. Mansell of Westville, Ashton, Near Helston, Cornwall sends a Penzance Zero Eight Club card from Pirate City (Penzance of course) and Craig Douglas QSLs with a South Durham Breakers Network card from 31 Hawes Crescent Crook, Co Durham. It really is encouraging to see so many Club cards on the scene, how about suggesting a QSL card for your club, and don't forget to send BREAKER a copy!

Last club card this month comes from Martin Cunane of Wakefield who is the Secretary of the Whisky Delta Charlie DX Club, of P.O. Box 1, Normanton, West Yorkshire WF6 2RX and from the advance details this looks well set to become another popular British club, a full write up next month.

A letter from 26 WW 175 Martyn of 112, Leeds Road, Mirfield, West Yorkshire WF14 0JE asks me to pass on that he has sent money to the following clubs, and is unable to obtain any response from them by subsequent letters: European Short Wave DX Group (Call Sign Echo Sierra) based in Belgium, and the Lake Erie Sidebanders of USA, so be warned. We would like to hear of any similar problems you experience, we might not be able to get your money back, but we can help other QSLers, can't we?

Let's go abroad now. I know I haven't included all those of you who have written, but letters and cards are being held over until next month, so keep your eyes open. First item of QSL interest is another 'free' club, this one is called The Cheese Eaters Swap Club, c/o The Galley Rat, L. Hanscome, P.O. Box 7309, Norfolk, Va 23509, USA. Membership is just 5 or more of your own QSL cards, an addressed 9 x 4 envelope, and an International Reply Coupon, great value! Yellow Monkey Anne of P.O. Box 1966, Capetown 8000, South Africa writes to ask for QSL contacts, especially fellow British Bulldog members, and a new Executioner Base card from Rene & Harry Hawk of 812-17th Street, Moline,

Illinois 61265, USA. Doug & Brenda Jennings write from P.O. 829, Geelong, Victoria 3220, Australia where apart from QSLing they are souvenir spoon collectors, and will swap 1-4-1. Currently they have none at all from the British Isles so get one on its way, and see what they send back. While 'down under' Terry Myers of P.O. Box 105, Maitland 2320, New South Wales, Australia QSLs, and asks if any lawn-bowls QSLers could contact him, he also welcomes regular QSL contacts. Even further 'down under' comes a big QSL package from Peter (Clog) WN 4636, 226 Nevay Road, Miramar, Wellington, New Zealand, lots of friends' cards and tourist information, I rate him as a very good QSLer. I don't know why, but NZ cards fascinate me!

Had another letter from Siegfried Sofke of Meller Strasse 14b, 4503 Dissen am Teutob. Wald., West Germany. You might recall he is a collector of miniature schnapps bottles and is interested in feathered birds(!) It seems that almost every reader of *Breaker* wrote to him, and he has just finished answering you all, and would like to thank you for your kindness and QSLs.

Heard again from Harry W Hertz of Super-Stinky QSL Club of P.O. Box 2664, D 6750 Kaiserslautern, he has kindly sent a copy of the new club roster, and it looks as though many of you applied to join this ever-excellent club and the membership now stands at over 1000, the honoured 1000th honoured member being Rainer Pauls, P.O. Box 39051, Colonia, Uruguay. That's an unusual contact!

Another club roster arriving this month was from Paul Dunster of Australian International QSL Swap Club, P.O. Box 855, Fremantle 6160, Australia. Membership has now passed the 200 mark, and many British names have started appearing, which will get up the Aussies noses (part of a private joke between Paul and myself), and we will give you a few worldwide names off these lists next month.

Had a sample of the new British Bulldog International DX Club sticker arrive, and it looks very good, more information from Bob Cardwell, 23, Russell Avenue, Colwyn Bay, Clwyd LL29 7TR.

British Concorde International CB-QSL Club membership has now passed the 350 mark and a roster should be available by time you read this: details of the club can be had by sending a SAE to 187, Walton Road, East Molesey, Surrey KT8 0DY. If you are looking for a cheap overseas club then The Please QSL Club of 19, Mechanic Street, Attleboro, Massachusetts 02703, USA, seems the one to contact, membership just 4 Dollars, cloth patches 3 Dollars, and rubber stamps 2 Dollars plus ten of your own QSL cards.

Received a lengthy letter from Rita Mandola of Lucky 7 QSL club, thanking you all for joining the club and her address in 604 Sizemore Street, East Gadsden, Alabama 35903, USA. You might recall the membership for the Lucky 7 QSL Club is just 7 mint commemorative stamps, two international reply coupons (from your local Post Office), and seven of your own signed and dated QSL cards, and this offer is still open to all *Breaker* readers. However, Rita and her husband David are not enjoying the best of health, and are



looking for some very conscientious QSLer to take over and run the Lucky 7, but she assures me that the club will NOT fold and they still look forward to welcoming British members. If you are interested in running the Lucky 7 contact Rita direct, or landline her on 010-1-205-492-8479, but don't forget that the USA is 5-7 hours behind us, so late evening will be the best time to phone.

More Club letters in, one from 'the friendliest QSL Club in the World' — The Camp Wurthefugrwe, funny name, don't say it quick. This is run by Samuel M and Mary E Good of 1070 Newville Road, Carlisle, Pen 17013, USA, and they welcome enquiries and QSL from all Breaker readers. Another was from 16WW442 Dirk, who tells me he is the public relations officer from the Belgium 'Cross your Heart' QSL Club, their address is P.O. Box 55, B-2730 Zwijndrecht, Belgium, looks a good membership pack for about £6.00, nice to see Dirk is a member of the No 1 QSL Club of Great Britain, unit number 13! Just a couple more mentions before we close, Guy & Betty Monacelli of 1956 Eveleth, San Leandro, California 94577, USA collects CB Cloth Patches (send British designs & British Club patches only), and also Picture Postcards, they will swap 1-4-1, so send them your club patch now! The others are two CBers I promised a mention, one is Big Trouble of Nottingham, the other a very keen CBER, my young friend Hobbit of Wandsworth.

In closing I would like you to do me just one more favour, this time for a young lady of 25 years who is confined to a wheelchair for the rest of her life and who loves to receive letters and QSL cards. She is Annie Rogiest, of Westveldstraat 36, St. Amandsberg, Belgium, let's show her some real Breaker friendliness! If any of you know of any disabled or house-bound CBers who would like a mention or if you have any news or views, write to me, THE MEDICMAN 187, Walton Road, East Molesey, Surrey KT8 0DY. I also welcome your QSL cards for inclusion in future Breakers. Until next month, take care, we care. **The Medicman**  
BIG BEN DX-QSL CLUB,

P.O. Box 14, Godalming, Surrey GU7 1HY. Currently with a membership approaching the 300 mark, BIG BEN DX-QSL CLUB has members in 13 countries, and is run by The Duke, Jim Glavin, and assisted by his XYL, The Duchess, Marian.

A good value membership package is available for just £5.00, and includes a Membership Certificate, ID Card, Unit Number, Club Pen, Club Pin On Badge, and Club Stickers, further supplies of which are all available as extras.

The new official Big Ben Club QSL Card has now arrived from the Custom Charlie Printers, and supplies are readily available, and sample prices are 100 at £4, 250 at £8, 500 at £15 or 1000 at £28. The club also supplies T-Shirts with the Big Ben Logo to order, at £4.50 each, and a club sew-on badge at just 50p, very good value.

Jim has spent a great deal of time and effort in establishing a good QSL Club which is now becoming very evident in QSLing circles, and is currently working on the club roster which he promises will be available 'before the end of the year'. A good club with good ideas, well worth joining, and Jim would appreciate a stamped addressed envelope with all enquiries.



# QSL

YELLOW MONKEY  
SNOWGOOSE & SUNDOWN  
GIDDY-UP-GO

DELTA TANGO 78  
TOMATJE  
AKKA 1  
COMMON RIDER

EXECUTIONER BASE  
THUNDERBIRD & GOLDTOP  
ZWARTE WOLF  
ROMEO MIKE 81  
NAC 63  
HONEY BEE  
BULLDOG 1

GOLF OSCAR  
SPY  
GORGEOUSE GORGE  
KEIHAARD EN SWINGEND  
PINGUIN 10  
E.I. 423  
L'Espresso 405  
APRILLO 1  
FIREFOX  
CANNON  
GUMBOOT CONTROL  
FIREBIRD 2

VBS 184  
70 BC 114C

AI 198  
CROSS YOUR HEART  
GRAY FOX & BROWN EYES  
BLUECAT

IRON HORSE  
KIWI COWBOY  
THE AMBASSADOR  
TENNESSEE REBEL  
HIGH ROLLER  
WN 4636  
FLASH BASE

ST REDNA  
HOTEL WISKY  
RITMO 31  
COOL AID  
GRANADA 88

Anna  
Mike & Lucille Bice  
Gary & Shirley Kenedy

Sylvia Boulter  
Nells Guido  
Peter Michalak  
David Green

Rene & Henry Hank  
Roy & Kath  
Peter  
Andrew Ottens  
Mary  
Bessie Reston  
Bob Cardwell

Dellel Seelenbinder  
Lincoln Rodrigues  
George Moulin  
Felix  
Margret Dannehl  
Andy Baker  
Tony & Gina Barber  
Dan Moore  
Terry Andrews  
Don  
Tracy Ward  
Wolfgang Strobel

Doug & Brenda Jennings  
Colin Millan

J Moreno  
Dirk  
Guy & Betty  
Peter Sharpe

Ralph & Lucy Stout  
Peter Wera  
John McCaffrey  
Beacher Finley  
Clay Miller 70BC98  
Peter Van Zoggel  
Glenn E Purcell

Ale  
Frans & Sjanie  
Henri Straub  
Alistair Southby  
Dagobert Hecht

P.O. Box 1966, Capetown 8000, Rep. of South Africa.  
Star Rt, Box 251, Spirit Lake, Idaho 83869, USA.  
P.O. Box 234, New Gaisgow, Nova Scotia, Canada B2H 5E3.  
P.O. Box 325, Devonport, Tasmania 7310, Australia.  
A. Wellensstraat 20, 2610 Wilrijk, Belgium.  
P.O. Box 16, 1023 Wien, Austria.  
109 Stamford Street, Grantham, Lincolnshire NG31 7BS, GB.  
812-17th Street, Moline, Illinois 61265, USA.  
73 Seymour Strasse, Bergen, West Germany.  
Hinthamerende 54, 5211 PN Den Bosch, Netherlands.  
P.O. Box 7, Plympton, South Australia 5038.  
Madlavollen, N 4040 Madla, Norway.  
105 Alboum Road, New Castle, PA 16101, USA.  
23 Russell Avenue, Colwyn Bay, Cwyd LL29 7TR, Wales, GB.  
Lentzeallee 46, 1000 Berlin 33, West Germany.  
P.O. Box 296, 38 400 Ueberlandia MG., Brazil.  
21 Maire Street, Wanganui, New Zealand.  
P.O. Box 229, Wychen 6500, Netherlands.  
Molktestrasse 10, 5000 Koln 1, West Germany.  
68 Pawlett Road, Hartcliffe, Bristol BS13 0DT, GB.  
P.O. Box 303, Elizabeth 5112, South Australia.  
216 Frank Avenue, Windsor, Ontario, Canada N8S 3N8.  
1a Atherton Place, North Harrow, Middlesex, GB.  
Box 3382, Windsor, Ontario, Canada N8N 3C4.  
P.O. Box 4127, New Plymouth 4601, New Zealand.  
Ried, Dorfstrasse 10, 8113 Kochel a See, West Germany.  
P.O. Box 829, Geelong 3220, Victoria, Australia.  
148 Culken Terrace, Penicuik, Midlothian EH26 0AE, Scotland, GB.  
Sor Angela De La Cruz, 22 Buzon 28 Madrid, Spain.  
Aardbeienlaan 13, B 2740 Melsale, Belgium.  
1956 Eveleth, San Leandro, California 94577, USA.  
Llywdfan, Mlnffordd Road, Penrhyndudraeth, Gwynedd LL48 6AU, UK.  
P.O. Box 277, Alcoa, Tennessee 37701, USA.  
R.D.S., Te Kuiti, New Zealand.  
18 Broughshane Road, Ballymena, Northern Ireland.  
111 E. Long Avenue, New Castle Pa 16101, USA.  
316 Garth Road, Morden, Surrey SM4 4NW.  
226 Nevay Road, Miramar, Wellington, New Zealand.  
129 Springhead Gardens, Richmond Hill, Ontario, Canada L4C 5C3.  
Postbox 2005, C 800 02 Gavla, Sweden.  
Postbus 2147, 3500 GC Utrecht, Holland.  
Finkenweg 8, 5401 Waldesch, West Germany.  
25 Park Hill, Church Crookham, Hampshire, GB.  
Postbox 5237, 09720 Rudge Ramos, Brazil.

THE CRUMBSNATCHERS QSL CLUB OF CONN.  
BARONG BALI INTERNATIONAL DX-QSL CLUB  
ADAM WERWOLF QSL SWAP CLUB

ICELANDIC INTERNATIONAL DX-QSL CLUB  
SILICON CHIP INTERNATIONAL QSL CLUB  
WEST INDIES QSL CLUB  
THISTLE QSL CLUB OF CANADA  
HOTEL KILO INTERNATIONAL QSL SWAP CLUB  
INTERNATIONAL QSL SWAP BRIDGE CLUB  
WALKIE TALKIE QSL CLUB  
THREE VIKINGS QSL CLUB  
REDWOOD COUNTRY QSL CLUB

AM-SSB-FM-HAM OPERATORS QSL CLUB  
ROYAL DUTCH CB QSL CLUB  
MOTTENKISTE QSL SWAP CLUB  
ALASKA BLUE CANOE QSL CLUB  
TELEPHONE CITY QSL CLUB  
SATURNUS QSL SWAP CLUB  
DEIX LE GAULOIS QSL CLUB  
AUSTRALIAN INTERNATIONAL QSL SWAP CLUB  
LEOPARD INTERNATIONAL QSL CLUB

P.O. Box 8062, E. Hartford, CT 06108, USA.  
BBI No 01, Jalan Patimura 53 Denpasar, Bali, Indonesia.  
Andreas Damm, P.O. Box 1252, 5439 Bad Marienberg, West Germany.  
P.O. Box 10040, Reykjavik 130, Iceland.  
P.O. Box 28, Manurewa, Auckland 1732, New Zealand.  
46 Branch Avenue, St Johns, Antigua, West Indies.  
P.O. Box 4, Postal Station C, Winnipeg, Manitoba, Canada.  
8 Princess Street, Macksville, New South Wales 2750, Australia.  
Karlstrasse 22, D 5860 Iserholn, West Germany.  
Box 117, Zurich CH 8037, Switzerland.  
Sten Gunnarson, P.O. Box 3021, Angered 3, Sweden S-424 03.  
Gene Chellberg, 31900 Pudding Creek Road, Fort Bragg, CA 95437, USA.  
P.O. Box 17007, Seattle, Washington 98107, USA.  
P.O. Box 2744, 5902 MA Venio, Netherlands.  
P.O. Box 480 121, 1000 Berlin 46, West Germany.  
P.O. Box 3017, Ketchikan, AK 99901, USA.  
Box 1971, Brantford Ontario, Canada N3T 5W5.  
P.O. Box 173, S-441 Alingsas, Sweden.  
P.O. Box 714, 26007, Valence, France.  
P.O. Box 855, Fremantle 6160, Western Australia.  
P.O. Box 899, Gisbourne, New Zealand 16349.

**IRATE CITY**

**SEAHORSE**

MOBILE & BASE CHL 14

BRITISH OPEN CHANNEL RADIO STATION

**THE MEDICMAN**

seey Open Breakers

FROM HEREFORD, ENGLAND

RANGER 44

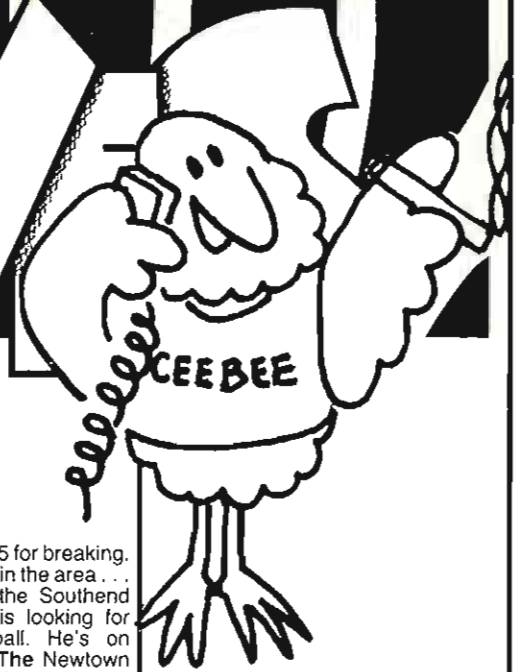
73's and 88's from

THE TEXAS RANGER

46, Bodenhim Road, Hereford



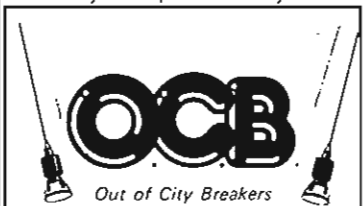
# AIRWAVES



First the good news. From the number of new clubs wanting to get into the clubs list it looks like the club scene is on the up and up. Then there is the bad news (for us at any rate). Do you realise how long it takes us and our two-finger typing to put that list together? Days and days. Hours of bashing our heads against the wall because you've spelt Northampton with three 'K's. The misery we go through just so you lot can have an eyeball.

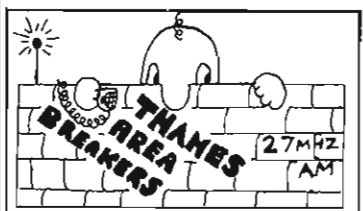
Still, on with the show. We get lots of letters from people who complain about bad language on the airwaves. Now we're no bunch of sssies (honestly) but we do think there is a point here. You don't know who's listening, and CB should be for everyone. Sorry to preach at you, and we know you've heard it all before, but just watch your language.

Another thing I know you've heard before is that if you want to get your club in the list just drop us a line. If you want



advance publicity for an event, make sure we get it well in advance or, if you fancy yourself as a reporter, write and tell us what's been happening — and include a few piccies if possible. And now with all that rubbish out of the way we'll get on to the important bit.

Silver Phoenix from the Test Valley Breakers has just picked up a nice, new, shiny Colt for a quid. No, it didn't fall off the back of a wossaname, he won it in their monthly lottery. The Test Valley bunch seem to have quite a laugh so if you fancy a meet look in the club list. The same goes for the rest of



the clubs mentioned . . . The China Town Breakers are going to hold a demo for 27AM. It should all kick-off about 12 noon on September 12. What is it they've got about the number 12 . . . The Noisy City Breakers tell me they

use channels 5, 6 and 25 for breaking. Worth knowing if you're in the area . . .

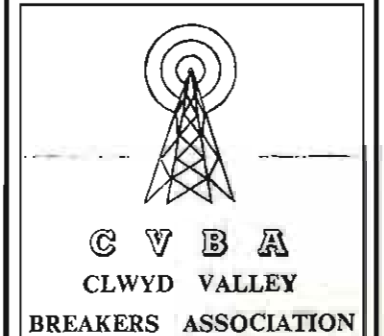
White Lightning from the Southend and District Breakers is looking for another club to eyeball. He's on Southend 333840 . . . The Newtown Breakers are a new club formed from a splinter group of the South West Lancs Breakers. The only reason I mention it is that they don't half use funny note paper . . . Someone else with strange paper is another White Lightning from the Thamesdown Transceivers. They held a treasure hunt a little while ago which was a great success. Despite Mean Machine keeping order I hear there was a fair bit of chicanery . . .

Hello again to the Kent and Essex Breakers who are always keeping us informed about what they're up to. First of all they've joined up with a local club, CASBA, to raise £1000 for a little boy who needs a bionic hand. Second thing is a Christmas dinner/dance on December 12. Anyone is welcome, tickets are £8 each which includes a four course meal, a disco and a raffle . . . Herts Citizen Band Radio Association is a bit of a mouthful, but they seem like a good bunch. They want as many clubs as possible to join them and arrange mass-eyeballs and so on . . . TWINS claims to be the first FM club in the country. TWINS stands for 'Two-Way Independent Network System'



which is what they would like legal FM CB to be called. They also cater for AM breakers, and have lots of badges, tee-shirts and sweat-shirts and stuff. Three Legs reckons we hide our articles among too many ads. I don't know what he's on about . . . Steve Payne wants to assemble a CB map of the UK. To help why not send Steve your local town and city handles at 113 Chesterfield Gardens London N4 — and then send a copy to us . . . Silver Surfer and Nite Owl want to form an FM club down Malden way. Contact them on 330 1694 for more info. This FM bit seems to be getting popular . . . The Studley Breakers are new and looking for some more breakers. Dark Horse also tells me that channels 20, 21 and 22 interfere with the hospital paging system around High Wycombe so keep off . . . The Quiet Breakers Club

has been formed with just 50 full and 50 associate members because they felt big clubs were too large to get things done. Not a bad idea. Electric Warrior also says they're interested in eyeballs with other clubs . . .



. . . The Clwyd Valley Breakers Association tell us they're still taking on new breakers — even though they have a membership of 200. They recently cycled from Cardiff to North Wales for Cancer Research, so I hope they've recovered by now . . . Thought the Wirral CB Association met at the Appollo Club, huh? So did we. We were both wrong. We've got it right in the list now though. I would blame the June entry on Tom but he wasn't here then . . . And the Swindon CB Club have moved, so check their new entry before you make a fool of yourself . . . You are cordially invited to visit the Hangman's Breakers Club with a view to exchanging ideas and organising inter-club competitions. Good noose . . . Write to the address in the list if you want to contact the West Glamorgan Breaker's Association — someone has been putting about the address of their old meeting place. And it wasn't us . . . Steeltown Breakers in Scunthorpe are a new club looking for members so check their address and drop them a line . . . The Mid-Kent Breakers had a float in the Maidstone Carnival. Nice to see someone doing something a little different, especially something a bit summery . . . as if we had a summer this year. By the time you've read the club list, we should be back with next month's Airwaves. See you then.



This month our very own hero and club superstar, Clark Kent, very nearly meets his match. Out in the wilds of Staffordshire he slipped into a phone box to put on his tights when he noticed a passing bunch of ne'er do wells and hobbled hoys pushing a bed. There were also two people dressed not unlike himself — funny clothes, tights, the lot. Had others escaped the destruction of the planet Krypton? Carefully disguised as a passing journalist he set off to get the facts and found they were members of the Uttoxeter Breakers Club dressed up as our old friend Buzby.

So why were members of a respectable club dressed up as the enemy? It's going to be a long story so I suggest you make yourself comfortable, so when you fall asleep later you won't wake up with a sore neck. In April of 1981 a few of the local breakers in Uttoxeter decided to get together and form an easy-going, active club with an open membership. They spread the word and arranged a meet to get things going and 150 people turned up, which rather staggered the organisers because there were already three clubs in the area.

From that beginning things really accelerated. A committee was appointed and a meet arranged every two weeks in one of two local pubs, the Wellington or the Talbot, in Uttoxeter. They wanted the club to be active and it certainly has been. Remember it's only been going for about six months, but already they have got their 240 or so members to do some pretty silly things. How about a football match where the men dressed as women and the women dressed as men? There must be some very strange people in Uttoxeter.



On the other hand, it might be a good idea if they stuck to that sort of football. They do have a proper football team to challenge other clubs, and a friendly was arranged with the Hazard County Breakers. It would be nice to say they won but unfortunately they came second by a small margin. 19-0 to be exact. Just to show it was just an off day, a re-match was arranged, and this time the result was far better. 17-0. Rumours that Man Utd talent scouts have been seen around Uttoxeter have

**BREAKER**

not been confirmed. It seems they are better at darts and regularly play against other clubs and they've also staged a fishing competition involving ten other clubs.

The club has a junior section but it is run within the normal club so whole families can join and go to club meets together. A nice idea, that. I hope all those youngsters have got plenty of energy because they are planning a dance marathon to raise money for the same charity — and a beer drinking competition, which should have no lack of contestants, and a tug of war across a river, which doesn't sound nearly so appealing.

And fund raising takes us back to where we came in — the people pushing the bed and the two nutters dressed as Buzby as part of a fund-raising exercise for the Burton Hospital Spine Bed appeal. The club promised £1000 and set off to push a bed from Uttoxeter to Westminster to raise the money. The Mayor of Uttoxeter saw them off on a Friday and by the Monday they were being welcomed at the House of Commons by Ivan Lawrence MP. They took the opportunity to hand in a petition with 8000 signatures on it demanding a legal 27 AM service, killing two birds with one stone. Talking of birds, we're back to those two Buzby types, Red Shoes and Potholer. Kennel Maid says they were lucky they weren't locked up, and I think they still could be if the men in white coats catch them.

En route to London they passed the time by attacking passing police cars, GPO vans and anything else that looked like it needed the attentions of a couple of yellow birds. Once in London they quietened down and tried to scale the walls of the Houses of Parliament. Isn't that treason or something?

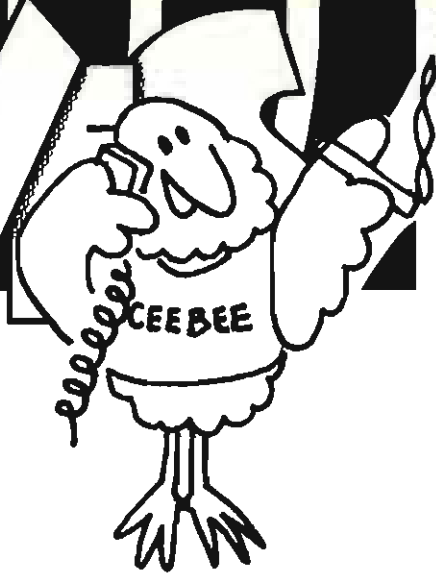
The push raised £1400 for the spine bed and Kennel Maid has asked for a mention for the Kings Lodge, Kings Langley, Herts, who provided the 40 breakers on the push with breakfast and a shower and would accept nothing in return. Well done chaps.

And on to the future. Pushing beds seems to be popular in Uttoxeter so this Christmas there is going to be a race between the local clubs to the centre of town over two miles. First in pays £10 toward old peoples food hampers, second £20 and so on. Good idea, huh? And finally a few mentions. First there is Kennel Maid, who helped to organise the bed push, and then there are Peanuts, Magpie at the Wellington, Shy One, Clanger and Music Man who took the pictures.

Oh yeah, if anyone finds a sleeping bag between Banbury and London tell Trefrog. He got so 'tired and emotional' one morning he forgot to pack . . .



# AIRWAY



**27 Club**  
Every Monday at  
Saxon Tavern  
Southend Lane  
Catford SE8

**A78 CBBC**  
c/o 117 Main Street  
Largs  
Ayrshire  
Scotland

**Alre Valley Breakers Club**  
53 Albert Road  
Saltire  
Shipley  
West Yorks

**Alrweve Breakers**  
Every Monday at  
The Plough  
Bedminster  
Bristol

**Anglia Breakers Club**  
c/o Great White Horse Hotel  
Tavern Street  
Ipswich  
Suffolk

**Appietart Breakers Association**  
c/o 45 Hevers Avenue  
Horley  
Surrey

**Aque Sulls**  
c/o The CB Centre  
Chelsea Road  
Weston  
Bath  
Tel: 0225 333379

**Association of Maghull Breakers**  
c/o 69 Vetch Hay  
Netherley  
Liverpool  
Merseyside

**Attic Breakers Club**  
12 Jameson Road  
Bridlington  
East Yorks

**Australlian International QSL Swap Club**  
PO Box 855  
Fremantle 6160  
Western Australia

**Avanti! Breakers Club**  
c/o Post Office  
Newton of Falkland  
Cupar  
Fife

**Back Road Breakers**  
Alternate Thursdays at  
Liberal Club  
Garstang  
Nr Preston  
Lancs

**Barley Breaker's Club**  
Alternate Wednesdays  
Barley Shiel  
New George Street  
Plymouth  
Devon

**Barnet Breakers Club**  
Meet at British Legion Hall  
Brookhill Road  
East Barnet  
Herts

**Barrier Breakers**  
Every Wednesday at  
The Railway Hotel  
Netherfield  
Nottingham

**Barwell CB Radio Club**  
5 Mayfield Way  
Barwell  
Leics

**Beachcombers Breakers Association**  
c/o 3 Thursby Road  
Highcliffe  
Christchurch  
Dorset BN23 5PA

**Beech Breaker's Club**  
Every Sunday evening at  
Blacksmiths Arms  
Thornwood Common  
Nr Epping

**Big C Club 80**  
c/o Dominix  
PS 14  
The Market  
Carmathen  
Dyfed  
S Wales

**Big Eyeball Breakers**  
Every Thursday at  
The White Hart  
Devonshire Hill Lane  
London

**Big Top Breaker's Club**  
5 Council Villas  
Melton Ross  
Barnetby  
South Humberside

**Big Wheelers Association**  
35 Alexander Court  
Lansbury Park Est.  
Caerphilly  
Mid Glam  
Wales

**Biscuit Town Breakers**  
PO Box 123  
Reading  
Berks  
(send SAE)

**Blackpool Breakers Club**  
c/o ADS Electronics  
239 Dickson Road  
Northshore  
Blackpool

**Boomerang Breakers Club**  
Meet at White Lion  
Moulton  
Northampton

**Border Breakers Club**  
c/o Cathedral Garage  
Weybread  
Harleston  
Norfolk

**Boston Breaker's Club**  
19 Pool Lane  
Kinson  
Bournemouth  
BH11 9DX

**Bottle City Breakers**  
31 Farm Road  
Clock Face  
St Helens  
Merseyside

**Bottesford CB Association**  
c/o 8 Spusby Road  
Scunthorpe  
Sth Humberside

**Boulevard Breakers Club**  
56 Kinkdale Drive  
Glasgow G2 1ET

**Bourne End Breakers Association**  
Fridays at  
The Fire Fly Pub  
Bourne End

**Bournemouth Independent Breakers Association**  
Every Tuesday  
Coach House Motel  
Ferndown  
Dorset

**BP Breakers Association**  
19 St Helens Avenue  
Fimby Maryport  
Cumbria

**Bracknell Breakers**  
Every Sunday at  
The Bridge House  
Wokingham Road  
Bracknell  
Berks

**Braithwell Rig & Twig Club**  
Every Tuesday  
Braithwell WMC  
Sth Yorkshire

**Bramley and District Breakers**  
5 Farncliffe Terrace  
Leeds  
Yorkshire

**Breaker One Four Club**  
c/o OK Corral  
Napier Barracks  
BFPO 20  
West Germany

**Breakers Town CBC**  
Every Thursday  
c/o The Stanley Club  
Stanley Road  
Carshalton  
Surrey

**Breakers Yard CBC**  
Every Monday at  
St Heller Arms  
Carshalton  
Surrey  
Tel: 01-689 5441

**Bricket Breakers Club**  
c/o Watford Component Centre  
7 Langley Road  
Watford  
Herts

**Bridgetown Breakers Club**  
Meet at Phoenix Social Club  
Heesle Road  
Hull

**Bristol Breakers**  
120 Beaufort Road  
St George  
Bristol 5

**Bristol CBC**  
1A St Peter's Rise  
Headley Park  
Bristol  
BS13 7LU

**Brook Breakers CB Club**  
Every Wednesday at  
Badger in the Brook  
Shirebrook  
Mansfield

**Broadland Breakers Club**  
First Sunday at  
White Swan  
Stalham Norfolk

**Brown Bottle Breakers**  
c/o The White Horse  
Norton Road  
Thelthatham  
Diss  
Norfolk

**Buckingham Breakers Club**  
35 Addington Road  
Buckingham

**Bruggen Bandits CB Club**  
On channel 13  
BFPO 25

**Burns Breaker Club**  
c/o Braehead Hotel  
Whitlells Road  
Ayr  
Scotland

**Bury CBC**  
c/o CB Paradise  
69 Northgate Street  
Bury St Edmunds  
Suffolk

**Byron CB Radio Club**  
Byron Hotel  
Ruislip Road  
Greenford  
Middlesex

**Caketown Breakers Club**  
Every Sunday at  
The Queens Hotel  
Pontefract

**Campaign for 27MHz AM CB Radio**  
10 Lochnell Road  
Dunbeg  
Connet  
Argyll PA37 1QJ

**Canary City Breaker's Club**  
Meet first Tuesday of month at  
Ebenzers Freehouse  
Salhouse Road  
Norwich

**Canyon Breaker's Club**  
Meet every Wednesday at  
Hillstown Miners Welfare  
Hillstown  
Chesterfield

**Cardiff & District Breakers**  
12 Aberdored Road  
Gabalra  
Cardiff

**Carlton & Langold United Breakers**  
Thursdays at  
Langold Hotel  
Langold  
Workshop  
Notts

**Carrick CB Club**  
Tuesday night at  
Carrick Hotel  
Maybuck  
Ayrshire

**Castle Breakers**  
c/o Rose & Crown  
High Street  
Tonbridge  
Kent

**CB 007 Breakers Club**  
Tuesday nights at  
The Windmill Club  
Rotherham

**CBA Central Scotland**  
5 Carronvale Avenue  
Larbert  
Stirlingshire

**CBA**  
Coronation Service Station  
Middleton Road  
Haywood  
Lancs

**CBA Fife**  
18 Bayview Crescent  
Methil

**CBA Manchester**  
21 Westwood Road  
Stretford  
Manchester  
M32 9HX

**CBA Reading**  
PO Box 123  
Reading

**CBA Sussex**  
15 Buckingham Mews  
Shoreham By Sea  
Sussex

**CBCB Club**  
103 Southwood Road  
Downside  
Dunstable  
Beds

**CBGB**  
CB House  
Crosby  
Liverpool

**CB Information Centre**  
7 Sandringham Crescent  
Harrow  
Middx HA2 9BW

**CB-NE**  
PO Box 61  
Sunderland SR3 1EZ

**CB Radio Action Group**  
55 Darlington Road  
Forest Hill  
London SE23

**Central 27 Breakers Club**  
Alternate Tuesdays at  
The Bruce Inn  
Nr Landmark  
Springkerse Road  
Stirling



**Central England Breaker's Association**  
Meet on Tuesdays at  
Staffordshire Volunteer  
Collingwood Road  
Bushbury  
Wolverhampton

**Cheesy Breakers Club**  
116 St Christopher's Drive  
Caerphilly  
Glamorgan

**Cheltenham Breakers Assn**  
6 Pitville Crescent  
Cheltenham  
Or: The Crown and Cushion  
Bath Road  
Cheltenham

**Chichester & District Breakers Club**  
Every Sunday at  
Bulls Head  
Fishbourne  
Chichester  
Sussex

**China Town Breakers Club**  
c/o 54 Oxford Road  
Penkhull  
Stoke on Trent

**Circle C Breakers**  
c/o The George Hotel  
Crewkern  
Somerset

**City Circle CB**  
Bedford Green  
Horseferry  
Leeds

**Clear Air Association**  
Mondays at  
Woodhays pub  
Wednesfield  
Wolverhampton

**Clog Town Breakers Club**  
33 Pendle Court  
Astley Bridge  
Bolton BL1 6PY  
Tel: Bolton (0204) 50046

**Clogtown Claypit Breakers Club**  
Aquarius Club  
Halden Street  
Dean  
Bolton

**Club 14**  
Every Thursday at  
Spotted Cow  
Wilkesden High Road  
NW10

**Club Breakaway**  
c/o 123 Hasler Road  
Canford Heath  
Poole  
Dorset

**Clyde Coast Breakers**  
c/o Island Hotel  
New St  
Stevenston  
Ayrshire

**Clydeside Breakers Supporters Club**  
62 Rosemount Crescent  
Carstairs  
Lanarkshire

**27 Coastline Breakers**  
PO Box 24  
Rhyl  
Clwyd  
North Wales

**Coastline Breaker's Club**  
Meet every Wednesday at  
Wash and Toppe  
Le Strange Terrace  
Hunstanton  
Norfolk

**Copy Cats Club**  
The Manager  
Martholme Grange  
Aitham  
Accrington  
Lancashire

**Cottonmount Breakers Club**  
Alternate Tuesdays at  
Cottonmount Arms  
Mallusk  
Newtownabbey  
N. Ireland

**County Area Breakers Club**  
4 Corbett Gardens  
Ardersier  
Inverness

**Country Town Breakers Club**  
Angora  
Baptist Street  
Penygroes  
Caernarfon  
Gwynedd

**Crewe Breakers Club**  
1 Main Road  
Crewe  
Cheshire

**Cromwell Breakers**  
c/o The Winning Post  
Market Deeping  
Peterborough

**Cuckoo Land Breaker's Club**  
PO Box 2  
Penicuik  
Scotland

**Dare Breakers' Club**  
c/o Paul Venn  
72 Tre Telynog  
Cwmbach  
Aberdare  
Mid Glam  
S Wales

**Delta Breakers**  
Sundays at  
Invicta Co-op Sports Club  
Burnham Road  
Dartford  
Kent

**Derwent Valley Breakers**  
10 Prospect Terrace  
New Kyo  
Stanley  
Co Durham

**Deveron Valley Breakers Club**  
Turrieff  
Aberdeenshire AB5 7PQ

**Diamond Breakers Club**  
Diamond Jubilee Club  
South Kirkby  
West Yorkshire

**The Diamond Breaker's Club**  
c/o 18 West Close  
Stevenage  
Herts

**Didcot and District 27 Club**  
Meet first and third Sunday  
of the month at  
The Rio Hadden Hill  
Nr Didcot  
Oxfordshire

**Ditch Breakers**  
Meet every Monday at  
The Railway Hotel  
Netherfield  
Nottingham

**Dinnington & District Breakers Club**  
Alternate Wednesdays at  
The Squirrel  
Dinnington

**Dixieland Breakers**  
PO Box 25  
Grimsby  
South Humberside

**Doctor's Cure Breakers**  
Meet in the Legion  
Healing  
Grimsby

**Don Valley Breakers**  
15 Roseberry Avenue  
Hatfield  
Doncaster

**Dorset Nob Breaker's Club**  
c/o 3 Barr Lane  
Burton Bradstock  
Bridport  
Dorset

**Dragon Breakers Association**  
c/o 70 Florid Ligwy  
Moelfre  
Anglesey  
Gwynedd

**Driffield CB Association**  
c/o 22 Haworth Walk  
Bridlington  
East Yorkshire

**Dukesville Breakers Assn**  
23 Potter Street  
Workshop  
Notts

**Eagle Breakers Club**  
c/o 76a Penn Hill Avenue  
Parkstone  
Poole

**Earthquake City Breaker's Club**  
DL 71  
Rotherham Record  
Regent House  
Rotherham

**East Antrim CBRC**  
PO Box 4  
Antrim

**East Coast Breakers Assn**  
c/o The Tartan House  
Frating  
Nr Colchester  
Essex

**Eastern Counties Open Channel Club**  
c/o Everards Hotel  
Cornhill  
Bury St Edmunds  
Suffolk

**Edinburgh Breaker's Club**  
Meet Mondays at  
Sinatra's Lounge Bar  
St James Centre  
Edinburgh  
Scotland

**Edinburgh CBRC**  
22 Rose Gardens  
Edinburgh EH9 3BR

**Elite Breakers**  
The Father Thames  
Albert Embankment  
London SE1

**Essex Citizen's Band Club**  
24 Bryony Close  
Witham  
Essex CMB 2XF  
Tel: Witham (0376) 513532

**Falkirk and District Open Channel**  
PO Box 15  
Falkirk  
Scotland FK1 1AA

**Farnborough Area Breakers**  
Every Thursday  
The Oasis Club  
Alexander Road  
Farnborough  
Hants

**Fish Town Sea Bees**  
Meet at Big Wheel  
Grimsby  
S. Humberside

**Five Bridges Breakers Club**  
c/o Barfield  
Oakville Road  
Hebden Bridge  
West Yorkshire

**Flixton, Urmston & Davy Hulme**  
Good Buddies Assn  
PO Box 2  
164 Corn Exchange Buildings  
Manchester 4

**Forfar and District Breakers Club**  
Meet every Monday in  
Stag Hotel  
Forfar

**Freedom Breakers International**  
11 June Street  
Bootle  
Liverpool  
Merseyside

**Frog and Nightgown Breakers Club**  
c/o Amberwell  
Pottersheath Road  
Wolverhampton  
Herts

**Give Us A 9 Club**  
Every Tuesday at  
Hand in Hand  
Boxhill  
Surrey

**GK 13**  
D5130 Gellenkirchen  
West Germany

**Glasgow CBC**  
361 Hallhill Road  
Glasgow G33 4RY

**Golden Gate Breakers Club**  
c/o The Deva Restaurant  
Cliff Road  
Dovercroft  
Harwich  
Essex

**Good Buddies Club**  
Alternate Wednesdays at  
Halfway House Hotel  
Kingsseat  
Fife

**Gower Breakers Club**  
PO Box 12  
Swansea  
South Wales

**Gramplan Breakers Club**  
59 Jasmine Terrace  
Aberdeen  
Scotland

**Granite City CB Club**  
92 Forest Avenue  
Aberdeen  
Scotland PH 322073

**Grantham Breakers Assn**  
8 Parklands Drive  
Harlaxton  
Grantham  
Lincs

**Grass Court Breakers Club**  
Every Sunday at  
The Wagon & Horses  
Haydock  
St Helens

**Guildford City Breakers**  
Tuesdays at  
The Cannon  
Portsmouth Road  
Guildford  
Surrey

**Gwent Breakers Club**  
Meet every Wednesday at  
The Gladiator  
Malpas  
Newport

**Hangmans Breaker's Club**  
Meet on Thursdays at  
The Staffordshire Knot  
Birmingham Road  
Wolverhampton

**Harrow and Wembley CB Group**  
26 Greenway  
Kenton  
Middlesex

**Hazzard County Breakers**  
c/o Oakshaw Hall  
School Wynd  
Paisley  
Renfrewshire

**Hazzard County Breakers Club**  
22 Radcliffe Avenue  
Chaddesden  
Derby

**Hazzard County Breakers Club**  
Meet first Tuesday of month at  
Fleet Country Club  
Surrey

**Heart of Oak Breaker's Club**  
Faltham Road  
Ashford  
Middlesex

**Hereford 14 Club**  
Meet every Monday at  
Crystal Rooms  
Hereford

**Hereford Breaker's Club**  
17 Muntion Fields  
Ropsley  
Grantham  
Lincs

**Herts Citizen Band Radio Assoc**  
c/o Stratford Arms  
Mutton Lane  
Potters Bar  
Herts

**Highland Breaker Club**  
PO Box 39  
Inverness

**Hillbillies**  
Meet every Friday at  
The Friend at Hand  
West Wycombe Road  
High Wycombe  
Bucks

**Hornblower Open Channel Club**  
c/o 65 North Street  
Ripon  
North Yorkshire

**Hucknall Welfare Breakers Club**  
Hucknall and Linby Miners Welfare  
Portland Road  
Hucknall  
Nottingham

**Invitation Breaker's Club**  
Every second Sunday  
The Yorkshire Dragon  
Maltby  
Cleveland

**Ironstone Breakers Club**  
c/o 16 Lunedale Road  
Scunthorpe  
South Humberside

**Journeys End Breakers**  
Alternate Thursdays at  
Escrick Social Club  
York

**Junlor Breakers Club**  
Scout HQ  
Clifford Bridge Road  
Coventry  
1st Thursday every month

**Kent and Essex Breaker's Association**  
Every Tuesday at  
Orsett Hall  
Orsett  
Essex

**Kent and Essex Breakers**  
24 Mill Lane  
West Thurrock  
Essex

**Kings Lynn Breakers Club**  
c/o Cellar Man  
Victoria P.H.,  
John Kennedy Road  
Kings Lynn

**Kings Norton CB Club**  
Poste Restante  
GPO  
Lisburn  
Northern Ireland

**Kintyre Breakers Club**  
Sudown  
Tarbert  
Argyle

**LA Breakers**  
Unit 13  
Carlton Industrial Estate  
Hawthorn Avenue  
Hull

**Laker Town Breakers Club**  
Every Tuesday at  
The Cornish Man Hotel  
Wythenshawe  
Manchester

**LA Breakers**  
Lima Kito Radio Club  
PO Box 55  
Portadown  
Northern Ireland

**Leapool Breakers Club**  
c/o Maid Marion Hotel  
Coppice Road  
Arnold  
Nottingham

**LEBC (Castle Breakers)**  
Pete Bellby  
c/o 189 Derby Road  
Long Eaton  
Nottingham

**Leicestershire CBers**  
c/o Modern Motoring  
68 Narborough Road  
Leicester LE3 0BR

**Lannox Breakers Club**  
4 Lismore Crescent  
Oban  
Argyll

**Leslie Breakers**  
Mondays at  
The Leslie Arms  
Cherry Orchard Road  
Croydon

**Lima Bravo DX Group**  
PO Box 11  
Oban  
Argyle  
Scotland

**Lincolnshire, Nottinghamshire, Derbyshire and Yorkshire area Committee (LNDY)**  
8 Sunnyside  
Worksop  
Notts

**Log Breakers**  
Every Monday at  
Log Cabin  
Royal Oak Pub  
Watnall  
Notts

**Lorn Breakers**  
PO Box 11  
Oban  
Argyle

**Lost County Breakers**  
Meet every Tuesday at  
Pete's Paradise  
Windermere  
Cumbria

**Lowestoft & District Jolly Breakers**  
10 Viburnum Green  
Lowestoft  
Suffolk

**Maldenhead Official Breakers**  
Thursdays at  
The Prince Albert  
King Street  
Maidenhead

**Mansfield Area CB Club**  
c/o James Maude Social Club  
Forest Road  
Mansfield  
Notts

**Market Town Breakers**  
PO Box 2  
Ashford  
Kent

**MCBRA**  
85 Allens Lane  
Pelsall  
Walsall  
West Midlands

**Medway Breakers**  
55 Fyfe Road  
Newington  
Sittingbourne  
Kent

**Meon Valley Breakers**  
4 Lawrence Road  
Fareham  
Hants

**Merseyside 27 Club**  
34 Mickfield Road  
Liverpool 15

**Mexico City Breakers**  
The Old Masons Arms  
High Street  
Mexborough  
Yorks

**Mid-Kent CBC**  
c/o Ten Four Telecom  
22 The Broadway  
Maidstone  
Kent

**Midlands CBRC**  
Unit 2  
72 Oval Road  
Erdington  
Birmingham

**Midlands CB Radio Club**  
85 Allens Lane  
Pelsall  
Walsall  
West Midlands

**Milktown Breakers**  
Meet every first Sunday  
in the month at  
Vanity Fair  
Bradford Road  
Huddersfield

**Lazy K**  
Molesley Open Breakers  
c/o Royal Oak  
337 Walton Road  
East Molesley  
Surrey

**Monklands Breakers Club**  
c/o 78 South Commonhead Avenue  
Airdrie  
Lanarkshire  
Scotland

**Moray CB Breakers Club**  
c/o Gearchange  
40-42 Moss Street  
Elgin  
Morayshire



**NACB**  
Every Thursday at  
The Commodore International  
Nuthall Road  
Nottingham

**National CB Union**  
PO Box 123  
Reading  
Berkshire

**National Committee for the  
Legislation of 27MHz CB Radio**  
47b Stonegate Road  
Narborough  
Leicester

**National Federation of Licenced  
Breakers**  
142 Lutterworth Road  
Nuneaton

**National Independent Pirate Band**  
Heirman Straat 37  
Merkssem 2060  
Belgium

**Nationwide Breakers Club**  
Tentercroft Street  
Lincoln

**New City Breakers Club**  
9 St Leger Court  
Linford Local Centre  
Gt Linford  
Milton Keynes  
Bucks

**New Forest CB Club**  
12 Westcot Road  
Holbury  
Hampshire

**Newton Breakers Club**  
Meet every Tuesday at  
Book and Candle  
Redditch

**Newtown Breakers Club**  
c/o 14 Cornbrook  
Holland Moor 2  
Skelmersdale  
Lancs

**Nolsy City Breakers**  
Every Wednesday  
Flamingo Night Club  
Darlington  
Co Durham

**North Bucks Breakers**  
The Folly Inn  
Aidstock  
Buckingham

**North East Derbyshire 10-4 Club**  
c/o The Shoulder of Mutton  
Hardstoft  
Nr Pilsley  
Chesterfield  
Derbyshire

**North London Breakers**  
Wednesday at  
The Sparrowhawk  
Glengall Road  
Edgware  
Middlesex

**North Notts Breakers**  
4 Farm Grove  
Theivesdale Lane  
Worksop  
Notts

**Northampton Breakers Club**  
Wednesdays & Sundays at  
The Needle  
Northampton

**North Sea Breakers**  
c/o 27 Zena Street  
Glasgow

**North West Breakers Association**  
c/o 8 Longhill Walk  
Moston  
Manchester M10 9NT

**Norwich Social Breakers Club**  
72 Silver Road  
Norwich  
Norfolk NR3 4TD

**Open Channel CBC**  
17 Coronation Street  
Preston

**Open Channel Citizens Band Club**  
17 Coronation Street  
Blackburn

**Out of City Breakers**  
Every Tuesday  
Southall Working Mens Club  
Beighton  
Sheffield

**Over Wyre Breakers**  
Fernhill Hotel  
Park Lane  
Preesall  
Nr Blackpool

**Pendle CB Supporters Club**  
110 Barkerhouse Road  
Nelson  
Lancs

**Pannine One Nine Club**  
29 Legrams Avenue  
Lidget Green  
West Yorkshire BFD7 2PP

**Pirates**  
Meet every Thursday at  
The Mill  
Halfway  
Sheffield

**Plalstow Breakers Club**  
Every Monday  
Phoenix Club  
Grange Road  
London E13

**Popular Breakers Club**  
29 Puttenham Road  
Sherfield Park  
Chineham  
Basingstoke

**Pudsey MF Citizen  
Band Radio Club**  
54 Harley Drive  
Swinnow  
Leeds

**Purbeck One-Nine Club**  
Every other Tuesday at  
The New Inn  
Church Knowie  
Dorset

**Quaker Breaker Club**  
c/o Waggon and Horses  
East Street  
Saffron Walden  
Essex

**Quiet Breakers Club**  
8 Wedgewood Road  
Cheadle  
Stoke on Trent  
Staffs

**Rainbow Breakers**  
c/o PO Box 56  
Cookstown  
Co. Tyrone  
N. Ireland

**R & B Club**  
PO Box 4  
Stranraer  
Scotland

**REACT UK**  
142 Lutterworth Road  
Nuneaton  
Warwickshire

**Red Cat 14 Breakers Club**  
c/o Red Lion  
Derby Road  
Sandiacre  
Derbyshire

**Redditch Area CB Club**  
88 Heronfield Close  
Churchill  
Redditch  
Worcs

**Redhill Radio Breakers Club**  
c/o The Ram Inn  
Mansfield Road  
Redhill  
Nottingham

**Rhine Cuppers CB Club**  
On channel 13  
BFPO 40

**Rhondda Breakers Club**  
35 Shady Road  
Gelli  
Rhondda  
Mid Glamorgan

**Rhythm and Blues Club**  
The Bell Hotel  
Bolesdale  
Nr Diss  
Norfolk

**Richmond & District Breakers**  
Friday nights at Black Horse  
Richmond

**Ringway Sideband Club**  
Every Thursday at  
Benchill Hotel  
Wythenshawe  
Manchester

**River City Breakers Club**  
c/o 38 Worcester Road  
Burnham-on-Crouch  
Essex

**River Exe Breakers**  
c/o 149 Withycombe Village Road  
Exmouth  
Devon

**Riverside Breaker's Club**  
Every Friday at the  
Redcroft Hotel  
Bo'ness  
West Lothian  
Scotland

**Riverside Breakers**  
c/o 1 St Lukes Grove  
Humberstone  
Grimsbly  
South Humberside

**Road Apple DX Club UK**  
SAE to Robert RA 68  
c/o Top Ear  
London Road  
Eaton Socon  
Hunts

**The Rolling Stones  
Breaker's Club**  
The Moss Cottage  
Nottingham Road  
Ripley  
Derby

**Roman City Breakers Club**  
c/o 29 Kelson View  
Whiteaway  
Bath  
Avon

**Roman Road Breakers**  
Tuesdays at  
Galway Arms  
Harworth  
Nr Doncaster

**The Rooftop Breaker's Club**  
Every Wednesday at the  
Gonldota  
Ballon Woods  
Nottingham

**Royal T Breaker's Club**  
c/o 3 Manse Street  
Tain  
Ross-shire

**St Neots Breakers Club**  
Every Thursday at  
St Neots Working Mens Club  
Hardwick Road  
Eynesbury  
St Neots

**Saddleworth Breakers Club**  
Every Monday at  
Well Lit Pub  
Saddleworth

**Sandwell Area CB Club**  
4 Baldwin Close  
Twidale Warley  
West Midlands

**Saundersfoot and District  
Breakers Club**  
14 Ryelands Place  
Kilgetty  
Dyled SA68 0UX

**Sedgefield Breakers Club**  
c/o 4 Pine Ridge Avenue  
Sedgefield  
Co Durham

**Seven Towers CBC**  
15 Carnuff Drive  
Ballymena  
Co Antrim

**Sewern City Breakers Club**  
c/o PO Box 2  
Shrewsbury

**Singling Wheels CBC**  
c/o 2 Grenofen Cross  
Tavistock  
Devon PL19 9ER

**Sheaf Valley BC**  
c/o 27 Ashberry Gardens  
Sheffield

**Slab Town Breakers Club**  
Meet every Thursday at  
East and West Ardsley Social Club  
Morley  
Nr Leeds  
West Yorks

**Southend and District Breakers**  
Every Thursday at  
Rascals Disco  
Southend

**South Birmingham  
CB Club**  
Meet fortnightly at  
Solihull Civic Hall  
Solihull  
Birmingham

**South Somerset Breakers**  
c/o 19 Vincant Street  
Yeovil  
Somerset

**South Wales Action Teams**  
16 Lanelay Park  
Talbot Green  
Pontyclun Mid glam

**South Wales Big 10-4 Club**  
139 Manselton Road  
Manselton  
Swansea

**South Wales  
10-100 Artists  
Club**  
Tuesday nights at  
The Landing Strip  
Swansea

**South Wales Federation  
of Breakers**  
c/o 74 Beech Court  
Gillfach  
Bargoed  
Mid Glamorgan

**South West Lancs Breakers Club**  
c/o 14 Cornbrook  
Holland Moor 2  
Skelmersdale  
Lancs

**Stag Town Breakers Club**  
Every Thursday at  
Courtlands Social Club  
Thorpe Road  
Bellamy Road Estate  
Mansfield  
Notts

**Steel City CBC**  
282 Eccleshall Road  
Sheffield S11 8PE

**Steeltown Breakerways**  
c/o 12 Keelby Road  
Scunthorpe  
South Humberside

**Stour Valley Breakers**  
c/o The Red Lion  
South Street  
Maningtree  
Essex

**Stourport-On-Severn  
Breakers Club**  
Every Sunday at  
The Old Anchor  
Stourport

**Studley Breakers**  
c/o Studley Arms  
Studley Green  
High Wycombe  
Bucks

**Summer Wine Breakers**  
Every other Thursday at the  
Burnlee Working Men's Club  
Holmfirth

**Swindon CB Club**  
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**Tango Foxtrot Charlie  
International DX Group**  
PO Box 14  
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Lancs

**Tayside CB Club**  
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Fintry  
Dundee

**Telford CBC**  
Tel: Telford 603474

**Test Valley Breakers Club**  
PO Box 27  
Andover  
Hants

**Thames Area Breakers**  
c/o 81 Villas Road  
Plumstead  
SE 18

**Thamesdown Tranceivers**  
Every Monday  
Swindon Town Football  
Supporters Club

**Toadtown Breakers Club**  
Meet every Sunday at  
Bridgend Inn  
Howey  
Nr Llandrindod Wells

**Tunbridge Wells CB Association**  
Monday evenings at th  
Robin Hood  
Tunbridge Wells

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Earley  
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Upton  
Poole

**WD40 Club**  
PO Box 13  
Weymouth  
Dorset

**Wellingborough Breakers Club**  
Wednesdays at  
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Wellingborough

**Wessex Open Channel Club**  
48 Holson Close  
Stockwood  
Bristol BS14 8LX

**West Glamorgan Breaker's  
Association**  
25 Plas Newydd  
Baglan Moors  
Port Talbot  
West Glamorgan  
South Wales  
Meet on Wednesday nights at  
125 Club, Port Talbot

**West London Breakers**  
Tuesdays at  
White Hart  
Southall

**West Glamorgan Breakers**  
c/o Dock Hotel  
Aberavon  
Port Talbot  
West Glamorgan

**West London Breakers**  
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West Yorks

**Weymouth CBC**  
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PO Box 13  
Dover  
Kent

**Wickrath Breakers**  
On channel 14  
4050 Monchengladbach 4

**Wirral CB Assn**  
Meet every Monday at  
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New Brighton

**Woking Centre Breakers**  
c/o Jovial Sailor  
Ripley  
Surrey

**Worth Valley Breakers**  
c/o 8 Carlisle Street  
Parkwood  
Keighley  
Yorks

**Wye Valley Breaker's Club**  
c/o CB Centre  
106 East Street  
Hereford

**Wyre Forest Breakers**  
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Chawson Estate  
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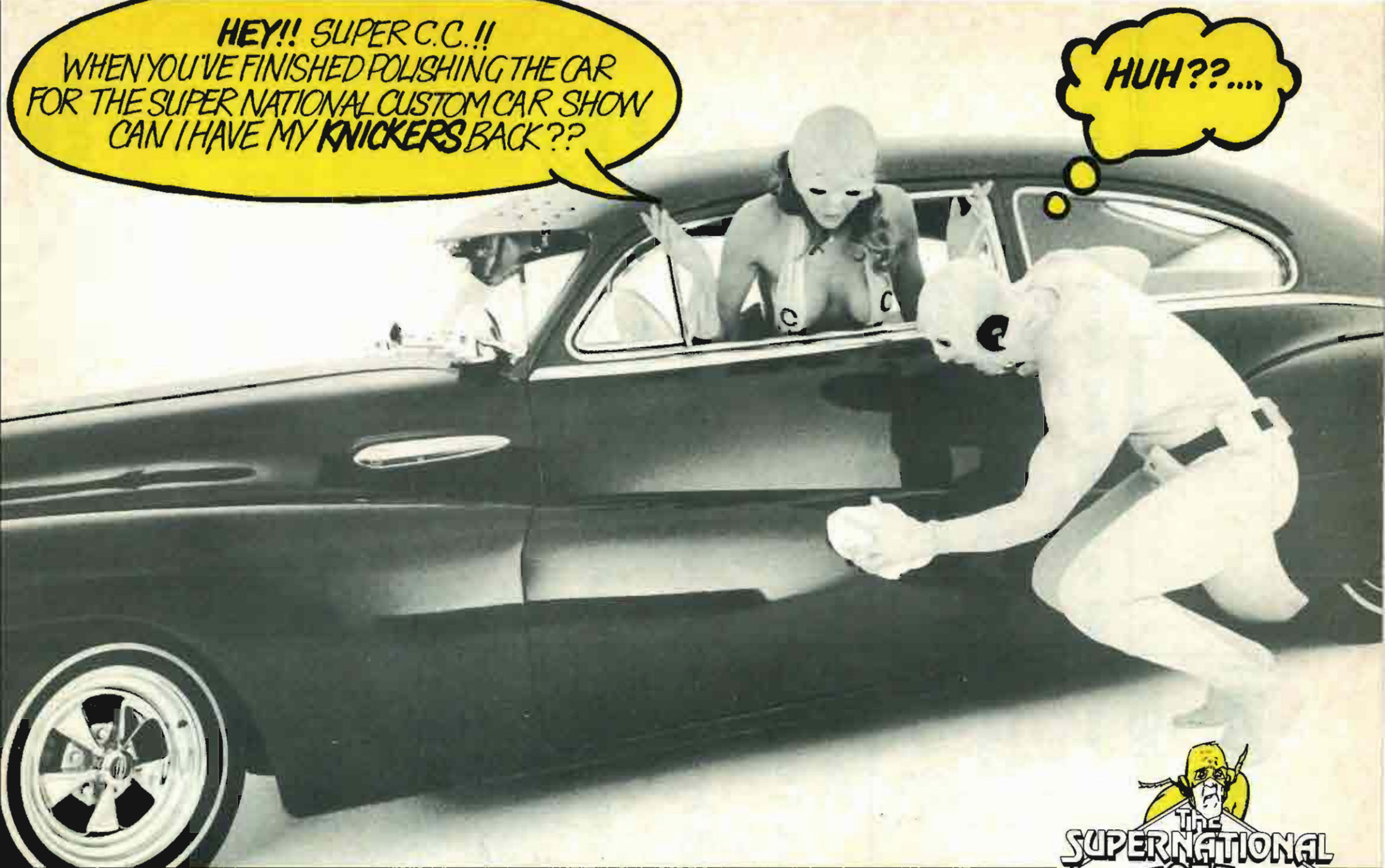
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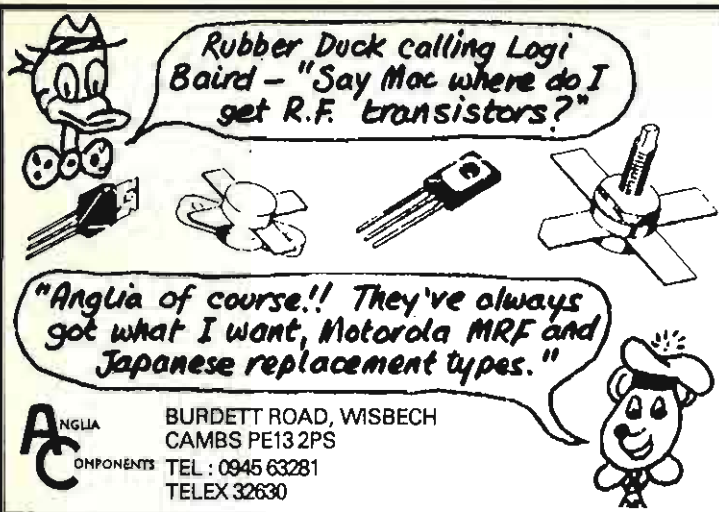
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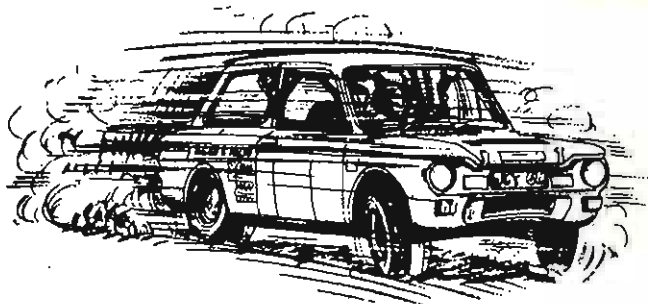
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**Shakespeare**  
**GC ELECTRONICS**

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Be first with accurate details of our legal rigs and accessories.  
 Our involvement in the supply of commercial and amateur equipment guarantees you continued after sales service.  
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**GLASGOW** 1 Queen Margaret Road (Off Queen Margaret Drive), Kelvinside G20. Tel: 041-946 3303.

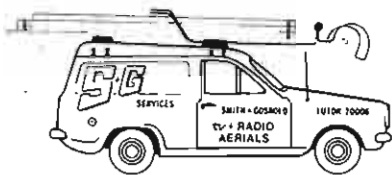
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ALL IT WILL COST YOU TO REGISTER IS £1.50

That includes a membership badge and card. Also for Breakers without rigs and Breakers who are awaiting legislation, you may register your handle only.

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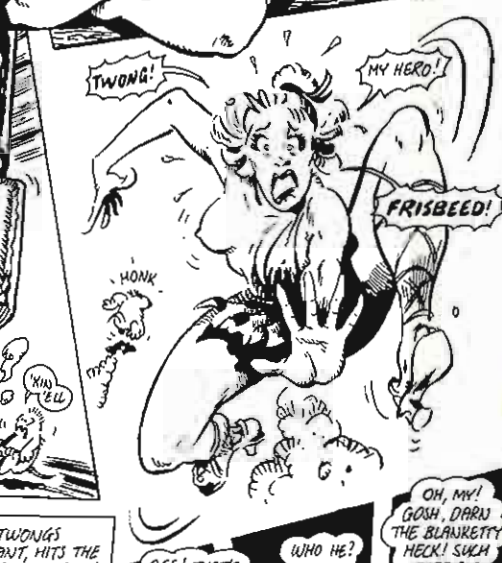
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TICK BOX FOR APPROPRIATE HEADING

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 WANTED  
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# K40



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**THE TELECOMMUNICATION SPECIALISTS  
407 LORDSHIP LANE N17 01-808-5656  
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**BY**

**OCT**

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ADDRESS .....

TEL. NO .....





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The Government has spent the past twelve months struggling with the whys and wherefores of CB. However, at Citizens' Band Radio Centre we haven't been standing idle, waiting to see what would happen next.

Instead, anticipating the good news, we have built up a thriving business as direct importers of equipment and accessories. CBRC Limited is now an established name amongst the world's leading manufacturers.

You may well have considered venturing into the CB business but wondered about finding a reliable source of supply and the initial help to get started.

Here is our six-point policy:

- 1) To carry the largest stock of CB equipment and accessories in the country.
- 2) To deliver orders express anywhere within the U.K. mainland.
- 3) To provide free technical and product advice to our customers, especially those who are new to the field.
- 4) To seek out the very latest quality CB products. If it's new you'll find it first at CBRC Limited.
- 5) To offer our 60-page fully-illustrated catalogue to make ordering easy and let you see what you're buying.
- 6) To pass on to our customers the benefits of our flexible & economic buying methods. This means highly competitive prices at all times without sacrificing standards.

So whatever you're planning in CB... becoming a distributor, a retailer, or simply adding CB products to your existing lines... grow with us. Secure your share of this valuable market now.

**CITIZENS' BAND RADIO CENTRE LTD.**  
337 Kenton Road, Harrow,  
Middlesex HA3 0XS.  
Trade enquiries: 01-907 3666.  
All other enquiries 01-907 1106.  
Telex: 291871 CBRAD G



**CITIZENS' BAND**  
**Radio Centre Ltd.**  
**Britain's foremost CB specialists**