

BREAKER!

Citizens' Advice
CB problem page

Testing, testing...
Harrier rig report

Which CB?
The buyers guide

Get a better mike
choosing and using

The Citizens Band radio magazine

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BREAKER

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Breaker is published monthly by Link House Magazines (Croydon) Limited on behalf of the proprietors, Link House Publications P.L.C., Robert Rogers House, New Orchard, Poole, Dorset BH15 1LU

Editorial and Advertisement Departments: Breaker, Link House, Dingwall Avenue, Croydon, Surrey CR9 2TA, tel (01) 686 2599

Printed by Severn Valley Press Ltd, Pontygwindy, Caerphilly, Mid-Glam.

A LINK HOUSE PUBLICATION

The publishers of BREAKER would like to make it clear that FM CB radio is legal in this country, whether it be to manufacture, own, install or use such equipment, and it is our intention to encourage and approve of such practices. 'Bout bloody time they gave us something...



Voxon the cover this month? Rig by Voxon, cork tiles off our managing director's wall, pic by David Leigh — as are the Harrier centrespread and the mike colour shot. Show pix by Tony Butler. Must dash — I'm attending a meeting of the Credit Writers' Guild.



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BREAKER

Ratchet jaw



Have you tried FM? Not too bad, is it? A few teething problems, maybe, but not nearly as bad as some people thought. Most of the problems are human — few of them a little lower down the chain of evolution. And there's also a great many people on FM who once said they wouldn't touch it with a 30 foot dipole; familiar AM voices but with different handles. And they're nearly all 'using a mate's rig'.

If you have ventured onto FM — either as a first time breaker or from FM — you might think that the authorities should offer you some kind of protection from interference. You've paid your licence fee, right? Doesn't matter a toss, friend. Let us explain.

The Home Office classify CB as a non-essential service — and since they prevented us having one for years that's difficult to argue against. The problem is that any complaints about interference on a non-essential service are not followed up by the Post Office's Radio Interference Service.

TV, on the other hand, is given a 'primary allocation' under the Wireless Telegraphy Act, so it is guaranteed free from interference and any complaints will be swiftly dealt with. Well, eventually, anyway. All very sensible, of course, because as we know, TV saves hundreds of lives everyday and if it sounds like someone is frying chips all over you 10.33, you can always forget it and go and watch Coronation Street. Think it's called programmed response.

This is where we introduce a little irony, without which no Home Office story is complete. If the interference you are suffering on your FM set is caused by illegal CB — and they don't say how you are supposed to know — they will act. Trace the signal, batter down doors, frighten children, that sort of thing. But remember, they are taking action not because he is interfering with you but because the set is being run illegally. Presumably, they would have to check out any interference source that you told them was

caused by CB — then maybe you could find out the rea/source. That's a matter for your conscience but when you decide, try writing to your local Radio Interference Service, care of the telephone managers' office, or to the Radio Regulatory Department, Waterloo Bridge House, Waterloo Road, London SE1.

There's one other form of interference on FM. The wallies are back. The whistling wallies, the music-playing wallies, the bucketmouth wallies — they're all there. Not sure whether they are ex-AM wallies or a new species growing up around the new system. Either way they are a pain in the butt — but don't be tempted to take the bait. Ignoring them is usually the best policy.

We've said many a time that we are not pro-AM or pro-FM, just pro-CB. It might sound a bit trite, but that's how it is and we believe that FM should at least be given a chance. Some people, however, seem determined to screw things up — the AM breakers who sod around on the high channels on sideband, for example. If they don't want to use FM, that's fine by us, if not the Government, but a lot of very genuine CBers are using FM and they should be left alone. If FM is going to fail, it will manage quite nicely on its own. AM breakers are keen to stay clear of hospital paging systems and the like, so why not stay clear of FM users? They're breakers too.

While a lot of breakers have drifted over from AM — probably with stiff necks after looking over their shoulders for so long — there are a lot of new breakers on channel. And we're relieved to hear they aren't using too much

jargon — despite the efforts of some people who have cashed in by producing dictionaries of meaningless, mostly American, slang. And if we read one more newspaper story of CB that starts off with a paragraph of jargon followed by a paragraph of translation, we could be forced into doing something we might regret. Or enjoy.

The CB code of practice — sensibly drawn up by interested parties including Natcolcbar, manufacturers and monitoring services — seems to be working well but there are a couple of areas worth a paragraph or two. Never let it be said we are mean with our paragraphs.

Good to see that channel 14 is generally being used as the breaking channel and glad to hear that most of the new breakers are quick to move to another channel to chat. Trouble is, some are a bit too keen. Shy, perhaps. It's fine saying 'take it up to 24' or whatever — but check that the channel is free first or you could be walking in over someone else's conversation. Usually mine, as it happens. Worth a quick check first, huh? And make sure you've got the other breaker's handle before you go searching, or you could have

announcing price increases. Although 'announcing' is perhaps a bit of an over-statement because they're not making much noise about it. In a recent Ratchet Jaw we mentioned that some of the small CB shops were coming and going like tricks in a brothel. Or something equally eloquent. We were talking about the rip-off merchants — here today, address unknown tomorrow — who disappear into the night and take your money with them. But there are a large number of small CB firms who are reliable and helpful. In fact, many of them were started up by breakers, who are better qualified to advise you than staff in some of the bigger stores — however extensive their training.

If big or small stores get a bad name, they have only themselves to blame. And only they can put it right. There's a place for both in the CB market, so let's hope they can co-exist. And that goes for AM and FM breakers too. And that about winds it up for this month. Nothing like a good wind up, eh?

LATE NEWS: A new rig from CB Radio Distributors on the Isle of Man features 80 AM, 80 FM, 80 upper and lower sideband and 80 FM British spec channels in the one set. Called the ST9FDX, it will come into the UK, through ADS Electronics in Blackpool, to retailers all over the country.

At the time of going to press, the British Government were still trying to close the 'loophole' in the law which allows rigs manufactured in the Isle of Man to be legally imported into the UK.

The HMG's first attempt was thrown out by the Manx government following lobbying from ADS Electronics. So sets can still come in and can legally be sold and bought in the UK. More next month.

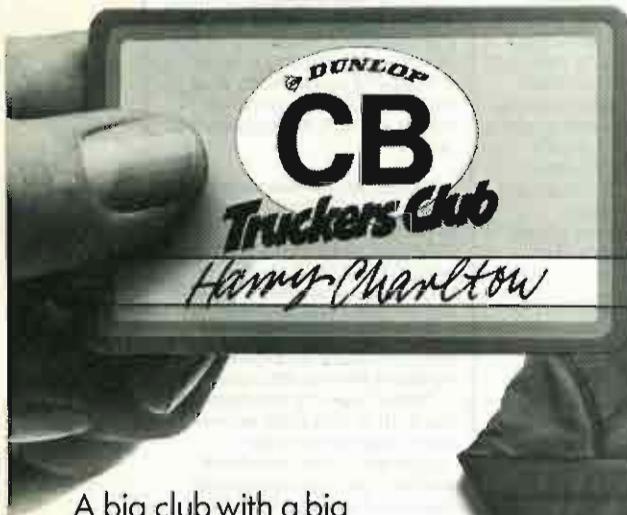


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Give us a break

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 print your address if you don't want us to, 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.

Just the start

Dear Breaker,
There is literally nobody in the community who won't find it useful to be able to use simple two-way radio in order to communicate further than they can shout. This is why, all the time we have been fighting so hard for the facility, we in Natcolcibar have insisted on keeping the term *Citizens Band*.

In America, the Government, through the FCC, encourages its citizens to use CB and the National Highway Transport Society Authority issue public statements endorsing its usefulness. In this country it has been very difficult to establish the concept of CB as a service for every man, woman and child — as universal and versatile as pen and paper. People who will fight, and even defy the law, are a special breed, and Parliament, press and public tend to think of CB as a special cult for 'enthusiasts'.

The club aspects, the social uses, the fun of CB — long may these continue. But the point of legalising CB will have been lost if it sells only to people who want it as their hobby. The ideal is for CB to be as common in cars as an ordinary radio, with enough volunteer monitors for the whole country to be in range of emergency help, and for walkie-talkies to be used in the countryside as readily as raincoats, flasks and maps.

We would not have legal CB now if it were not for the 'enthusiasts' — the law breakers, even — and their clubs. But if they do not now welcome and help the much greater potential numbers of new CB users — guide and educate them rather than scorn their ignorance — then all the groundwork will have been wasted and the Home Office, who never wanted CB to succeed, will have won.

Volunteer monitoring organisations have committed themselves to monitoring both illegal and legal services. Many new CB users don't begin to understand the technical differences — and why should they? We must, and will, go on fighting for the right to use the CB that is virtually a world

standard, but it's only the Home Office we must treat as the enemy — not other ordinary people.

With very much greater numbers, a more representative social cross-section of users and CB becoming more and more evidently useful as public services feel free to accept its communications, the CB movement can go forward into a period of negotiating from strength.

It has achieved much in the face of great difficulties and tiny resources, but legislation is only the beginning — not the end — of the story.

Ian Leslie
*Chairman Natcolcibar
London*

(We've used Ian's letter in full because we agree entirely with the sentiments expressed. If you're going to use the FM service, use it properly — then, perhaps, the authorities will pay more attention to pleas for an extended service.)

Puppy dogs tails

Dear Breaker,
I would just like to say that there are numerous CBers who happen to be female.

It would be a great pleasure if you could print a page 65 for us lady breakers, after all, we have our rights you know. C'mon, show us what you're really made of.

Tiger Lady
Brentwood

(Should you ever see what Martin's really made of, you might live to regret this.)

CB help

Dear Breaker,
I have just read the October issue of Breaker and agree with every word said on behalf of the disabled.

Both my husband Roy (Black Eyes) and myself (Face Ache) are disabled and, until April this year, life was very miserable and lonely. Then my son got us a 40 channel rig and life has changed so much that even a councillor, who called to see us recently, couldn't believe his eyes.

We have hundred of friends and our bungalow is always full of breakers and laughter. We are never alone for long. We now have a home base and a mobile — we had to struggle and scrape but we did it. We would not be without our CB radio.

My CB is a friend as well as a warden — in fact, better than a warden because at least we know there is always someone out there and we have made friends all over the country. There are a lot of disabled people around and if the Social Service installed a rig, twig and power pack, the Government

would save millions of pounds. The more breakers there are to keep an eye on the sick, disabled and aged, the less work for the over worked Social Workers.

I once had to wait three hours on my own on the M1 for an RAC man to get to me, but if I had had my rig I would have had help in a matter of a few minutes.

Incidentally, I get my handle, Face Ache, because I suffer with arthritis and Roy got his, Black Eyes, because he has to wear black glasses.

Even as I am writing this letter we have four breakers moving our antenna because they think it's unsafe and my husband worries so.

*Face Ache and Black Eyes
Borrowash
Derbyshire*

A helping voice

Dear Breaker,
We bought the October issue of Breaker and were very happy that you included a feature on disabled.

I am disabled and have been for nearly 29 years. My husband and I wonder if any magazine would get around to the elderly and disabled benefitting by buying and using CB's.

I know I for one have never spent my mobility allowance so wisely. I've made many new friends both at home and abroad, and it certainly makes life worth living again.

CB can be more beneficial than a bell or intercom. I know because I have fallen twice, and both times breakers have come to help. My warden was out on her rounds, and I had no way of letting her or anyone know except by pressing down the mike key and saying, '14 for a breaker.'

*Mrs D E Waldron
Spondon
Derbyshire*

Highland games

Dear Breaker,
I've been reading your magazine for ages and have a regular order for it from my local paper shop. However, I did wonder about one letter writer who wrote complaining that he couldn't get copies on his rig because, he thinks, of his Scots accent.

Well, Mr Tartan Terror, I'm Scottish, frae Aberdeen, and I enjoy great copies in every place I go. Here in my area I have no end of friends who show that they care by contacting me at all times.

Dinnae feel sae sorry for yersel laddie, jist make shure that ye spik properly and that ye accent dinnae confuse them listening tae ye.

If you are not receiving copies, old chap, perhaps it is the way you are putting yourself over to your local good fellow.

New breakers tend to stick to the buddies they know so it is up to you to make yourself known.

In conclusion, I would advise you to get to know your good buddies personally, go and eyeball them. Don't expect everyone else to do the work and dinnae blame a guld scots accent — jist make shure that your brain is in gear before yer gob is in motion and ye will be awright the noo Jimmy.

In another conclusion, my thanks to Snow Queen, Lakeland Lady, Estee Lauder, Sherralee, Artie, Prince, Flash Harry and all those great Derbyshire people.

*Drambuie Medic
Belper
Derbyshire*

(Some people are just too choosy. We speak to anyone . . . nobody listens, but we speak to them any way.)

Cut the gimmicks

Dear Breaker,
I think your Which CB? feature is a good idea, but it seems to me that rig manufacturers are out of touch with the British market.

They have gimmicks like a channel 9 button, tone controls and local DX control but leave out essentials like ANL switches. Also they are going neg earth. Some of us are still positive earth.

*Crazy Cooter
Bradford-on-Avon*
(Shop around and you should find what you want — and keep an eye on Breaker for news.)

Maid of honour

Dear Breaker,
No, don't get excited! This is a letter of complaint. I recently purchased your October issue and was standing in the shop skipping through the pages when I came across the centre pages.

This was some cause for embarrassment, and I hastily closed the magazine and left the shop. I thought Breaker was supposed to be a specialist magazine — either you cut out the rudies, or put some male breakers in.

I'm sure I'm not the only lady breaker that thinks this. Yours secretly hoping . . .

*Farm Maid
Bishops Stortford
Herts*

(Now, which do you want — no ladies or some men?)

Station to station

Dear Breaker,
Rumour has it that the new 234 MHz VHF band will be used for DXing, bouncing the signals off satellites instead of off the ionosphere — maybe 934 has something to offer after all?

*The Jackal
Hartlepool
Cleveland*
(And next month on 'Rigs in space' . . .)

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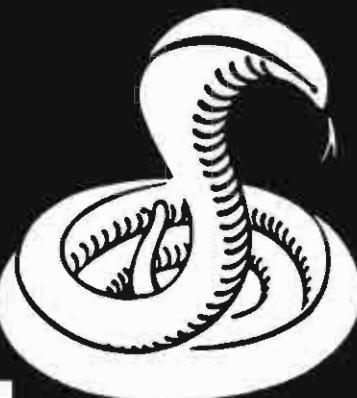
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Citizens' advice

Citizens Advice is Breaker's technical queries page, a sort of CB agony column. Dear Marj, and all that. Actually we haven't got enormous glasses or gaps in our teeth, but we have got a team of CB experts eager to answer your every question. Providing we pay them enough. But that's our problem because it doesn't cost you a penny — in fact, we might even send you a greenback or two, if we use yours in print. Mark your envelope 'Citizens Advice' and send it to Breaker, Link House, Dingwall Avenue, Croydon CR9 2TA. With a lot of people still in the market for a rig, most of the questions this month centre around sets and their features, but however technical your problem, send it in.

In-law trouble

Would Buzby have a poke at me if I bought an FM/AM rig, which I consider to be the best of both worlds? Also, I can get a K40 speech processor and a K40 antenna pretty cheap — Is it wise to start with such good equipment?

Paul Mark, West Wickham, Kent.

The FM function on an AM rig works on a different frequency, so you still won't be able to talk to, or hear, the legal FM breakers and any set with an AM facility is illegal. The Commtron Nato incorporates 40 legal FM channels and 80 illegal AM channels in one set and is coming into this country with the AM facility disconnected and wearing the CB 27/81 mark. But immediately the AM function is connected it becomes illegal. We would suggest buying the equipment you can afford, when you can afford it. If you buy a cheaper antenna now and decide, at a later date, to get the K40, the cost of the first antenna will be wasted.

Public speaking

Does the PA switch on the new FM sets refer to public address or power amplifier? Gavin Randall, Crowborough, Sussex.

Public address. It is illegal to use any kind of power amplifier on CB.

No licence

Is there any way we can get a licence for our Ham International Jumbo? My son, Wingnut, plans to go in for a radio operator's licence in a couple of years, but we would like to operate legally until then.

Peanuts, Wingnut, Jaws and Pipsqueak, Maldon, Essex. 'Fraid not. The Jumbo is illegal just about everywhere, so it's not even worth emigrating. You can, of course, buy a licence because it doesn't apply to any specific set, but you still couldn't operate your set legally. Nor will you ever be able to, we suspect.

Clock watching

I have wired my rig into the permanent live of the clock in my wrapper and earthed it onto the chassis. Modulating presents no problem but the light in my signal strength meter goes down sometimes and I can't see how many numbers I'm pushing. Can you help?

Vulcan, Clwyd, North Wales. Not surprised wiring it to the clock caused problems. We're surprised it works at all. Do you get the pips at the top of the hour? Try wiring it into a spare terminal in the fuse box or directly to the battery and you'll probably find it'll be ok.

Missing part

I need a synthesizer chip for a Johnson Viking V260 but I can't find a part number. Can you help?

Diesel Doctor, Much Wenlock, Shropshire.

If anyone's got a parts list, let us know and we'll pass it on. In the meantime, try Roger D who claim to have in stock the most comprehensive range of CB parts in the UK. You'll find them at 7 Thyra Court, Mapperley, Nottingham and on 0602 621280.

Set sale

I am interested in the Amstrad CB900 and CB 901 — when and where will they be on sale?

Helen Mansfield, Highbridge, Somerset.

Amstrad sets are on sale now and are available through the major stores such as Rumbelows, Currys, Comet and Argos, and the more specialised CB outlets.

What's the meter?

Are there any mobile sets on the market with a built-in SWR meter?

P Johnson, Sudbury, Suffolk. As yet they have appeared only in home base sets. Keep your eyes on our new rigs features.

Here and there

I run both FM and AM sets and I am going touring abroad next year. Which is the best one to take?

Two Wheeler, Burston, Norfolk. You've got a bit of a problem here, Two Wheeler. And there, as it happens. The legal FM service in this country is illegal everywhere else in the world — the main argument of the anti-FM campaigners. I'm sure you know that the AM set is illegal here and it's also illegal in a lot of other countries, so you'll have big problems getting it through customs. Your best bet is to buy a set, secondhand perhaps, in the country you're

visiting and sell it before your return. If you're travelling from country to country, you might be better off just waving . . .

Discount scheme?

Are any firms offering rigs to the disabled at a reduced rate?

D Precey, Swindon, Wiltshire. We haven't yet heard from any companies operating such a scheme but it is something we would certainly encourage and, judging from the response we got from our CB for the disabled feature, an idea which would be strongly supported. If any companies have plans for a discount scheme, we'd love to hear from them and we'd help in any way we could.

Skipping questions

Could you tell me what skip-talking and DXing mean? I've been talking to a breaker who does DX and I've been puzzled ever since.

Rubik cube, Swindon, Wiltshire. DXing is an exchange of radio signals over a long distance and this is often confirmed with a QSL card — see our Easy as QSL feature. It is possible, under certain conditions, to bounce a radio signal off the ionosphere to make long distance copies. This phenomena is known as skip — hence skip-talking.

Home truths

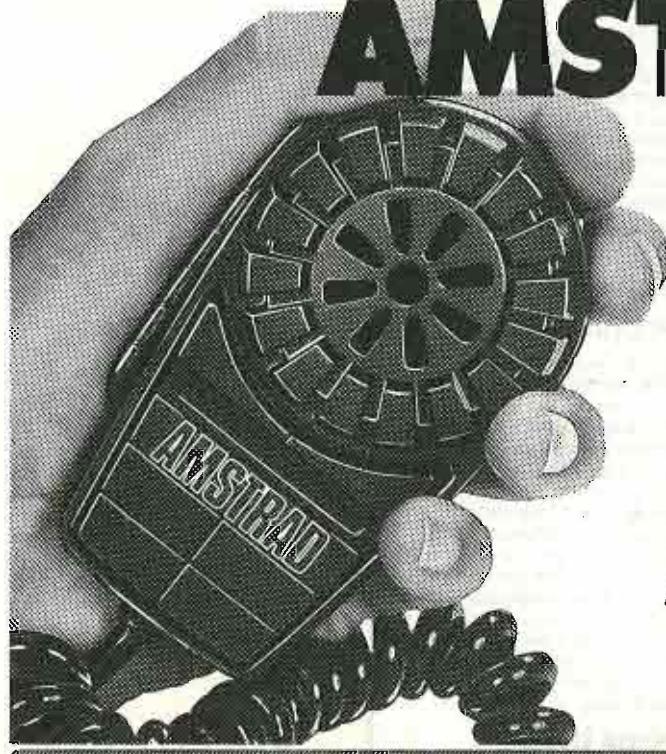
Can any CB set be used at home? And if so, what equipment is needed?

James Gross, Edinburgh. Mobile sets are designed to run off a 12 volt DC battery but they can be used at home with a power unit, which converts 240 volt AC mains to the required supply. These are available from most CB outlets and cost from around £10. See Basically Speaking in this issue for more details.

The CB Powerpak from FKI Ltd., Gratrix Works, Gratrix Lane, Sowby Bridge, West Yorkshire.



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For full details of Amstrad Citizen Band Radio and the address of your nearest stockist, write to Amstrad Consumer Electronics Limited, (Dept A2) 1-7 Garman Road, London, N17 0UF.

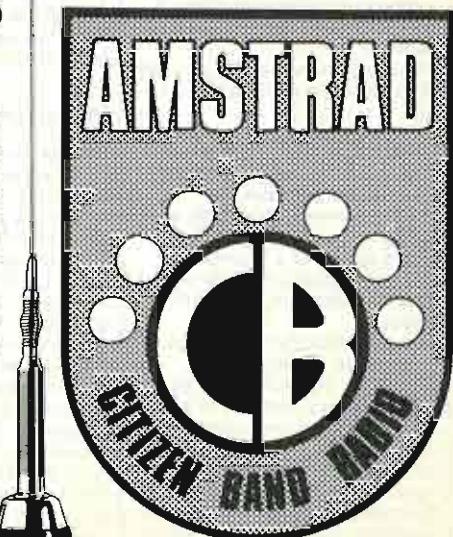
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**LOOK FOR THE SIGN
OF THE CB LEADERS**



Cowdown

Hot gossip

Got another stolen rig for you to keep an eye out for. Not literally, you understand. The unfortunate victim was buying a copy of Breaker when it got half-inched, so do your best. Blame is a heavy burden.

The set is a Midland 150M, serial no 4044464, date stamped August 79, and it was stolen from the Brent Cross shopping centre. If you've seen it, let us know. Incidentally, he was also buying some coffee filters on the fateful day.

Army days

Following our ham feature, we've had a letter from Mr W Mylius, whose suggestions will be considered when we do a follow-up feature in the near future. In the meantime, he is trying to get hold of an ex-Army 19 or 22 set, so if you can help write to him at 9 Park Street, Pembroke Dock, Dyfed SA72 6JG.

Running mobile

Must admit, we hadn't considered this particular application for CB. When you think about it though, if you're doing a 2,000 mile sponsored walk on your own, it's going to be handy to have someone out there, right? Malcolm Edwards thought so, and he's done just that. The walk, the CB, the lot. He also had the misfortune to stumble across the dynamic duo, Charlie and Paul, at Knight CB Specialists, but Malcolm weathered the setback and continued virtually unharmed. Just goes to show what stout stuff some people are made of. Good job he wasn't a doorman, that's all I can say.



Pic of the month

It's no good. I've been trying to think of a caption for this pic, but every one that springs to mind is either very rude, very silly or very libellous. Or all three. And anyway, anyone who can get Avenger star Gareth Hunt, the James Bond Saab Turbo and a Binatone CB rig together at Motorfair — and still have the nerve to send the painfully contrived result out to the press — really deserves a word of praise. Just can't think of one suitable.

Hissing about

The Basically Speaking feature this month includes a few words of wisdom on suppression, and no sooner had we completed it and sold our typewriters to buy a drink at lunchtime than a letter arrived on our desk headed 'CB (mobile) suppression'. So we borrowed a typewriter from Custom Car — it's an awful speller — to pass on all the dirt.

It comes from Eurad Auto Ltd, a company who have been involved in suppression of ICE equipment for some 16 years and since most of the problems on CB are common to

radio/cassettes, they should be able to help you out.

They've supplied us with copious notes but without running a supplement, we can't pass it all on, so if you've got problems and need suppression components, drop them a line at Stock Road Industrial Estate, Southend on Sea SS2 5QF, or call them on Southend (0702) 68608.

Personal contact

Had a note from Carolyn, Rachel and Sharon, who are trying to meet up with Mike, someone they almost met on a coach trip from their Yorkshire homes to Blackpool.

The three ladies were on the coach and Mike and friends were following in a car but they managed to pass messages by writing on the window. Now they want to contact them again and have called on Breaker for our help. If you're wondering why they picked us and not one of the better-known contact magazines, we'll let the ladies explain:

"You are the only way we could think of getting in touch with them as they live in Southport — too far away to find them through other . . . erm . . . channels!"

So if you're out there Mike, or you know him, drop us a line and we'll pass it on. And before all you perverts start drooling, we also want to know your car registration number because the girls took a note of it. How about a happy ending, chaps?

Glyn and bare it

If you pay attention to detail, you'll have noticed an entry in the

flannel panel saying that Glyn Hall has joined us as technical adviser. And if you've met Glyn, you'll know it's not advisable to ignore his advice because he's about eight feet tall.

You might also know that Glyn was the frontman for Wintjoy, who were a big name in the UK antenna market until they hit troubled times. He was no part of the company's collapse but he was responsible for their infamous 'You can't like a Stik' campaign for Firestik antennas, so we raided his photo album to bring you a reminder of the plx that caused a stir or two at the



time. But you wish you could see the other shots from the series, huh? So do we.

The other shot was taken on location during the filming of Smokey and the Bandit. And yes, that is a Firestik antenna. He's chewed some pretty famous dust, has Glyn.

Jolly dodgers

Bit more on that 'pirate radio' service being put out on CB. It's been heard on the air in the Peckham area and it's obvious they're using a lot of power because the signal bleeds over a number of channels. Getting dangerously close to channel nine at times.

It's probably being run from a van and usually goes out after nine in the evenings. We'd be interested in any information regarding these nerds — and if they'd like to write in and try to justify their actions, we'll be pleased to publish it. And their addresses.





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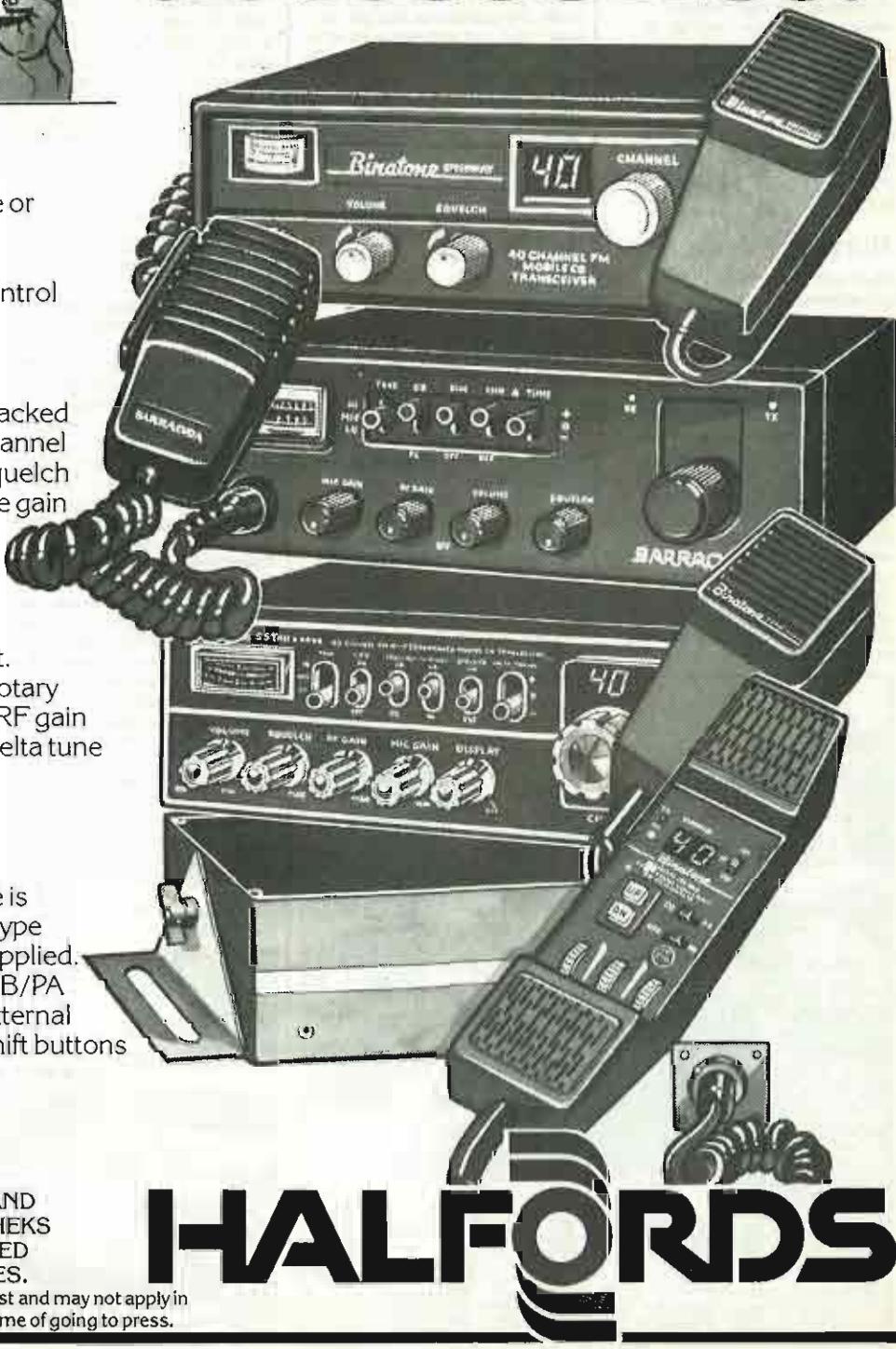
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HALFORDS

BREAKER

Lowdown

Power game

Supposing you were a journalist on a CB magazine. And supposing you received a rig from an importer to test. And just supposing there weren't too many samples around at the time to test, you'd be jolly pleased, right?

Now, just supposing that when you tested the 'legal' rig you found that instead of putting out four watts, it was putting out a very illegal eight watts, you wouldn't be quite so enthralled would you? Neither were we.

And if the company hadn't actually mentioned the fact until you pointed it out to them, you'd like to think they'd just forgotten, wouldn't you? So would we.

Break waters

CB and cars go together in most people's minds, which is no great surprise as that's where most of them are used. But then we've been telling you for ages that CB can be used just about anywhere, on foot, at home, even in a boat . . .

Which brings us to the point. Binatone, a company now well known for CB, are sponsoring the Round Britain and Ireland Yacht Race in 1982. Great if you love yacht racing, and fine for the TV companies who get some good pictures out of up to 100 sailing ships charging about. Not a lot to do with CB, but they are even better known in other electrical fields and promotion is promotion. Never let it be said that Binatone are a bit wet . . .

Policy decision

This piece is all about insurance, but don't move on to the next item yet. We know how dull insurance is, and how you'd really like to be reading *Basically Speaking*, and how the man from the Pru calls every Tuesday night so you're covered anyway, but bear with us for the moment.

The thing is that as far as CB is concerned you might not be covered. Car insurance, like love, is a many splendoured thing and while you can be covered for all sorts of things like flood, riots and Acts of God the contents of your motor might not be. Which means the £120 rig you've just installed could be totally uninsured. Not too good if it gets nicked, is it?

The answer is to check with your car insurance company and see if car contents are covered and up to what value. Extra cover is available from insurance firms, and for £10 or so you can really protect your CB.

Watch this space

Forget Superman—catch a glance at 2000 AD, the spacey space comic. It's got the Ace Trucking Co—complete with



cries of 'Buy that bucketmouth,' 'there's gonna be a plasma party,' 'ten-four, Ace' and other pearls of wisdom. Should get the Nobel prize for literature. At least.

Worldly goods

This is an important moment in the history of journalism. A unique opportunity brought to you by the ever innovative Breaker—your chance to be a journalist. Maybe even win the Pulitzer prize to cover that stain on the wallpaper just over the fireplace. All you have to do is take a look at the two bintis scratching the bonnet of the Roller with their high heels and write a suitable caption. Simple. And it saves us trying to think of something witty.

The hard facts, as we journalists say, are: Miss World America (Lisa Moss) and Miss UK (Michele Donnelly), sitting on a Rolls with a Fidelity rig. Since neither Lisa nor Michele won the Miss World title, this could be their chance to stay in the public eye a bit longer. We're all heart on Breaker.

If you think of anything suitable, send it into us (mark the envelope 'tarts') and if any of them are printable, we might even award a prize or something. Then again we might not, but we are giving you the chance to expand your intellectual horizons. You should really be paying us.



Whiplash costs around £13. They also say the impedance is 50 ohms and it can handle up to 100 watts, but they haven't sent us one (hint, hint—another phone call saved), so we haven't tested it ourselves yet. It should be available at electrical and CB dealers nationwide, but if you have any difficulties, you'll find C-Brit at Unit 3/4, Wembley Commercial Centre, East Lane, Wembley, Middlesex HA9 7XD and on 01-908 2726.

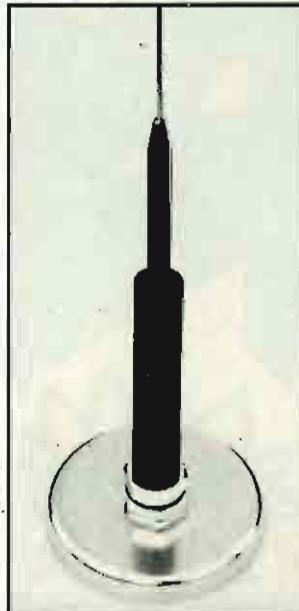
Making dates

It's calendar time again, folks. Trouble is, the only ones we are sent are boring old CB jobs, full of boring cartoons and the like. We didn't get any smutty ones—there couldn't be something wrong with CB's public image, could there?—so we ripped one off from . . . erm . . . another magazine. Can't give too much away, you understand.

Anyway, after hours of exhaustive investigation and close examination, we can report that the 1982 Lamb's Navy Rum calendar isn't really very good. The theme is the 'Spirit of Adventure' but the settings aren't particularly adventurous; mainly centred around a swimming pool. Not a pothole or snow-capped glacier peak among them.

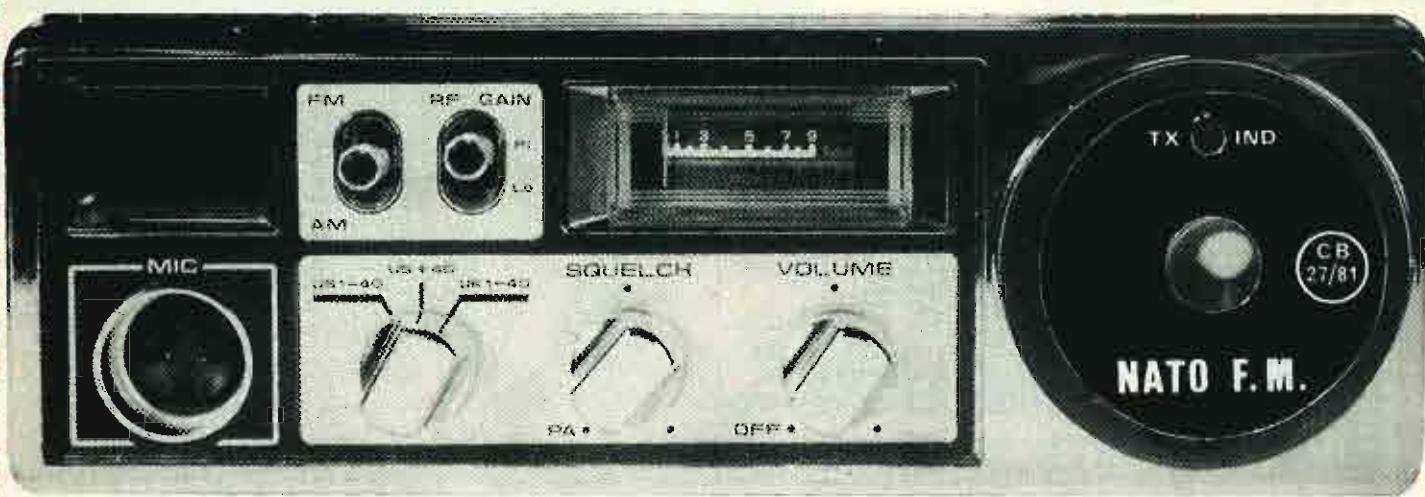
Still, the naughty bits are there, though not the very naughty bits, and the standard of photography is high, as you would expect. Though not necessarily notice. We didn't.

They are on sale by post, but you might be a little late now—blame Lamb's for not sending us one direct. Crime costs time, as the popular saying goes. If you want to try, though, the address is: Lamb's Navy Calendar Offer, PO Box 27, London WC2H 7DQ. They'll cost you £5.25, including packaging and recorded delivery. You're better off buying smutty books and a diary . . .



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RIG REVIEW . . .



The rig put through its paces this month is the COMMTRON NATO. 120 Channels AM/FM.

BAND A US 1-40 Currency used illegal channels (straight 40) AM/FM.

BAND B US 41-80 Currency used illegal channels (High Band) AM/FM.

BAND C UK 1-40 New British Specification AM/FM.

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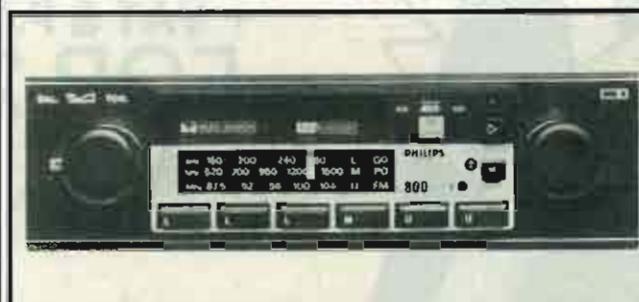
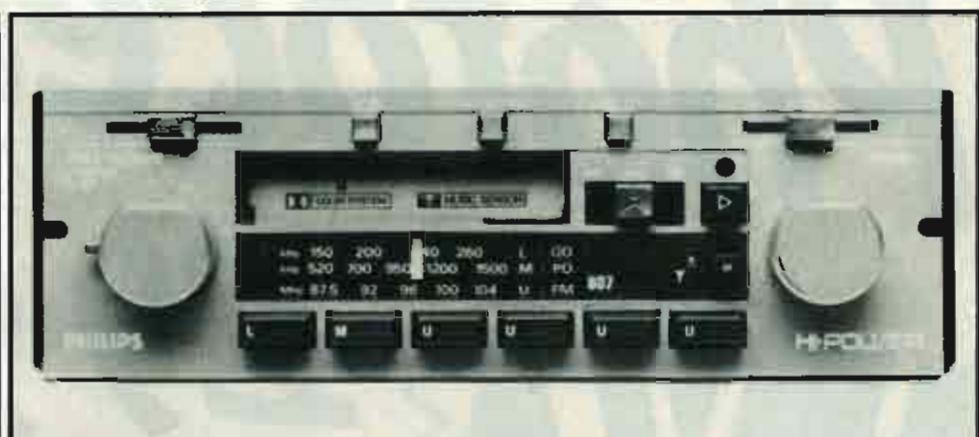
Sensor style

Philips must be one of the world's best-known radio manufacturers, which is not surprising because they've been around since the Ark. For all we know, Noah was listening to a Philips set when he heard the weather report promising rain. With all that history behind them, it's enough to make you proud to be British — apart from the fact that Philips are Dutch. Still, what does that matter, we're all in the Common market now aren't we? And anyway, Philips make all their sets in the Far East nowadays, like almost everyone else in the electronics field.

Mind you, Philips have moved on a bit from the days when they used valves and we all listened to the BBC Home Service. They produce some of the best audio systems around, and show that you can fight the Japanese on their own terms. Take for instance the new AC range of radio-cassette combinations with prices from £95 to £175, all of which use a clever device called MSS — Music Sensor System. The cassette players sense breaks in the music so they know when a track has ended, and because they can identify particular tracks you can play certain ones over and over or miss them out altogether. It's a useful idea and makes a real alternative to auto reverse.

The MSS switch also doubles as a lockable fast forward and rewind when you push it to the limit of its travel. MSS is one of the features on the cheapest model, the AC 400. The 400 also uses a new design of cassette deck with electronic speed control to keep sound reproduction sharp, and a standby, which pulls the playback head away from the cassette at the end of a tape — if the tape tangles or breaks, or when the cassette is turned off — to save wear and tear.

And if that isn't impressive enough, the 400 also has Prestolock push button tuning for two long wave and four medium wave stations. There is no FM on the 400, so stereo radio is out of the question, but you do get six watts per channel and controls for balance and



tone, with an LED indicator for tape transport. The baby of the range, the AC 400 costs £95.

Move up the price range a bit and you come to the AC 800 for £130. It offers the same features as the 400 — MSS, push button tuning etc — with the important addition of FM reception on the radio. The FM radio includes circuits to reduce interference, stop signals wavering and to keep sound quality high. Push

button tuning gives three long wave, one medium and two FM stations. The radio is designed to move into mono if the stereo signal is weak, and the output is again six watts a channel.

Finally there is the AC 807, which has all the features of the 800 plus an advanced new tape deck. As well as electronic speed control the deck has a high performance FSX head, a balanced capstan, Dolby noise reduction and a chrome tape switch. Output is for four speakers, and controls include balance and front-rear fader. There are also bass and treble sliders, and a loudness switch to boost frequency response at low volume. Output is 6 watts on each of the four channels. All very nice, but not cheap at £175. We've bought cars for less than that . . .

Oh yes, almost forgot, how about a speaker or two? Philips have a new super-slim loud speaker, the EN875. It's only just over an inch deep, which is great for door mounting, and yet it can handle up to 25 watts. And at £19 per pair they look good value. Can't say fairer than that, can they?

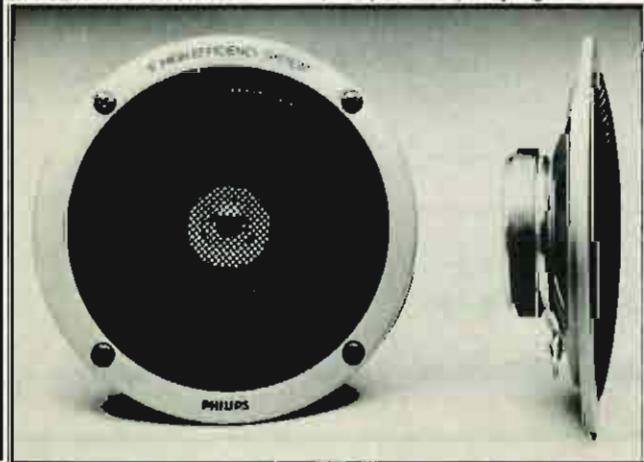
Hitachi parade

We've said it before and we'll say it again — these radio-cassette manufacturers are certainly prolific. What's more they also make lots of different sets, so many that it's difficult to keep up with their model range. And just to keep the pot bubbling and the public confused there's news of yet another new ICE unit from Hitachi.

This one is called the CSK 413BX, and rather than introduce anything really new it offers a range of features in a lower priced package, so for a little under £150 you get a well-equipped system.

The radio is FM, MW and LW with stereo on the FM and various circuits to reduce noise and strengthen weak signals. There are six push buttons, three for FM, two for MW and one for LW. The cassette has fast forward, reverse and tape ejection on one control, as well as Dolby noise reduction, chrome-metal tape selection and auto-reverse. Stereo output is 8 watts per channel maximum. And then there comes the real clever bit, Automatic Sound Level Control (ASLC).

ASLC is a circuit in the set which listens to the noise inside the car and turns the volume of the radio or cassette up and down so you hear the music at a constant level. It's a nice refinement on the unit, and unlike some features on electronics nowadays, it serves a useful purpose. The set is finished in chrome and in addition to the controls already mentioned, it has balance, tone, aerial trimming and connections for an automatic electric aerial.



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Wrappin'

Hot news from the States has come just in time to save the shine on that extra coat of polish you've put on your motor for the winter. Anyone who cares enough to wash and polish their car regularly will know the disappointment which follows the weekend's effort the minute the first drop of rain falls; all the shine stays, but is masked behind ugly 'spots'. Polish manufacturers have spent years researching their products trying to isolate and remove the substance which causes it and at last the Yanks have found the truth — it's not the polish, but the detergent which is to blame. Most household detergents, which is what most householders use to wash their cars prior to polishing, contain salt — perhaps as much as 10 percent by volume — and it is the reappearance of this element which causes the spotting. Answer to the problem then, is to lay off the household green stuff. It may well be kind to your hands and wash 25 percent more dishes but it plays merry hell with your paintwork. Bet you wish you'd found that out ten years ago . . . Project Thrust — that ill-named LSR vehicle — has retired from Utah, having set a new British LSR of just over 418 mph, but missed out on the world record by almost 250 mph. Not much of a surprise. At RAF Greenham Common, before he left for the States, owner/builder/driver Richard Noble accelerated this fine vehicle up to 240 mph in a measured mile. Perhaps someone should mention to him that all three of Santa Pod's jet cars — Scorpion, Vampire and Hellbender — can hit 200 mph from a standing start in just a quarter of a mile . . . Following on the startling Ferrari ads on the Brit box — startling because they were so good and startling because we are surprised that the necessity to advertise exists and can repay the investment — we discover that Rolls-Royce are advertising on the box in the US. The one-time waiting list of two years is apparently ended in the States, and Rolls now feel the need to start selling their cars in competition on the open market. Can't help wondering how they'll match up to BL's only US models — Jaguars — and to the ultra-cheap and superbly-equipped US domestic product. Did you know that for the same money as a Roller you could have eleven Mustang Ghia Turbos? Neither did the Yanks, apparently. Until now . . . And still with the Stateside influences, we can't wait to get our hands on the new Cavalier from Vauxhall. The American counterpart — the 'J-cars' — are seemingly something of a revolution across the pond, and General Motors may well have a good thing going for them. Certainly the re-bodied Camaro and Firebird (and presumably Trans-Am also) are something special, very good-looking and

well-designed into the bargain. But the J-Cars don't seem to be that different from the large saloons most European manufacturers have been turning out for years . . . Shouldn't we be twitting something department. John DeLorean has weathered his first slush-fund scandal reasonably well, and is now busy issuing writs in every direction but ours at this very moment in time. Perhaps that's because we haven't mentioned him, his wife or his company up till now. Neither have we indulged in idle speculation about the terms under which he negotiated his splended loan from HMG. As far as we can tell he is involved in nothing which he could be called to account for on a legal basis. Morally, we can't help feeling that someone in the Personal Loan Department at HMG allowed him to sign an agreement which at best did no-one except John Z any good and at worst has done everybody except John Z a great deal of harm financially. I just wish we could have been that smart ourselves . . . Another privately-owned car

manufacturer doing very nicely thank you seems to be GP Concessionaires. At one time only concerned with the manufacture and construction of draughty and evil beach buggies, GP now is a world leader in the VW-based kitcar world, with buggies, the Talon and now the splendid thirties-based Madison looking better than ever. From the well-tried pen of Neville Trickett, and supported by GP's extensive connections with VW themselves, mostly in Mexico City, the Madison should do very nicely. If nothing else it may enable GP Svengali John Jobber to buy himself a new hat . . . See from reading the estimable Yankee rag *Car and Driver* that the American motorist is now taking active steps against the growing curse of 'killer' radar. X-band transmissions, which can read your speed very accurately indeed before your detector has had a chance to even think about bleeping at you, are exacting a fairly heavy toll on the US Freeways. In consequence

there are several underground firms marketing jamming devices which swamp the receive side of the radar gun with a speed reading which bears no relationship whatever to the read speed of the vehicle to which they are attached. As far as *Car and Driver* can determine there is only one which can achieve any real degree of protection, but nonetheless it's an interesting little DIY project. Of course radar jammers are as illegal here as they are in the States, so we'd be interested in publishing a circuit diagram of one in Breaker as soon as possible. Only, of course, in order to prevent casual DIY twiddlers from making one by accident . . . Interesting to see that after Maggie invested all that money in Sir Michael Edwardes he has yet again failed to live up to her expectations and, despite all his efforts at confrontation, the crippled car giant still lives on. Funny that. Practically any skateboard manufacturer could have closed the company down years ago, and a half the salary.

The new Cavalier from Vauxhall — British counterpart of the American J-cars.





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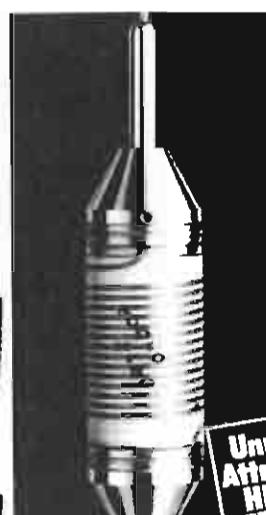
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MODEL 200 off. volume, mike gain, RF Gain, squelch, channel selector (40 ch), signal strength meter, microphone socket, EXTERNAL speaker socket, LED channel indicator, TX/TR indicators, CB/PA switch, HI/LO tone switch, 10 dB attenuator switch, brightness switch, weight: 1 kg, H55mm, W160mm, D218mm.

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And moses took the children of Israel into the wilderness and he said...



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Microphones. The first vital link in transmitting on CB. You'll have got a microphone with the set when you bought it, but microphones don't last forever — you'll be surprised how soon they do wear out — and before too long you'll be looking for a replacement. When that time comes, it makes sense to look at more efficient mikes to up-rate your system. Maybe you've already started looking for something to replace the basic dynamic type supplied as standard. Either way, you'll be looking at amplifying mikes. Look no further. Step up for Glyn Hall's illustrated guide to amplifying microphones. Appalling jokes come courtesy of Breaker staff, so don't blame Glyn.

A standard dynamic microphone supplied with the set generally works at around 40-50 percent modulation, which in terms of carrier signal transmitted means that although sufficient signal is getting through to the receiver, often the voice is not being heard through the noise.

The purpose of adding an amplified mike is to increase the percentage modulation to as high as possible without distorting the signal — causing a bubbling sound as if the user is talking underwater. If you really are underwater, might we suggest marine radio. Or a new map. There are three main types of amplified mikes available commercially:

- 1 Power mikes;
- 2 Noise cancelling mikes; and
- 3 Speech processors.

Power mikes

These are the cheapest and most common type of amplified microphone and come in various guises. They all need some form of external power source and this is generally supplied by a 7 volt type 175 miniature battery.

The modulation circuits in each set differ quite considerably, so a variable gain switch is fitted on the mike to allow adjustment and prevent over modulation. But when adjusting the modulation, you'll need a friend (a passerby will do if you haven't got any) to help you, because the standard modulation meter doesn't work with FM. So a second CB operator will have to monitor the signal while you make adjustments from the lowest gain point, increasing it gradually step by step. Talk in a normal voice — or as normal a voice as you can muster —

A word in the hand...



The 007 power mike (above left) gives you lots of gimmicks for around £25. Telex's Double-header (centre) is a noise-cancelling power mike and sells for around £27. The Realistic noise cancelling mike (right) costs around £15.

and use a count to ten after each adjustment. When the voice received starts to distort, reduce the gain control by about one eighth of a turn (one eighth of an inch with the slide type gain control).

Noise cancelling mikes

As their name implies, noise cancelling mikes remove unwanted noise. This is done by the use of two holes in the mike — one admits the voice and background noise, one just admits the noise, and the noise is cancelled out. They should always be held close to the mouth.

Two types of noise cancelling mike are shown, the Telex CB73 and the Realistic 21-1175. Both require the type 175 battery and the Realistic has a battery level indicator. One other useful feature of the Realistic mike is that if the battery dies, it can be removed and the mike used as a normal dynamic type until a new battery can be obtained. Once again a variable mike gain control is fitted and should be adjusted as on the power mikes.

Speech processor mikes

These are a bit special in that they improve the clarity of speech as well as amplifying it, so the mike can be held a fair way from the mouth without speech being impaired. The K40 speech processor is undoubtedly the best-known and most readily available in this country and features a tone switch enabling the user to vary the pitch. No battery is required because the power for the amplifier is taken from the set (it needs at least six volts). Gain on the K40 is very sensitive, so make minute adjustments each time.

So they are the three types, now we'll have a look at installation — and unfortunately it's not just a case of unplugging the old and plugging in the new. Plugs used to connect the mike to the set are not usually supplied and it is advisable to take your old mike, complete with plug, into the shop when buying a new mike, so you can obtain the correct plug — five pin DIN (180°) and four pin plugs are the most commonly used. Then we come to problem number two. Awkward little pluggers, these mikes. Wire colour codings vary from manufacturer to manufacturer, so it's not a simple matter of using the same colour wires to the same pins when connecting up a new mike. If you're not too sure, your local CB shop might have the facilities to connect it up for you — but take along the

set too, because the mike will have to be tested for modulation and so on.

If you haven't got a good local repairman, or you're masochistic enough to want to try and do it yourself, it is a case of identifying the wires from the old mike and matching them up to the new one. If you've got a few hours free, one rainy Sunday afternoon, this is how.

Remove the back of the old mike and you will be confronted by a six pin slide switch (two rows of three pins). We've shown the usual layout in the illustration, but the colour codes shown are those for a Harrier CBX mike, so if you've got another make, you will have to decipher the colour codes accordingly.

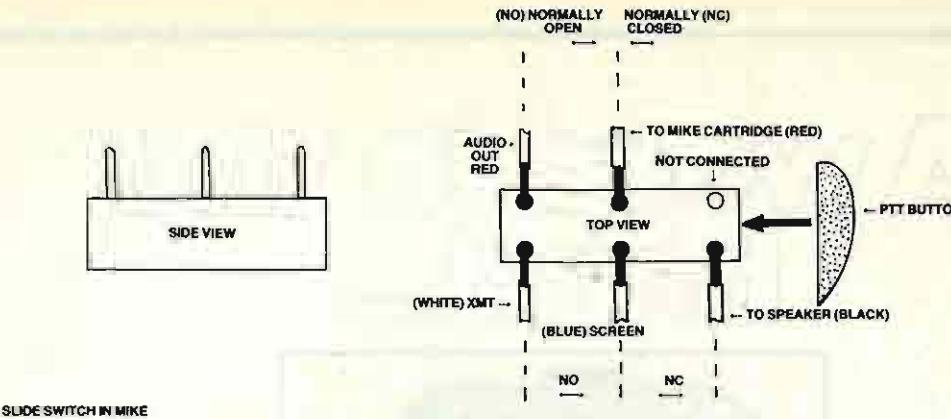
Firstly, trace the copper screen, which is usually connected to another insulated wire to prevent shorting and is in turn attached to one of the centre pins. Open up the plug and find which pin the screen is attached to and note it. Next, trace the wire connected to the normally closed side of the switch in the same line as the



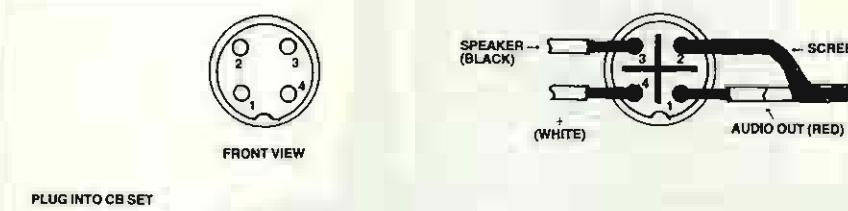
Above: The famous K40 power mike—around £30 to you. Below: Sirtel's power mike also features roger beep for around £12.



BREAKER



SIDE SWITCH IN MIKE



Above: Connections and colour coding for the Harrier CB and CBX. Below: K40 and Realistic power mike connections for Amstrad, Fidelity and Binatone sets. See story for details.

K40		HARRIER		REALISTIC	
Pin no.	Wire colour	Pin no.	Wire colour	Pin no.	Wire colour
1	White	1	Red	1	White
2	Copper screen and black	2	Copper screen	2	Copper screen
3	Blue	3	Black	3	Black
4	Red	4	White	4	Red
K40		AMSTRAD		REALISTIC	
Pin no.	Wire colour	Pin no.	Wire colour	Pin no.	Wire colour
1	White	1	White	1	White
2	Copper screen and black	2	Copper screen	2	Copper screen
3	Blue	3	Black	3	Black
4	Red	4	Red	4	Red
K40		FIDELITY		REALISTIC	
Pin no.	Wire colour	Pin no.	Wire colour	Pin no.	Wire colour
1	White	1	Red	1	White
2	Copper screen and black	2	Copper screen	2	Copper screen
3	Blue	3	White	3	Black
4	Red	4	Black	4	Red
K40		BINATONE		REALISTIC	
Pin no.	Wire colour	Pin no.	Wire colour	Pin no.	Wire colour
1	White	1	Yellow	1	White
2	Copper screen and black	2	Copper screen	2	Copper screen
3	Blue	3	Purple	3	Black
4	Red	4	Red	4	Red

screen — usually the speaker return wire. Trace it back to the plug and again note the pin number.

The XMT feed wire is usually situated in the normally open side of the earth wire — trace it and note the pin number. The centre pin on the other side of the switch is generally connected to the microphone cartridge with nothing in the normally closed position — but the normally open side has a wire connected, which when followed back down, will be seen to be encased by the copper wire screen. This is the 'audio out' wire — the wire that carries your voice down to the transmitter when you push the PTT.

To give you some idea of the wiring of two amplified mikes, we have listed the K40 and Realistic connections to Harrier, Amstrad, Fidelity and Binatone sets. But as we said, if you're not sure, find someone who can do it for you.

Finally, thanks to Shellpost, Tandy and Haces for all the equipment shown.



Above: The Mr CB power mike is yours for less than a tenner. Below: Turner's JM+2/U is more up-market at about £23.





Which CB? -the rig guide



Introducing, for your enjoyment and edification, the one and only, the original, the encyclopaedic, the much copied Which CB? buyers' guide to rigs. Which CB? makes other guides look like a Crossroads script — you know, lots of gaps — and tells you everything you need to know about all the sets around. Sorry we didn't have room for the shoe sizes of the designers.

You'll notice we've added a few more functions to the chart this month to take in those being offered by some of the new rigs around — plus a column to tell you whether they are mobiles (M), base stations (B) or handsets (H) because there's now more of a variety on the market.

Squelch has also been included (although all sets have a squelch control)

BRAND NAME	COMPANY NAME AND ADDRESS	MODEL	TYPE OF SET	NO OF CHANNELS	SQUELCH	VARIABLE RF GAIN	MIC GAIN	DELTA TUNE	SWITCH
AMSTRAD	1-7 GARMAN ROAD, LONDON N17	900	M	40	●	●			●
		901	M	40	●	●			●
BARRACUDA	ALL HALFORD STORES	GT868	M	40	●	●			●
		HB940	M	40	●	●	●	●	●
BINATONE	BERESFORD AVENUE, WEMBLEY, MIDDX	Longranger	H	9½	●				
		Speedway	M	40	●				
		Route 66	M	40	●				
		5 Star	M	40	●	●	●	●	●
		Powerbase	B	40	●	●		●	●
		Breaker phone	M	40	●		●		
COLT	SHELL POST LTD, 183 THE ROCK, BURY, LANCS	295	M	40	●				
COMMTRON	ADS LTD, 239 DICKSON RD, BLACKPOOL, LANCS	Nato	M	40	●	●			
CYBERNET	GOODMANS LOUDSPEAKERS LTD, DOWNLEY ROAD HAVANT, HANTS	Beta 1000	M	40	●				
		Beta 2000	M	40	●	●			●
		Beta 3000	M	40	●	●			
DNT	RADIOTECHNICS LTD, GROVE VIEW, BEL ROYAL ST LAWRENCE, JERSEY	HF-12/13	H	3	●				
		HF-13/40	H	40	●				
		M40	M	40	●				
		B40	B	40	●				
FIDELITY	VICTORIA ROAD, N. ACTON, LONDON	1000	M	40	●				
		2000	M	40	●	●	●		●
GRANDSTAND	ADAM IMPORTS, LIVESEY ST. SHEFFIELD	Interceptor	H	2	●				
		Communicator	H	40	●				
		Buzzing Bee	M	40	●	●			
		Hawk	M	40	●	●			●
		Bluebird	M	40	●				
		Gemini	M	40	●	●			
		Base Station	B	40	●	●			●
HAM INTERNATIONAL	25 BUCKLAND ROAD, LEICESTER	Explorer	M	40	●				
		Mariner	M	40	●	●			
		Hercules	B	40	●	●	●		●
HARRIER	ALL DIXONS STORES	WT1	H	2	●				
		WT2	H	40	●				
		CB	M	40	●				
		CBX	M	40	●	●	●	●	●
		HQ	B	40	●	●	●	●	●

because we're fed up with smart alecs saying it's not there, and we should add that volume, on/off and channel selection will also be found on every rig, so we're not including them. Neither are we stating that most of them come in cardboard boxes. Except here, that is, because we just have.

Last month we committed ourselves to doing two things — you'd have thought we'd have learnt by now, wouldn't you? — one of which was an explanation of the controls (more of that soon) and also to give some kind of guide to what's available where. The shortage of rigs in the country, brought about by the delaying tactics of the Home Office, has shifted the emphasis well and truly on to the 'where?'. If you're in the market for a set, you really have two options. Firstly,

you can buy the first FM rig that your wallet stumbles across or, secondly, you can stash the cash in that nice little tea caddy next to granny's pipe rack on the mantelpiece and wait until the set you want is available.

We know you're all dying to get on the air and wind up that nerd down the road but we would suggest that the second choice is a better one. Sitting here with about a dozen rigs in the office, that's easy for us to say, but some of the sets around aren't too wonderful and even if you get a good one, you'll be sick as a parrot next week when your mate gets the Flashgit CB18007XZGT, which you've always wanted, for the same price. As my economics lecturer told me (you were right, Mr Downs, I didn't get a decent job — but then you can't tell

thousands of people my nickname can you? Tee Hee), a shortage of supply pushes up the prices, so a basic set might cost you more from some sources than the companies' price in the guide.

We're testing rigs like fury now and starting this issue we hope to bring you a monthly test report — in the meantime, don't buy a set unless you can try it in the shop, you've tried someone else's, or you've heard it's ok from a reliable source.

So, supply being as limited as it is, many stores are simply selling whatever they can get hold of — providing it's got CB written on the box — or they are keeping quiet about any deal they might have signed up for the future. Those we are sure of at this stage are Woolworths (who will be, or are, selling York rigs).



VARIABLE	TONE	INDICATOR LIGHTS	METER	MIKE			OTHER FEATURES
P.A.	●	●	●	●	●	●	
NB	●	●	●	●	●	●	LED SIGNAL STRENGTH
ANL	●	●	●	●	●	●	LED SIGNAL STRENGTH
AUTO NOISE FILTER	●	●	●	●	●	●	
SWR METER	●	●	●	●	●	●	
P.A.	●	●	●	●	●	●	
R.X.	●	●	●	●	●	●	
T.X.	●	●	●	●	●	●	
SIGNAL	●	●	●	●	●	●	
POWER	●	●	●	●	●	●	
FRONT	●	●	●	●	●	●	
SIDE	●	●	●	●	●	●	
SWR SAFETY CUT-OUT	●	●	●	●	●	●	
DISTANT-LOCAL	●	●	●	●	●	●	
STANDBY	●	●	●	●	●	●	
CH9 SWITCH	●	●	●	●	●	●	
HEADPHONE SOCKET	●	●	●	●	●	●	
DIMMER	●	●	●	●	●	●	
AUTO SQUELCH	●	●	●	●	●	●	
ATTENUATOR	●	●	●	●	●	●	
PRICE (APPROX £)	70	85	70	90	80	70	70
							INT/EXT SPEAKER
							100
							110
							85
							130
							N/A
							N/A
							N/A
							42
							71
							85
							95
							60
							80
							29
							69
							75
							86
							102
							141
							287
							75
							110
							185
							25
							65
							80
							110
							150



Tandy (own brand, Realistic), Dixons (own brand, Harrier), Halford (Binatone and own brand, Barracuda), Rumbelows (Binatone and Amstrad) and Currys, Comet and Argos, who will all be stocking Amstrad. We obviously can't travel to all parts of the country to see how things are going — and anyway, Tom's Red Rover has expired... shame really, nice dog — but if you've had particularly good service, or a bum deal, drop us a line and we'll pass on the good/bad news. Ask questions, demand satisfaction, name names, loose kneecaps, that sort of thing.

Finally, as promised last month, and if we carry on keeping our word we'll get a bad name, a quick rundown on the terms used in the guide for those who missed it last time. If you think you know it all, smartarse, you are excused and can get straight into the guide — but I'm warning you, we'll ask questions later...

From the top, though not necessarily in the right order, so probably from about

half way along:

Type of set. M means mobile; B base station and H, handset.

Squelch. Reduces sensitivity of set and cuts out distant signals which carry hiss.

RF gain. Adjusts volume of RF amplifier; lessens noise from nearby stations.

Mike gain. Controls sensitivity of microphone.

Delta tune. Fine tuning control — bit of a luxury, this one.

Tone. Just like on your tranny or hi fi.

PA. Public address, but don't try parking on soap boxes.

Roger beep. Nasty little device that emits 'beep' sound after each transmission. Should be banned.

NB. Noise blower/ANL. Automatic Noise Limiter. Bit like Dolby on hi fi, it cuts out high frequencies which carry interference.

SWR meter. Standing Wave Ratio — meter measures match between rig and antenna.

RX and TX lights. Indicate whether receiving or transmitting.

Signal and power meters. Indicate strength of incoming signal and outgoing power.

Mike socket. Front mounted is more practical; makes positioning of rig easier.

SWR safety cut-out. A poor SWR reading can damage set — this gives some protection.

Distant/local. Reduces sensitivity of set for receiving nearby signals.

CH9 switch. Channel nine is the emergency channel. This switch takes you straight there.

Headphone socket. Or a socket for headphones, as we call it in the trade.

Dimmer. Dims lights on rig for night use.



BRAND NAME	COMPANY NAME AND ADDRESS	MODEL	TYPE OF SET	NO OF CHANNELS	SQUELCH	VARIABLE RF GAIN	MIC GAIN	DELTA TUNE
INTERCEPTOR	CHELSEA CB CENTRE, 73-77 BRITANNIA RD, FULHAM, LONDON	Interceptor	M	40	● ●			
		TC400	M	40	● ● ●			
		Remote	M	40	● ●			
		HB600	B	40	● ● ●			
JOHNSON	STAR WAREHOUSE, CAMDEN GOODS DEPOT, CHALK FARM RD, LONDON	Johnson	M	40	● ●			
LAKE	ADS LTD, 239 DICKSON RD, BLACKPOOL, LANCS	Manxman 850	M	40	●			
		Manxman 950	M	40	● ●			
LCL	LCL IMPORTS, 101 DIXONS GREEN, DUDLEY, WEST MIDLANDS	2740	M	40	●			
MAJOR	UNIT 2, STATION YARD, WILBRAHAM RD, FULBORN, CAMBS.	2000	M	40	●			
		3000	M	40	● ●			
		4000	B	40	●			
		5000	M	40	● ●			
MIDLAND	PLUSTRONIX LTD, HEMPSTALLS LANE, NEWCASTLE UNDER LYME, STAFFORDSHIRE	Handset	H	3				
		2001	M	40	●			
		3001	M	40	● ●			
		4001	M	40	● ● ●			
RADIOMOBILE	GOODWOOD WORKS, NORTH CIRCULAR ROAD, LONDON NW2 7JS	201	M	40	●			
		202	M	40	● ●			
RANGER	MODUX, 29a EASTCHEAP, LETCHWORTH, HERTS	PE Ranger	P	2-6	●			
REALISTIC	ALL TANDY STORES	TRC 1001	H	40	●			
		TRC 2000	M	40	● ● ●			
		TRC 2001	M	40	●			
		TRC 2002	M	40	●			
REFTEC	NORTH HERTS CB, 8 MELBOURNE ST, ROYSTON, HERTS	934	M	20	●			
ROTEL	2-4 ERICA RD, STACY BUSHES, MILTON KEYNES, BUCKS	RVC 220	M	40	●			
		RVC 230	M	40	● ●			
		RVC 240	M	40	● ● ●			
S & M	QUEEN STREET, HAVERHILL, SUFFOLK	Anglia	M	40	● ●			
SIRTEL	24 ALFRIC SQUARE, WOODSTON INDUSTRIAL ESTATE, PETERBOROUGH	Searcher	M	40	●			
TENVOX	VOXON AUDIO, NUFFIELD WAY, ABINGDON, OXFORDSHIRE		M	40	●			
TRANSCOM	1-12 MARKET STREET, BRACKNELL	CBX 2000	M	40	●			
		CBX 4000	M	40	● ●			
WR ELECTROTEK	33 GROVE STREET, WANTAGE, OXON		M	40	●			
YORK	FROM BOOTS AND WOOLWORTHS	861	M	40	●			
		863	M	40	● ● ●			

**Which CB?
the rig guide**

Attenuator. Reduces power output of set for local use or for compliance to home base antenna siting regs.

Auto noise filter. Same function as automatic noise limiter.

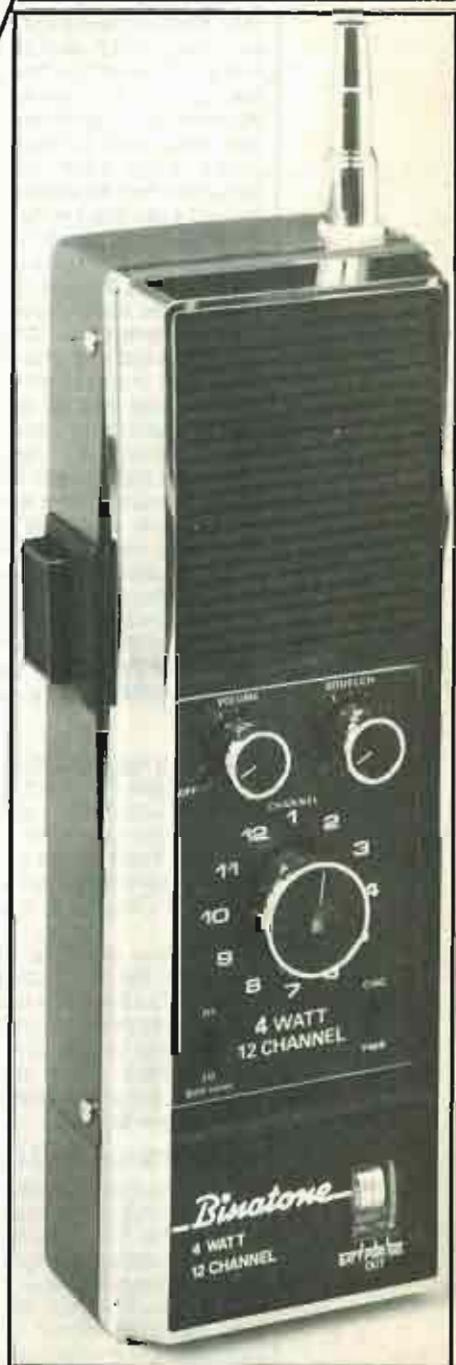
Auto squelch. Like squelch ... but automatic.

The 'other features' should be self-explanatory, but if there's any queries, write in and ask. We might even answer. If you have difficulty getting hold of a particular rig, contact the name and address included in the guide.

That was the world acclaimed (well, my gran reads it) Which CB? rig buyers' guide, the result of hours of research and endless phone calls to manufacturers who seem remarkably shy for some reason. We'll be back next month. Tell your friends. They'll appreciate the warning.



TONE	...1CH VARIABLE P.A.	ROGER BEEP	NB	ANL	AUTO NOISE FILTER	SWR METER	P.A.	INDICATOR LIGHTS	METER	MIKE	SWR SAFETY CUT-OUT	DISTANT-LOCAL	STANDBY	CH9 PRIORITY	HEADPHONE SOCKET	DIMMER	AUTO SQUELCH	ATTENUATOR	PRICE (Approx £)	OTHER FEATURES
●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	80	
●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	95	
●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	125	
●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	180	
●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	44	
																			87	
																			95	
																			N/A	CHANNEL FREE LIGHT
																			68	
																			76	
																			115	
																			84	
																			60	BATTERY METER
																			70	
																			80	
																			90	
																			90	
																			120	
																			70	PORTABLE UNIT
																			120	BATTERY METER
																			100	AVAILABLE 1982
																			200	934 MHz
																			70	
																			80	
																			90	
																			N/A	
																			80	
																			96	CHANNEL SCAN
																			70	
																			90	
																			120	
																			70	
																			90	



Harrier test flight

The Breaker test. And we mean test. Not a 'run it in the motor for an hour or so and see what you think, John' test. And not a 'we think your set is truly wonderful and can we keep it because it's just what my brother's looking for' test. We'll be looking at a different set, or range, each month and we'll be testing them on the bench as well as in the car, or at home. We'll look at appearance, performance, mike performance and positioning, controls (ease of operation, range and sensitivity), meter readability, speaker clarity and even the instructions. We'll be looking at each area in detail and we'll be providing an at-a-glance guide. If we don't like the set, or even just one of the test areas, we'll say so. The manufacturers or suppliers might complain but any criticism will be fair criticism. If a test report doesn't tell you the bad bits as well as the good bits, it's about as useful as a dictionary without the difficult words. Although they might not admit it, the companies will have more respect for a hard but fair test than a slimy re-written company blurb. And it's a lot more useful to you. So we'll leave it to The Ridgeback, who with an icy look in his eye, will tell you what we thought of the Harrier CB and Harrier CBX. Both available from Dixons, they were two of the first rigs on the market.

They rang me at 10.30am and said they had a couple of Harriers for me to test. My God, two jump jets... would the Breaker D&E licence cover them? When I called in to pick them up, they handed me two boxes—jump jets in kit form? They were rigs from Dixons, of course. Knew all along.

At the time of writing, Dixons had only brought in the two mobiles, the CB and the CBX, but there are two handsets and a homebase in the range and they should be available by the time you read this. And to back them up they have a magnetic mounting antenna and a basic SWR/power meter.

Appearance and controls

Both of the mobiles are very pretty with their grey metal and black perspex front panels. The 'CB' is the basic set with the bare necessities—volume, squelch and channel selector—and three illuminated displays—S meter, transmit indicator and red LED digital display channel indicator. On the back of the set, there's

an RF attenuator switch, external speaker jack socket, power lead socket and antenna connector.

The CBX has the RF attenuator on the front panel with a channel 9 priority switch, PA, switch and three position tone control switch. Rotating knobs control delta tune, RF gain, and mic gain. There is also a receive mode indicator light.

Ease of use

On both sets, the mike socket is on the left hand side (as on American sets), which means the mike has to be pulled across the controls if the rig is centrally mounted. The designers will, of course, say it was designed to be mounted on the right, but most seem to be ending up in, or under, the centre of the dash. The CB and CBX have very smooth and easy actions on the controls but, because of the mike siting, this is a disadvantage as the coils of the mike cable tends to catch on them, so the position of the volume, squelch, RF gain (CBX) and mike gain (CBX) had to be checked constantly. How about fitting the mike plug on the right side, Mr Dixon? But I must add that it's not only the Harriers that suffer from this problem.

The tone control was only ever used in the 'L' or low pitch, because I

personally found 'M' and 'H' to be too piercing—and most inadvisable if you've got a hangover. The mike feels good in the hand and was found to be putting out about 40 to 50 per cent modulation, which is fair. But this was improved by upgrading to the Realistic power mike, or the K40 speech processor, to 80 or 90 per cent—although the latter took a lot of setting up.

The LED readout was adequate but did suffer from the usual 'wash-out' in bright sunlight, although if fitted in a shaded area was easily read. Speaker clarity was fair but due to the position mounted, an external speaker was added and that solved the problem. Although the 'S' meter is the standard 'Far East' type, it never ceases to amaze me that a larger, more readable meter is not fitted. The figures cannot be read at further than three feet away (*I told you it would make you go blind—MF*) and as the driving position is five feet away, it causes problems if someone asks for a signal report or rig check when driving.

Performance

It is difficult to give an accurate figure for range because so many variables are involved—weather, terrain, installation etc—so don't take any so-called

	HARRIER CB					HARRIER CBX				
	1	2	3	4	5	1	2	3	4	5
Overall appearance					●					●
Performance			●						●	
Mike-performance		●						●		
Mike-plug position	●					●				
Controls-facilities			●						●	
Controls-ease of operation			●						●	
Controls-sensitivity				●					●	
Meter readability			●					●		
Speaker clarity			●					●		
Instructions				●					●	

Key: 1-poor, 2-fair, 3-average, 4-good, 5-excellent

'accurate' figures supplied from any source as being gospel. The range always improves at night when things are quieter and I got up to 30 miles out of town and up to 20 miles in urban conditions. During the day, range was cut to around 2-3 miles in town and 6-8 miles in open country. The Panorama mag mount antenna is used as a standard for testing the range of all sets.

Both sets were transmitting at around 3.8 to 3.9 watts on 'hi' power and just under 0.4 on low power. Spurious emissions were within the Home Office MPT1320 specs and no channel 'bleed over' was experienced, even when in close proximity to another set. One point, though — when the SWR was lower than 1.6:1, the power output of the set was dramatically lowered and obviously restricted range considerably. Several different antennas were tried but this problem was not overcome and was found to be true of all the FM sets we've tested so far.

Instructions

The instruction booklet was fairly clear and concise with a nice little section on engine interference and how to cure the more common suppression faults. The section on SWR is a bit garbled and left out one very important fact — SWR should be set on the 'hi' setting because most commercial SWR meters available can't cope with the low power 0.4 watt setting.

Conclusion

As with any new sets, it takes a while to master them but they were pleasant to use and their looks and finish would complement the most sophisticated car — or home. Also, congrats to Dixons on having the sets in their shops before most other importers even had theirs in the UK.

The CB sells at around £70 and the CBX at £100. They are available from all Dixons stores.



BREAKER





It's rig news week

(oh, all right, month)

Stereo types

We've been saying for ages that the day will come when you've got a CB to match your stereo at home, and with the home bases now on sale you can see we were right. The gap between stereos and CBs is not a big one, and to show you what we mean here's details of a range of CBs from Rotel. Rotel, as you surely know, are well known in hi-fi circles, and looking at their catalogue we can see why. It's the sort of thing that makes you wonder how you could get £600 of stereo equipment through on office expenses (*Tried it. Doesn't work — MF.*)

Still, enough of this day dreaming, on to the rigs. There are three in the Rotel range called the RVC 220, 230 and 240. The 220 is the baby of the range and will retail at about £70. It's very basic, but as we've pointed out before, you pays yer money... etc. It has the usual volume, squelch and channel selector with LED readout for the channels. The 220 also has a signal strength meter, Tx light, a 10dB attenuator switch on the rear (for home use) and a socket for a speaker.

Going up a bit is the 230 model. Around £10 more expensive than the 220 (which makes it £80 if your maths isn't up to it), it has a few extra features like RF gain and tone to make up the difference. The 230 also has an attenuator switch on the front of the set, unlike the 220 which has one on the back. Which leaves us with the 240, and for around £90 it provides an impressive display of controls — RF gain, mike gain, light dimmer, tone, 10dB attenuator, channel nine switch, noise filtering, PA and delta tune. With all that crammed on the front it actually loses a few of the features of the lesser sets. There is no Tx light on the 240, and the mike socket has been moved to the side, which means in dash mounting is difficult (the mike is on the front of the other rigs). All of which just goes to show you win some and lose some.

Rotel have got their head quarters in Milton Keynes nowadays, which includes a spares warehouse for their hi-fi. They say they can supply spares for CBs from the same place and to the same standard. No mean claim.



34

Lake starter

Not a lot to say about this one, really. It's the Lake Manxman 850, it's coming into this country through ADS, and, as you might have guessed from the name, it hails from the Isle of Man. ADS are the people who took advantage of the import loophole, as it happens. Also the people who are bringing in the Comtron Nato, which is a touch naughty if you touch it in the right places.

But back to the Lake. It's a very basic set with just volume, squelch and channel controls — and at just under £90, it's not particularly cheap. But then again, it was on sale immediately after legislation, so it sold anyway. Better Lake than never, you might say, if your sense of humour is as appalling as ours.

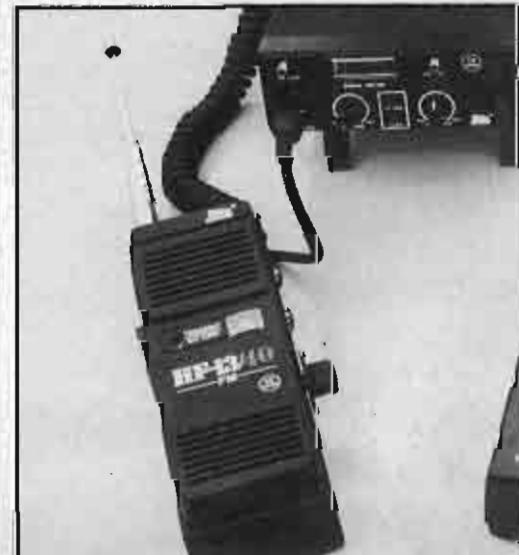
Like all the FM rigs, we've had it on test, so expect a full review in a future issue. But don't expect it to be too favourable.

Germany calling

Take a German company with its English agency based in Jersey and its factories in the far east and you could well be looking at the plot for the next James Bond film. You know the sort of thing — hair raising car chases around the Winter Gardens in St Helier, some sort of terrible plan to corner the market in early daffodils. No? Well we'll tell you about another new range of rigs then.

Drahtlose Nachrichtentechnik GmbH (good name for the baddies in a Bond film) are one of Germany's largest producers of CB equipment, and that means one of Europe's largest. They are rare among the big CB firms in that they actually make their own sets in their own factories in the far east, rather than buy other peoples' production runs and sell them under their own name. The name, very roughly translated, means radio technology manufacturers, or to be more formal, wireless manufacturers, but it looks better in German. Knowing that, it's not surprising when you realise how Radiotechnic Ltd, the sole concessionaires in this country, got its name. The company was specially set up to handle DNT's (as the German firm is known) sets, and Radiotechnic is just a modernised and anglicised form of DNT's name. Simple, huh?

With the language lesson over, let's take a look at a few of the CBs. Again we start with a couple of handsets, a three channel and a 40 channel, although the 40 channel will not be available immediately. The HF 12/3 is the three channel set and should retail at around £42. Output is half a watt, and like





many handsets the controls are very simple — on/off, volume, squelch channel selector and a transmit button. After that there isn't a lot to say about it really. The 13/40 is the 40 channel version of the above, but as it isn't available as we go to press, details are not settled yet. Price should be around £71, though.

The mobile rig in the range is the M40 FM, which for £85 has a signal and power meter, Tx light and channel free light, a 10dB attenuator and a distant local switch. The finish is in matt black (not a bit of plastic chrome to be seen) with white markings, so it's quite neat. The makers claim a maximum range of around 24 miles, and an in-town range of one to four miles depending on how built up the area is. We're putting one on test, so we'll bring you our findings ASAP.

The last unit in the range is the homebase, known as the B 40 FM with typical Tutonic efficiency. In fact, it's the same set as the mobile, but with a power unit fixed on the back so you can plug it straight into the mains. As a homebase it makes a very compact unit, but some people may think it looks too much like a mobile for the house. Anyway, for £95 it looks like a reasonable buy.



Grand standards

Hands up everyone who's heard of Grandstand? Anyone with their hand up, who thinks we're talking about the programme on Saturday afternoon can go and sit in the corner. The rest of you had better sit up straight and take notes because we're not going to repeat ourselves.

Grandstand is a very big name in video games and the like and has been involved in CB for some time. We've covered them in the magazine before (issue No 7 — a little homework for you there) but in those days they were only planning to import three models, in fact the ones that appeared in the Which CB? guide up until last month. Now, due to tireless investigative journalism on our part, (actually Adam Import, who sell the sets, rang us up the other day) we can bring you the full story on the new Grandstand range. Pencils and paper ready? Right, here they are.

Like many other manufacturers the range starts with a couple of handsets. As it's coming up to Christmas these seem to be getting more and more popular, probably as children's rigs, but it would be wrong to assume that's the real use of handsets. Just because they only put out half a watt or so don't be fooled by their small size, the 40

and at something like £140 for the rig it must be one of the most expensive mobiles around. As well as the normal volume, squelch etc, you get clarifier RF gain, noise blanking and PA. But if that isn't enough for you then the base station must be. At a retail price of something like £290 it has to be the most expensive CB we've seen, and at that price we really can't see many takers for it. Remember, despite all the extra features on a home base, it still has the same output and range as a cheap mobile. It's worth thinking about. Anyway, the Grandstand Homebase certainly looks impressive with a 24-hour LED clock, pre-set timer to switch the CB on and off, SWR and power/strength meter, clarifier, RF gain, SWR set, tone, and provision for headphones and PA. Mind you, if keeping ahead of the



channel units can be very useful. Grandstand have a two channel handset for about £29 or so, which is quite a compact unit, and a full 40 handset for £68, which is more bulky, but does have the full 40 channels and rechargeable batteries (not supplied).

And then on to the real bread and butter part of the market, the mobiles. Grandstand are selling four sets from the basic Buzzing Bee (£74) to the expensive Gemini at around £140, so you should find something to your liking among them. The Buzzing Bee has one major draw back and that's the name. Apart from that you get a simple CB with Rx and Tx lights, signal power meter, on-off noise blanker and switchable RF gain. Very much the sort of thing for your first rig.

A bit more expensive is the Hawk, and as you'd expect you get a few more goodies for your money, like delta tune and RF gain for about £86. For a little more money again you get the Bluebird at £100 with all its information in LED readouts, which is good to look at and impresses the neighbours.

The Gemini heads the mobile range,



Jones's is your first priority then this could be money well spent. Unless, of course, they've got £290 to spare as well ...

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Welcome to Basically Speaking for the third and final part in a series which brings you more answers than Mastermind, a better plot than the Gardening Programme and a happier ending than Cinderella.

For the benefit of those who slept through the first two parts (in the past two issues), we'll have a quick recap and then get you straight back into action. Exciting, huh? No wonder Meg Richardson couldn't stand the strain.

Part one looked at the history of CB in the States and over here, the jargon and technical terms used in CB, how to use the sets and what the controls do. Part two covered installation of a mobile set and fitting and tuning of the antenna. If you did miss either of those issues, incidentally, there is still a chance for you to amend your ways and avoid becoming a social outcast. Backcopies are available for £1.20 each, including postage and packing, from: Lovely Lynn, Breaker, Link House, Dingwall Avenue, Croydon CR9 2TA. Cheques or postal orders should be made out to Link House Publications Ltd.

Right, raise the curtain, dim the lights and settle back for part three in which we tell you how to cure interference, find out why your set isn't working, fit a rig in your home, boat or bike, cure inflation and solve the problems of the Third World. The problem with writing a basic guide to anything is knowing when to stop. It's easy to go beyond the basics and end up with a book. In fact, a lot of people have. In part one of Basically Speaking we ran through how a CB rig works, but not in great technical detail because there is no point in baffling anyone with science when having any idea how it works is by no means vital. Unless you're planning to actually build a set, wiring diagrams and the like are just unnecessary. Plus very boring.

Fault-finding-writing wrongs

There's always one, isn't there? There we were looking at the positive side of CB, thinking of all the hours of enjoyment we are going to get out of our new hobby. Then along comes Mr Down-to-earth, Mr Practical. 'It's all very well looking at how CB works — what about the times it doesn't?', he says in the boring monotone voice, which practical types have made their own. Got a point, though. Don't like to admit it, but he's usually right.

So what happens when your set shuffles off its electrical coil? When it's had its chips and kicks the capacitors? It's tempting to say, 'Throw it away and buy another one'. But my professional conscience is standing over me, saying something about unemployment benefit, so we'd better be a little more constructive.

We're all a bunch of loudmouths, when it comes down to it, so we'll start with transmitting — looking first at the symptoms and then the remedies. But be warned. Some of the advice might be hard to take. We don't mince words, you know. We really lay it on the line. Or anywhere else, given the opportunity. But you can take it. Get yourself a brandy (pale ale will suffice — this is an

Basically speaking

emergency), take a seat and brace yourself. Take it like a man. Sit down, Eugene, I was speaking metaphorically.

Before we slip on the Marj Proops glasses, adopt a sympathetic tone and do our best to offer some solutions to your problems, a word of warning. Basically Speaking is a comprehensive guide to the basics of CB — and if you've ever looked in the back of a CB set you'll know its far from simple. So, just like in the traditional agony columns when they tell you to seek medical advice for that ghastly personal problem of yours, we

don't intend to encourage anyone to take the back of their set and take a hammer to it. In short, it's dangerous. You might as well cut out the middle man and just hit yourself with the hammer.

But however carefully you follow the installation instructions, gremlins do get into the system and these problems we'll do our best to solve. If the set itself is faulty, take it back to the supplier and complain. Loudly. Providing you bought



it from a reputable source, they'll be pleased to put things right and keep their good name intact. It will probably be covered by some form of warranty, in any case. If you bought it from Honest Harry's CB shop round the back of the bus station, you're better off going back to the second paragraph, throwing it away and starting again. Whether or not you throw it in the general direction of Harry's emporium is best left to the individual and his conscience. Look out for a layman's guide to the legal aspects of the CB marker in a future issue. We're having fun trying on the wigs, at the moment.

We'll also be covering the more practical side to repairs — the various components, soldering, fitting connectors and so on — in the coming months, but we don't feel this is the time or the place to become bogged down in it all. Simple soldering jobs can usually be carried out by that friendly electrical repairs shop down the road, if you can't handle it yourself. So if you've made yourself comfortable on the couch, we'll run through a few likely problems.

Transmissions

Signals received are not cut out when you press the push-to-talk button on the mike. Impossible to transmit.

Check the mike is connected correctly. A broken connection in the mike cable connector, or on the mike button, will cause the problem and when located will need replacing or soldering. Try the mike on another rig, if possible. If it's OK, the problem's in the rig.

Transmitting blows fuse.

Replace fuse — don't be tempted to bodge it with silverpaper — and if it blows again, check for short in antenna connector or antenna. Also check installation wiring. If all is sound, the fault is inside the set — again probably a short or maybe a blown transistor.

Set won't transmit.

Check PA/CB switch is on CB. If set receives, fault could be in mike or mike cable. Try other channels.

Very low transmitting range.

Terrain affects range dramatically, so avoid tall buildings etc. Check rig controls — the RF gain reduces output, as does an attenuator switch, if fitted. Check antenna, SWR reading and antenna coax (cable).

Transmissions (modulation) distorted.

If you've got a power mike, try turning it down a little. Likewise with RF gain. If antenna installation and SWR are OK, mike may be faulty. If possible, borrow another mike and try it.

Transmission breaking up.

Check for loose connections. If fault is only on transmissions, check mike, mike cable and connections. If fault is on transmit and receive, try antenna and coax cable. Also check earth on power supply and antenna.

Transmissions carry squealing.

If you're using a power mike, try turning it down, or replacing battery. Check for poor connections in mike or mike cable. Own voice comes through speaker when transmitting.

Check CB/PA switch is on CB. Ensure CB and PA speaker wires are not earthing on car body or rig. Check for shorts in mike and connectors.

That just about covers the problems

most common to transmissions and you're sure to run out of breath eventually, so we'll move on to receiving.

Receiving

Set is dead. No meter lights etc.

Ensure installation wiring is correct, particularly earths and connection to power source. Check controls on set. Check fuse and if blown, replace with correct item. If it blows again and installation is OK, return rig to supplier and get angry.

Reception breaks up, meter lights flicker.

Faulty connection to power source. Check earth connection and fuse holder. Check power cable and antenna coax for poor connection. Check all wires firmly attached to connectors. Try rig on alternative power supply — car battery or suitable power unit.

Rig lights up (meters, warning lights etc), but won't receive.

Check CB/PA switch is in CB position. Check squelch control and standby switch, if featured on set. Ensure mike connection is secure — try substituting to see if faulty.

Reception poor — only picking up close signals.

Your surroundings have a dramatic affect on reception, so if you're parked next to a tower block, move. If your set has a local/distant switch, check it is in the distant position. Also ensure the RF gain control is opened up. Check antenna connections are sound, check your SWR and ensure there are no shorts between the antenna and the rig.

Receiving only hiss.

Fault probably lies in antenna or connectors.

Receiver only hums.

Check mike connections. Check power supply.

Local signals indistinct.

If set has a local/distant switch, check it is on local. Also check RF gain is turned down.

Rig smokes when it is turned on.

First, turn it off. Smoking can damage the health of your rig, as well as your own. Disconnect power source and check fuse is no more than three amps. Check polarity of power course and all connections. Fit the proper fuse and if it blows, return the rig to the supplier.

Signal received registers on S-meter but no sound comes through speakers.

Check squelch control. Try using an external speaker and if the problem is solved, the internal speaker will need replacing.

Fuse blows when rig is turned on.

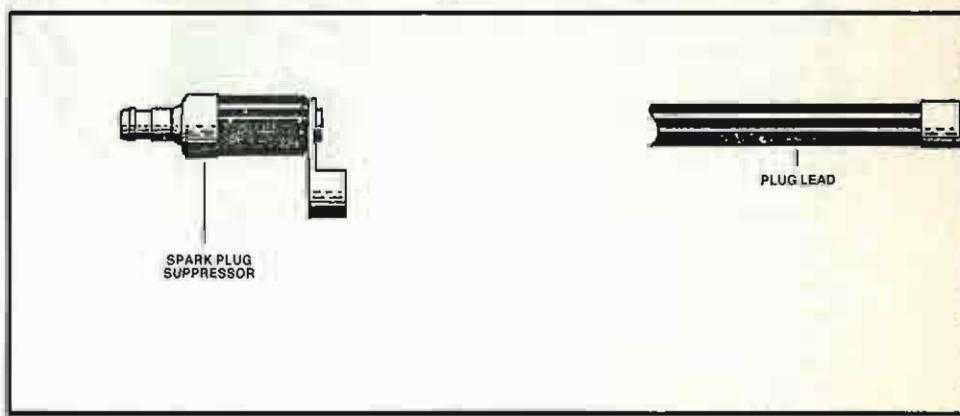
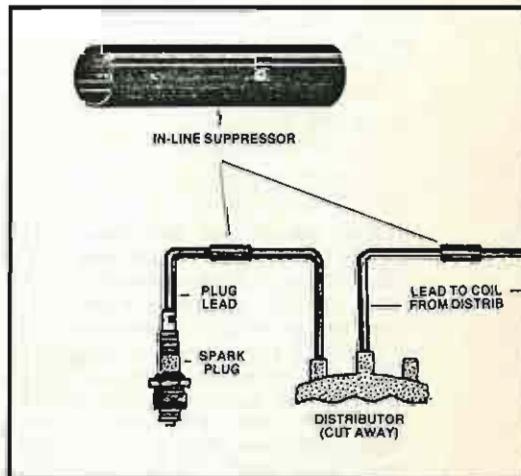
Check connections and wiring, ensuring there are no shorts in the line. Don't be tempted to substitute the fuse with silver paper — we don't want to lose any readers.

If you have any doubts about the safety of your set don't take the risk. If you think it might be faulty, return it to the supplier or find a reputable repairer. But remember that any tampering will invalidate most guarantees. If you are unsure about any aspect of your set, see the supplier or drop a line to our free information service, Citizens Advice. The address is Citizens Advice, Breaker, Link House, Dingwall Avenue, Croydon, Surrey CR9 2TA.

Interference-cut the crackle

Now your problems are over — the rig's under the dash, the antenna is SWRed to perfection, and you're ready to copy away until the cows come home. Unfortunately there is one last hurdle to get over before you can really be sure you're making the most of your rig — interference.

The funny thing is you may not even know you suffer from it. Illegal AM sets pick up stray electrical pulses from the engine and car wiring and produce crackles and pops through your speakers. From the sort of noise you get you can tell what is causing the interference. But of course, no one is using AM now . . . are they? On FM, the effect of interference is to reduce the range of the rig, and the only way to check if you suffer from it is to find a channel with a weak signal, listen for a bit and then turn on your engine. If the signal grows weaker, or disappears altogether, you've got in-



terference. Having said that we've noticed a strange thing. Some of the sets that've come into our possession, despite being FM, have produced pops and crackles just like AM. The reason for that could be that these rigs were originally designed as AM and later converted to FM for sale in this country or, on the other hand, perhaps we just broke them. In any event we'll tell you what all the different noises mean, so should you hear them you'll know what you're up against.

For a moment, let's go back to basics. There are two ways your rig can pick up interference; radiated and conducted. Radiated interference is where the car's electrics produce their own un-wanted radio signal, which is picked up by the antenna just like your normal copies. The

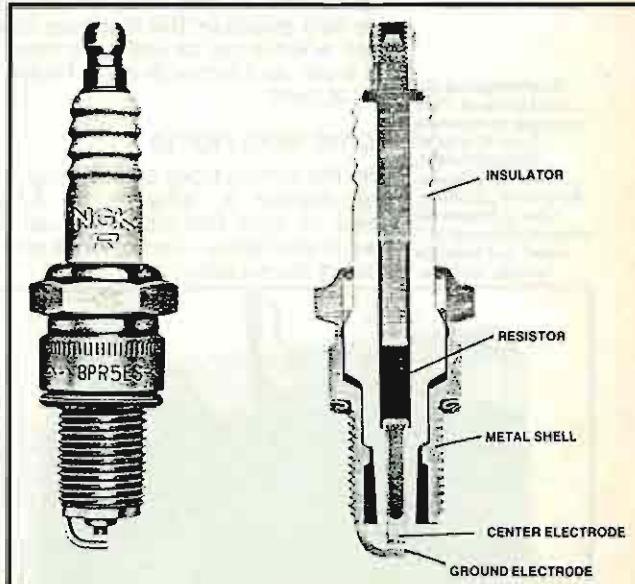
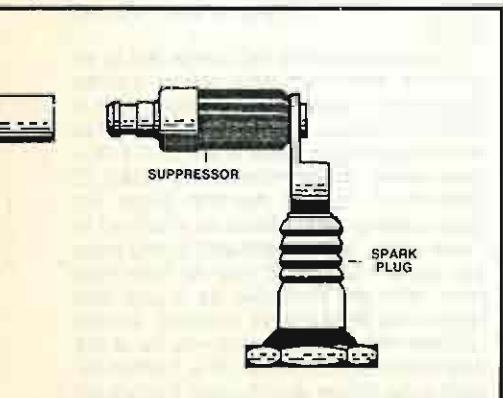
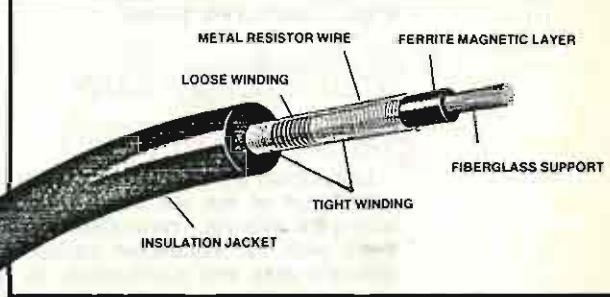
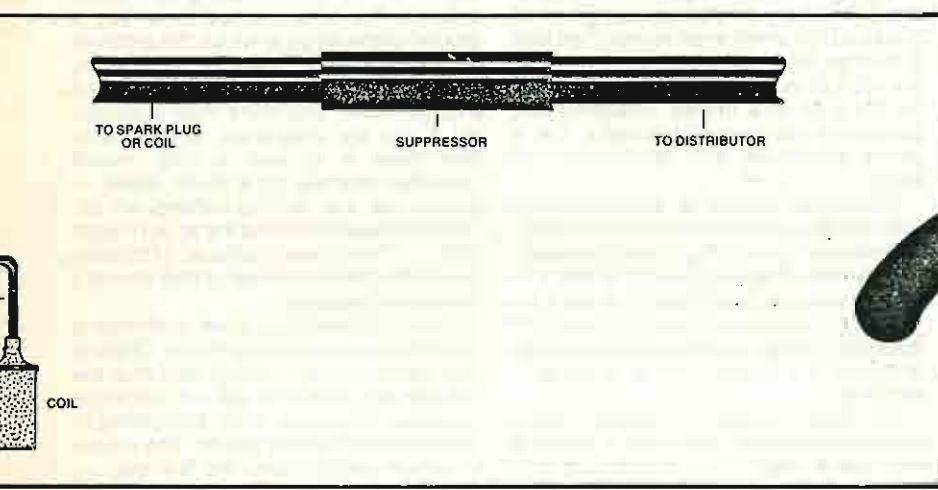
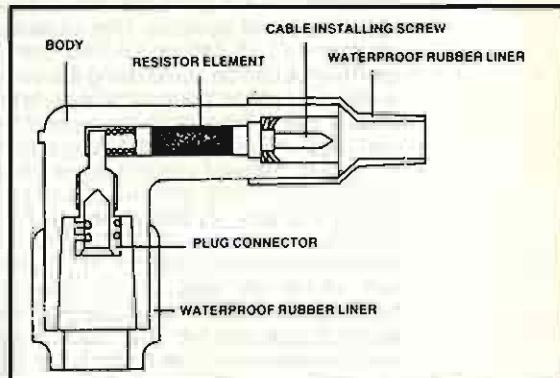
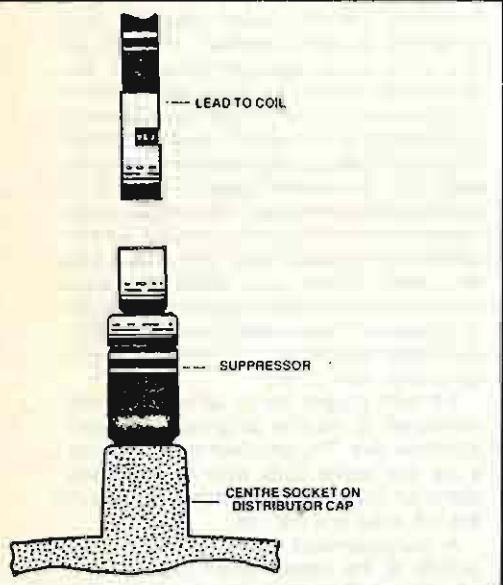
second type, conducted, is caused by electrical pulses in the wiring of the car. The wires causing the trouble need not be connected to the rig as an electrical pulse can cause an echo of themselves in another wire if it passes close enough.

So who are the worst culprits? The high voltage secondary circuit makes the most trouble because it includes stuff like the ignition coil, the distributor and the spark plugs. The voltage can be as high as 10,000 volts in the ignition coil, and with all that sparking going on it's not surprising that some of that energy is radiated away. The low voltage primary circuit generates radiated and conducted interference, coming mostly from the distributor. As the distributor and the rig are both connected to the battery, interference can be conducted through the wires as well as radiated. Finally there is the alternator and other ancillary equipment, which causes trouble in much the same way as the distributor, some radiated, some conducted.

They're the sources of the problem, but how do you know which one is troubling you? On FM you shouldn't hear anything, in theory, but in case you do here's what to look for. A popping noise that rises and falls with the engine speed is the ignition. A whine which also rises with engine speed is the alternator. You can check this by running the engine with the fanbelt disconnected and seeing if the whine is still there. The voltage regulator makes a grinding noise — to test it idle the engine for a few minutes and then turn the headlights on. If the noise lessens, it's the voltage regulator. Wiper motors, heater blowers and indicator interference is easy to spot as it only occurs when they're on. Instruments make hissing or crackling sounds, and fuel gauges tick like a clock. Test them by

You can also use special resistor HT leads, but on no account should resistor leads and in-line resistors be mixed. With the distributor you can also use special caps to shield radiated interference or use a plug-in resistor (which saves cutting HT leads) in between the distributor and conducted interference. The first place to start is the ignition system and in-line suppressors between the coil and the distributor, and between the distributor and the spark plugs. This involves cutting the HT leads and screwing the cut ends into either end of the suppressor to make the lead whole again. There are two types available, carbon and wire wound, and both are effective. GC Electronics make both types, carbon (GC part 18-274 and 18-290) and the wire wound (18-292).

Below: Suppressed plug cap, HT lead and spark plug — all courtesy of NGK. Check the story for application details and your local NGK stockist if you're buying. Similar items are available in the Champion range.



disconnecting each in turn. For the fuel gauge turn on the ignition, not the engine, and when the needle has risen it's either the gauge or your car has an electric clock. Electrical fuel pumps cause a popping sound as you start the engine, and then an occasional pop after that. Finally there is the problem of wheel static, caused by the build up of static electricity between the wheels/tyres and the road. It causes a slushy roar, but is quite rare.

And so to the cures. It's a question of reducing the unwanted side effects of the wiring without interfering with their original job, and there are a good range of products on the market which will reduce

tor and the HT lead. Try NGK or Lucas for these parts. NGK also supply a clip-on, in-line plug suppressor, as well as special suppressor plugs. NGK and Champion both make these, look for an R in the part number, eg. BPR6ES.

On to the other trouble makers. The voltage regulator is easily silenced by fitting an alternator noise filter, and as you can tell from the name, fitting this will keep the alternator quiet as well. This is available from GC (18-270) and Tandy (21-509), and is simply fitted by removing any existing filters, and attaching the wire (usually black) from the filter to the ground terminal of the voltage regulator. You then have to cut the wire from the alternator to the voltage regulator and attach one end to each of the terminals of the filter. Simple.

Wiper motors (and similar) need a feed through capacitor fitted in-line with the power head, and make sure the capacitor bracket is grounded. Again it's a question of cutting the power lead and connecting the cut ends to terminals on the capacitor, but place the unit as close to the motor as possible. Use capacitor number GC 18-240 or 18-242. Instrument noise can be cured using the same component, fitted in the same way, to the sender unit at the tank (in the case of the petrol gauge) or behind the gauge itself.

The last cause of interference is wheel static, but as this is generally found only in very hot, very dry climates it's unlikely you'll get any in this country. There are anti-static springs that fit in the grease hub which will stop it, but with the likelihood of it occurring once every blue moon, it's cheaper to pour some water over the wheel and earth the static that way. With your set installed, and all interference damped down, you're ready to go for really clear copies.

Putting the word about

Last month we turned our attention to installation of the set and fitting and tuning the antenna. The problem we had there was that installation varies with different uses and applications, so we stuck to mobile rigs — by far the most popular and, at that time, virtually the only sets available. But there are other uses, which is just as well if you haven't got a car, so this month we're having a look at them.

Home from Home

After the various types of mobile rig, the next popular is likely to be home bases, or base stations, which can be used in your home — or someone else's if you're the sociable type.

Mobile rigs can be used at home. This housing unit comes from A1 Kits of Briercliffe Mill, Townley Street, Briercliffe, Burnley, Lancs. It sells for around £25 plus VAT — and you'll need a power unit too.



The Diplomat 40 base station is the latest addition to the John Woolfe Racing range. It plugs straight into the mains, but don't expect much change out of £200.

Had plentiful supplies of rigs been available, base stations would have come into the country with the mobiles as part of the ranges on offer. We know this isn't the case, however, and since, as we've said, mobiles are in bigger demand most manufacturers and importers seem to have contented themselves with a sort of secondary boom in base units when they are more readily available. There are a few models around, but if you can't get hold of one you can always use a mobile set at home just as successfully and at less cost. Maybe that's a good case for using mobiles in any case. Maybe the manufacturers will put out a contract on me. Maybe I'd better continue.

The only problem with using a mobile indoors is the power supply. They are designed to run off a 12 volt car battery and short of parking your car in the lounge, this leaves you with a couple of options. Firstly, you can use a battery. Simple. Until it goes flat. Or you spill battery acid on the Axminster. So if that's the route you want to take, ensure the battery is kept charged, protected from charging kids and dogs and well ventilated. A battery on charge also gives off gases which smell even worse than kids and dogs. And kids and dogs haven't got the habit of exploding — the gases have. So it's a bit of a messy, unsightly and potentially dangerous business. OK if you're desperate and careful, but not ideal.

The easier answer is to use a power unit, which you can plug into the mains. They convert your 240 volts AC domestic supply into 12 volts DC and deliver it to two terminals on the front of the unit — you simply connect up the red wire from the set to the red + terminal on the power unit and the black wire to the black - terminal.

An even neater, if slightly more expensive, answer is to buy a housing unit which takes your mobile rig and includes a power unit. Both power units and housing units are on sale in specialist CB shops and some of the major chain stores.

Most purpose-built base stations simply plug into the mains, but check with the store or instruction book before you jump to conclusions. They are usually about the size of hi fi component system units, which is no coincidence, and some even come with those racy little handles for inclusion in racking systems. All that extra size means they also have room for extra functions and controls — clocks, dimmers, SWR meters and dozens of slider controls can all be found on base stations. But all that costs money and prices don't go below £150 or so. Most are around £200 and some even £300. And don't forget that the specification is identical for mobile and base rigs, so they

don't put out any more power. More fuel for the argument in favour of using mobile rigs in the home, perhaps?

The antenna specification is also identical and this could cause a few problems in some quarters. We said in the home base antenna feature in the November issue that Panorama are the only company producing a purpose-built legal antenna for use at home and even that might still be unavailable when you read this. Since the biggest market is in mobiles at the moment, new products for home use are thin on the ground, so the best bet is to keep trying your local store and we'll bring you news of base antennas as soon as we get it. If you want to check with Panorama drop them a line at 73 Wadham Road, London SW15 2LS (phone 01 874 5300).

So until proper items arrive, you are restricted to mobile antennas adapted for home use. The problem here is that on a car the metal body acts as a ground plane for the antenna — on your roof or in the loft, clearly it will not.

A purpose-built base antenna has radials at the base, which provide this effect but if you're using a mobile antenna the best method is to buy a ground plane kit on to which the antenna is then mounted. Again they are freely available from good CB shops and shouldn't cost you more than a tenner, but if you are desperate, a short term alternative is to use a mag mount antenna mounted on a metal sheet — even a tea tray or filing cabinet will do. This is not as efficient as the kit but it does work... The antenna should, of course, be SWR'd as described in last month's *Basically Speaking*.

The final hurdle on base antennas is provided by the good old Home Office in their specification. Having said that the FM sets are allowed to put out four watts of power, they have done everything to prevent us using that power. The antenna specifications were the first step — the legal antenna is actually very inefficient — and the siting is their master stroke.

They say that any set connected to an antenna mounted over seven metres above the ground must be fitted with a 10dB attenuator, or power reducer. This will cut your four watts down to 0.4 of a watt, which rather defeats the object of mounting it aloft in the first place. An attenuator switch is fitted as standard to many of the mobile sets and to any base rigs worth their salt. If your rig hasn't got one, they are available as a unit and should be fitted in-line between the set and the antenna. Whether you have the attenuator switched on is a matter for your conscience. And the law, if you don't and you get caught.

Mounting the antenna at home is similar to mounting TV aerials, so if the



antenna supplier can't help you, have a word with a TV installation company. Or buy a back copy of the November issue.

All at CB . . .

Radios and boats are old hat. People have been using radio on board yachts for longer than Martin can care to remember, and that is a long, long time. Mind you, the stuff they use on the high seas is not the same as you can buy in the High Street, as up until now the local yachting club has had nothing to do with CB.

The conventional equipment to use on the water is Marine VHF, which puts out a good deal more power than your average CB, and also costs a good deal more. Even the licence (£17.50) is more, and even worse, you actually have to take an exam to get one, although the last person to fail the test was a mate of the ancient mariner. Not that the Marine VHF system is a bad one, quite the contrary. With a 25 watt output and an antenna mounted high on the mast you can look forward to a 40-50 mile range. On a coastal antenna you can double those figures, although the sea is nice and flat and easy to broadcast over.

With all that in existence where does CB fit in? Well, despite all the good things about Marine VHF, it is a very expensive way of talking to people. A basic set will cost around £200, and for the weekend sailor, who rarely ventures out of port, or runs a river boat, it's really a bit expensive. And that's not counting the trouble of having to pass an exam. This is where CB comes in.

If all you want is a simple, cheap way of contacting people within a few miles of you then CB is just the thing. The cost can be well below £100 for the complete set up, and what's more you can use the same set in your car and in your boat. How's that for economy? Really though it's the lack of fuss that will make CB popular, especially on the inland waterway holiday haunts where its lack of range is not so important. Obviously the more serious ocean going yacht will stick with Marine VHF, but in time it's likely that the Coast Guard will start to monitor CB, so CB boats won't be at a disadvantage when disaster strikes. The one thing that CB can't do is to patch in to the phone network through the Coast Guard, but as most people go sailing to get away from it all that's no big hardship, is it?

The biggest problem you're likely to meet is the water-proofing of the sets. No-one makes a purpose-built marine CB at present, and the set you might put in your car is not made to withstand the damp conditions on board ship. The only answer is to do the job yourself, although how effective such moves are against salt water remains to be seen. The other

little problem is going to be the antenna. The trouble with boats is that they are made with wood and glass fibre and other things that don't act as a ground plane. What's needed is either a special ground plane antenna (not too many about at the moment) or a radial kit like you'd use on a home base antenna. The best way around the problem is to go to a CB shop and explain the problem and see what they can come up with. With CB in its infancy there isn't much call for specialised items, but they will come in time. Honest.

Bike talk

Although the link might not immediately spring to mind, CB has been around on bikes (and we mean motorcycles here, although they have appeared on push-bikes too) for some time. Mounting a rig on a bike is obviously not as easy as in a car or home because there simply isn't a lot of room, but illegal AM users have found various ways of overcoming the problem over the years, so it is possible. And now legal CB is well and truly here, we can expect rigs specifically designed for bikes fairly soon.

In the meantime, you can use a conventional mobile rig providing you overcome a few little problemettes first. Mounting the set is the first step and, coincidentally, the first sticky area. Even big bikes are small when you compare them with cars, and while this is useful when you're blattering past me in the traffic jams, you rotten sods, it's a disadvantage when you want to use CB. Serves you right.

The simplest method — also the least permanent and most risky is to simply slip the set inside your jacket. We'll get onto actually getting to the controls in a paragraph or two and there are ways round it if the rig is a little unaccessible. But being able to see it is a distinct advantage, so you slip it inside your jacket at your own risk. And the rig's.

Next up is strapping the rig to the tank. The purpose-built bike sets are designed to sit there with proper mountings and it all seems to work well, but if you're using a car set you might have a problem when it rains. And if the worst did happen, remember that the fireworks would be between your legs. It could stop you getting your leg over for life. Bikes, that is.

Now we're getting into the add-on bits. If you've got panniers, or a top box, it provides a good site, although access might be a little awkward — again we'll get onto that in a paragraph or two (still). One point worth making at this juncture is to make sure the rig is securely mounted. Might seem obvious, but they can only take so much knocking around, so if it's going in the pannier, make sure it's going to stay there.

By far the best method is to house a mobile set in a fairing. If you haven't got one, and don't want one, you'll have to make the most of the other suggestions or wait until a bike FM rig comes along. Most fairings have provision for a radio/cassette, so it's a simple job to slip in a rig in its place — and it can be wired up the same way. Once you've found a site, the bike scores over most other installations because it's easy to get at things.

Selecting and reading the channels can be done in the normal way, providing you don't start fiddling with it when you're leaning at 30 degrees and coming

Basically speaking

towards me. Likewise with other controls, although a remote set — with all controls on the mike — can help here. Even the conventional mike can be used — preferably when you're parked up — but a boom mike mounted on the helmet (like the police use) is simpler to use and available from some of the larger outlets. One such kit produced by Superex also includes a push-to-talk switch (PTT) to mount on the handlebars, so you don't have to move your hands at all, and all the connectors, which disconnect should you part company with the bike. There's also a small speaker which slips inside the helmet, secured by Velcro, so you can hear me hurling abuse just after you pass me in the traffic jam. All in all, a useful kit and, we would suggest, at around £40, vital for any successful bike installation.

The final problem is the antenna — and again it's a problem of ground plane or rather the lack of it. You'll need an antenna with a printed circuit ground plane in the base — these are also suitable for glass fibre cars and boats — and Antenna Specialists produce one which clamps onto the bike grab rail. If you go for a conventional item — to bolt onto the top box, for example — you'll need a metal plate on the base. As with all CB antennas, it must be tuned in for a good SWR reading after installation. Then you can warn me about the traffic jams before I hit them . . .

That about rounds off our Basically Speaking series, but don't be surprised if it crops up again in the future looking at other areas of CB. Thanks for all the letters you've sent in and sorry if we can't answer them all personally, but if you've got any technical problems drop us a line and we'll answer as many as we can. Write to Citizens' Advice, Breaker, Link House, Dingwall Avenue, Croydon CR9 2TA. Meanwhile, Breaker will continue to poke its nose in where it's not wanted to bring you all you need to know — except there is such a thing as professional integrity. We're just not sure what it means . . .



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THE FIRST CB'er

"CB NUMBER ONE"

19W0001

(Issued March 22, 1948)

AL GROSS

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What's the connection between an American who became a licensed ham in 1934, a Frenchman who moved to London in 1927 and a parking ticket issued in Central London in 1981? That little lot would keep James Burke happy for a month and most people fooled for years. The answer is simple — CB.

First, let's introduce a few of the characters. The American is called Al Gross, and nowadays he's a typical middle-aged business man; suit, tie, balding. Back in the 1930's though, he was a bright kid with an interest in radio, which was the thing to play with in those days, a bit like building your own computer today. While Al studied for, and passed, his ham exams in 1934, he felt there was a need for a form of radio that anyone could use without having to pass an exam. Before he could start experimenting with new types of radio he needed the money to build them, so he constructed ham radios for a while and used the cash to finance his own sets.

Al was using higher frequencies than normally used in radio at that time. His first set, the daddy of all CB sets, transmitted on 300MHz and with 0.75 watts had a range of 40 miles. Just to show he had confidence in his own product he set up a company to make and sell CBs, even though there was no one to buy them.

Like many people in his generation Al found the war intervened in his normal work, but for Al there were also benefits. His designs for compact radios working on high frequencies attracted the interest of the military, who found uses for them that Al could never have imagined. He was called to Washington to design a set which could work on the same frequencies as the German radar network (so making it undetectable) to allow an agent on the ground to send messages to an aircraft flying overhead. The set operated on 260MHz, and had a range of 15 miles — straight up. Like all good wartime stories of spies and secret inventions, there were code names for both sets, Elanor being the handset on the ground and Joan being the set in the aircraft, which was connected to a wire recorder (the fore runner of a tape recorder). That way the messages were recorded by the passing plane and flown

home. Elanor owes much of its basic design to a Frenchman who moved to London in 1927 and patented printed circuits. The use of early printed circuits kept the weight and complexity of Elanor down and its power output up. They were to have an important effect on the future development of CB.



When the war ended, the American Government also saw the need for a public radio service, but the Federal Communications Commission (FCC) didn't quite know which system to go for. On the one hand they had the well proven, but bulky, ham radio sets and on the other the experimental high frequency sets of Al Gross. After the war ended, Al had stopped working with the 250-260MHz wave band and moved up to 460-470MHz, and from 1945 to 1948 he produced a series of experimental sets in that wave band. The strange thing is that all the early CBs were hand sets, the sort of thing many people now regard as toys.

Al showed his sets to the FCC, and they realised this could provide just the service they wanted. They approved Al's designs and used them as the first legal CB equipment in the world. In those days the service was not called CB, but the General Mobile Radio Service (GMRS), which in its early days was not exactly a great hit, because the technology then available was not sufficient to push high frequency signals very far. Even so, Al has the honour of holding the world's first CB licence No. 19W0001 issued in 1948.

Ten years later the FCC decided they wanted a lower cost system, and they consulted Al and other radio experts to see what was available. The advent of the transistor gave great scope for new ideas in radio, allowing compact and more advanced circuitry, but from a low cost angle it was decided to take a step backwards. Rather than use the new

Atlantic Grossing AI's on top form

ideas to improve the high frequency service, the FCC introduced a new lower frequency service on 27MHz AM, which we all now know as CB. The name, incidentally, comes from the fact that to hold a licence you had to be over 18 and an American citizen, so the new wave band became the citizen's band. Simple, innit? Although 27MHz has lasted a long time, it suffers from trouble with skip that higher frequencies do not. Al wanted to keep on the higher frequencies, and it's strange to think that if he'd had his way back in the late 1950s our present system might be 465MHz FM.

If you look back to the introduction you'll see there're three parts to the riddle. We've explained the first two, so here's the last one. While the parking ticket isn't actually part of CB history it did witness an important chapter. When CB went legal on November 2 the first Post Office to open for business was in Trafalgar Square in London, and Al Gross was there to buy the first licence at 8 o'clock sharp. Four minutes later he made the first legal copy, and a few minutes after that our car got a parking ticket. Some Traffic Wardens, it would appear, have no sense of history.

Skylab's space

CBers have big hearts. Either that or they're daft. Ricky Gaskin (Skylab) stayed out on the streets for 12 hours overnight to make sure that Al Gross would be first in the queue for a CB licence. Luckily he had a dog to keep him company, though if we were him we'd have left the dog to it and gone home.

Mind you, Al Gross was very happy to see someone was looking after his place, and so would we be if it saved us sleeping on the pavement. Anyway, Ricky asked us to mention the Alcatraz Club, so we have.



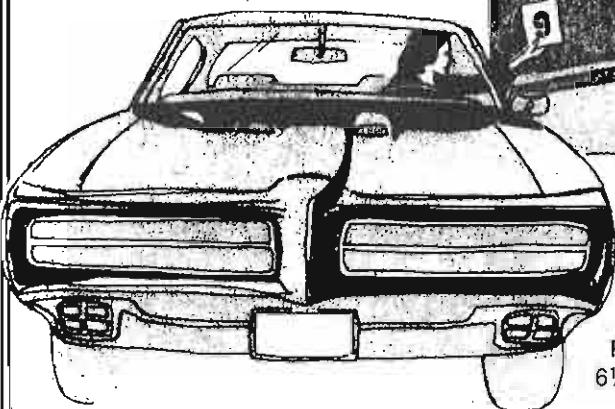
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Easy as QSL

Legal at last. For the past seven years I have campaigned hard and now we have been rewarded for our efforts. Although some are still disappointed at no AM, from my experience FM is far superior, but don't let's roast that chestnut again. One of my first legal CB contacts was Moscow Mule alias Jan of Dorking in Surrey, about 12 miles from me as the crow flies, and amazing as it may seem a fellow QSLer. After a long ratchet, I find we are both great admirers of Arthur Brodeur of Rhode Island, the Grandad CB of them all — Easy as QSL readers will already know dear Arthur.

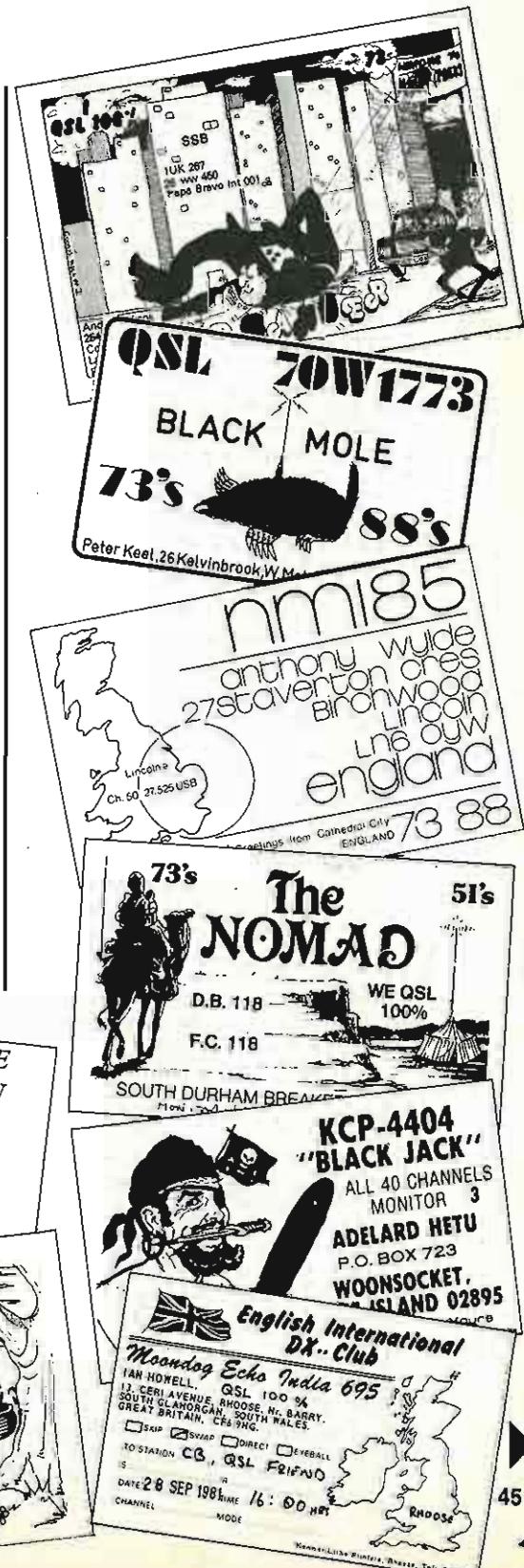
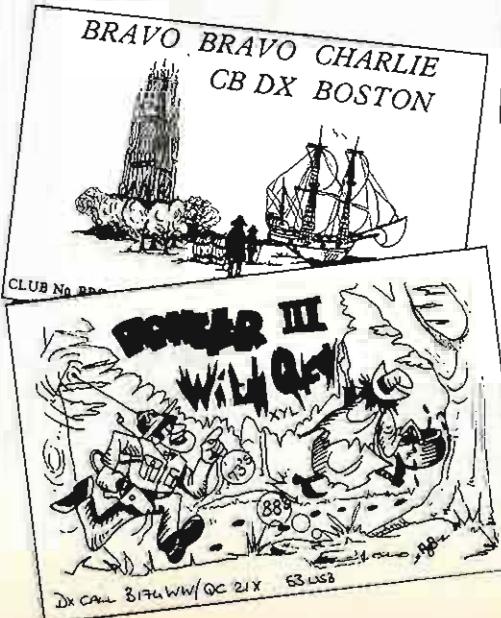
Once again thanks for all your letters — about 350 thanks this month to be precise — and I will do all possible to give you a mention within these columns, although a personal reply might just be out of the question, due to sheer volume. However, if for some unknown reason you want a Medicman QSL in your collection I must ask that you enclose a stamped addressed envelope, and I can then guarantee you a card. Sorry, but the work involved without your help would keep me working 25 hours a day!

Had a plea from David Lowe (75 Lincoln Drive, Ashton Heath, Ashton in Makerfield, Wigan WN4 9HX) informing me that his uncle, John W Powell of 9 Brynheulog, Rhyader, Powys, Wales, is disabled, housebound and a great supporter of CB. He would like to start QSLing, but with his modest circumstances would like a little help. First things first, and knowing the brotherhood of CB I contacted the Toadtown Breakers Club, John's nearest CB Club, and I am presently waiting to hear from them. Next on the list was a letter to each of the British QSL Clubs to see if they could help, and a sincere Medicman thank you to the following clubs for granting John Honorary membership of their Clubs: Big Ben DX Club; British Bulldog International; British Concorde International, CB-QSL Club; Happy Cobblers DX QSL Group; Papa Bravo International DX & QSL Club; United Kingdom International Radio Group; Victor Sierra DX Club; and last, but by no means least, Whisky Delta Charlie DX Club. Many thanks indeed. I am sure John would be pleased to receive your QSL, so please drop him a card.

You might recall that a couple of months ago British Concorde member Clay Miller (316 Garth Road, Morden, Surrey SM4 4NW), one of our better

QSLers, very kindly offered to sponsor a disabled breaker with a membership of British Concorde and a supply of club QSL cards. Clay telephoned me and I invited him over and we spent a very pleasant Sunday afternoon sorting through our letters, and it was decided that the most deserving case was the nomination of the aptly named Lucky Leo, alias Ian Cooper (117 Farron House, Hillington Square, Kings Lynn PE30 5JE), who becomes member 70BC 487. Happy QSLing Ian, and lets cheer him up with a few of our QSLs, eh?

Clay also brought an interesting leaflet from Kustum QSL Badges (PO Box 575, Surrey BC, Canada V3T 5B7) where you can get a miniature reproduction of your QSL card heat sealed in plastic to wear at meetings etc. Cost is just 5 dollars, and they look great. Had a couple of hilarious letters; the first from the president of a well known British QSL Club. It appears he had a slight brush with the law and was fined in court for transmitting without a licence and was represented by a pro-CB solicitor. When they both came out of court together and returned to the solicitor's car, they found the solicitor's rig had been pinched. Not funny really, but I couldn't help laughing! The other funny was from my old QSL friend Ernie Vater (116 Millard Street, Torrington, Conn 06790, USA). He is retired, and along with four other CBers meet every Tuesday morning for a coffee break. They all have mopeds with CB's fitted and are known locally as 'The Golden Age Hells Angels'. Neat Ernie, you geriatric yobbo!



Just before we move on to the nitty-gritty, one more disabled QSLer would like the *Breaker* treatment — Skybird One, David Morgan of 12a Darwin Court, Melbourne Street, Exeter, Devon EX2 4DE. Thanks fellow QSLers, I know I can rely on you to send them all one of your cards to bring them a little happiness.

A good start to the month with details of two new clubs — first from Thames Estuary Skip Talkers (PO Box 62, Southend on Sea, Essex SS1 3UA). Membership costs just £3. The Quiet Town Breakers Club have also started a DX section, and upon receipt of your QSL will send you all details. Heard from Jim Glavin of Big Ben DX Club, who has recently been to Belgium to a QSL convention, and has made many contacts. Full details of his visit next month. Tango Whiskey DX International Club sent their latest club magazine, and offer a good membership package for £7. Their address is PO Box 38, Tunbridge Wells, Kent TN2 3DG.

My young friend Callum Anderson writes to tell us that the Scottish DX Club now meet every second Thursday at Barlanark Primary School, somewhere in Glasgow I believe. Should be well worth a visit if you are a local. Another new club is the Bravo Bravo CB DX Club run by Michael of 82 Clarke Court, Wyberton, Boston, Lincolnshire. Membership, including rubber stamp, at £4.50. The Woodpecker DX Club meets every Tuesday at 8 pm at the Cotterell Arms, Hereford, and the only way you can get a Woodpecker QSL is an actual on air contact — or joining them. No, lie. I have just opened another letter from their prolific President who informs me that they have just started a QSL section and the contact address is Avril, Unit 171, PO Box 39, Hereford HR1 2YL.

Lots of nice regular cards in this month. Ranger 3, a British Concorde member, sends a QSL from 133 Newsome Road, Huddersfield HD4 6ND, and The Nomad sends a South Durham Breakers Club card as well as a very tasteful personal QSL. He is W Turnball of PO Box 1, Crook, Co. Durham DL15 9NW. Liz and Don of 20 Dorel Close, Luton, Beds sends a plain but nice one — how about some club rubber stamps to brighten them up? An amusing monster DX QSL card arrived from Bill and Shirley Revitt of 188 Scobell Street, Tottington, Bury, Manchester. They are members of the Thistle QSL Club of Canada, Scandinavian Skippers and Amateurs Norway Club, and would like to hear from fellow members of those clubs. Malcolm Dean, alias Big Willy (really?), sends a heavy card QSL and has his handle printed in big black letters shaped as . . . well drop him a QSL and see (only if you are over 18 please). Extravagance — John and Shirley Goldsmith of 1 Beaufighter Road, West Malling, Kent ME19 6TP each have a personalised QSL. Both great 100% QSLers. More English International DX Club cards in from David Shepherdson of 3 Tarn Villas, Cowpasture Road, Ilkley, West Yorkshire LS29 8RH, and from E1 695 Ian Howell of 13 Ceri Avenue, Rhoose, Nr Barry, South Glamorgan CF6 9HG. Nice to see Britains first DX-QSL Club still doing so well.

Disabled breaker Graham House asks for QSLers to contact him at 6 Phillips Close, Rassau, Ebbw Vale, Gwent NP3

5SS. He QSLs 100% and I am sure a SAE would not go amiss. Why do the Welsh have so beautifully coloured cards? Full marks to Climber Jim (DB 009) of 37 Fford-y-castell, Maesgearnach, Bangor, Gwynedd LL57 1SU, who not only sends a colourful personal card, but a super club card of the Dragon Breakers DX Club. Whilst in Wales a large envelope arrived from Tony Hughes (2 Glanrafon Estate, Llanfechell, Amlwch, Anglesey, North Wales) who encloses three cards; his own, one from Mary Hughes (Tyn Llain, Tregele, Cemaes Bay, Anglesey) and one from the West Mona DX Club. He complains that the Easy As QSL column is not long enough — I'll ask Martin at *Breaker* if we can have our own mag, Tony. Then I'll let *Breaker* have a few pages!

First in from overseas is from Willy of the Arenberg QSL Swap Club (PO Box 33, 3030 Heverlee, Belgium), a club which is now very well established and looks like becoming one of the most popular. Put 10 of your QSL cards in an envelope with £7, register it of course, and your club pack will be on its way back. Heard again from one of my very first overseas QSL contacts — Michael Tremeau, 42 Rue Felicie, 92230 Gennevilliers, France. Nice batch of cards in from South Africa (plain envelopes for replies please) from Errol and Margaret Smith (19 Brockhurst Road, Kenwyn 7764, Capetown, South Africa), who have lots of CB friends who QSL, so a few of your cards would be appreciated.

Pete and Agnes write from 116 Dirienzo Hts., Derby, Connecticut, USA 06418. He is sent *Breaker* every month by 26 WW 40 John of Stockport. Another very colourful card from Floyd R Hayward (PO Box 154, Milton, Vt 05468,

USA). Well worth a QSL. Arthur Brodeur my fine friend from 6 Mount St, Charles Avenue, Woonsocket, Rhode Island 02895, USA writes to say all his friends are very envious of him getting so much attention, so by special request would we all give a real *Breaker* style QSL avalanche to Adelard Hetu of PO Box 723, Woonsocket, Rhode Island 02895, USA, and make two senior CBers very happy, thanks.

Siegfried Sofke of 4503 Dissen am Teutob. Wald., Meller Strasse 14b, West Germany, writes to ask me a favour. He has been writing to Jon Egerton (a blind operator) of Merseyside whose dearest wish is for a braille watch, which is not obtainable in Great Britain. Siegfried has found a supplier in Germany and the cost is about 150DM. Siegfried is prepared to donate 50DM toward this present, and is asking if *Breaker* readers would like to send him a small contribution so that he can get the watch for Jon. For those of you who are a bit wary I personally have had many contacts with Siegfried and he is a 100% genuine person, and I have sent a little contribution towards it.

In closing, just one more favour to ask. Your QSLs please to a young CBer at boarding school: David A Cusack of St Peters School, Southbourne, Bournemouth, Dorset. Thanks a lot. Well, now we are legal I am making lots more new friends on channel, so if ever you are in the North Surrey 20 give me a call. I am usually on 30 or 38. Till next month take care, and you can write me at 187 Walton Road, East Molesey, Surrey KT8 0DY if you would like a mention. Hope to catch you LEGALLY on channel.

Mike Newbold
The Medicman



Super Stinky QSL Swap Club

Postfach 2664

D 6750 Kaiserslautern

West Germany

By popular request we again review Super Stinky, now perhaps one of the top three QSL clubs in the world, which is very enthusiastically administered by its founder and President Harry W Hertz. He established the club in July 1978, and has put every effort into building up the club to a very creditable organisation with membership well in excess of 1100 members from over 60 nations throughout the world. A remarkable achievement by any standard.

Harry himself belongs to over 250 world-wide CB/QSL/HAM/SWL Clubs, and has put his own experience to work in running this first-class club very effectively. An unbelievably excellent membership package is offered for £6 plus 20 or more of your own signed and dated QSL cards. You can expect to receive:

1. An equal number of different members QSL cards, plus some Super Stinky Club cards, and the President's personal card.
2. A multi-coloured membership certificate.
3. An Official Super Stinky unit number, recognisable World-Wide.
4. A wallet-size ID card in plastic
5. Ten special Super Stinky club cards
6. A club pen
7. Tourist information for overseas members
8. Membership forms for other clubs
9. Stickers showing the Super Stinky skunk
10. Tips on QSLing
- 11) Miscellaneous items as available
- 12) A club rubber stamp

Other extras available from Super Stinky HQ:

Full membership roster will all members addresses, set of six Super Stinky adhesive decals, superb Super Stinky embroidered blazer patch in five colours, club QSL cards in black and white, club QSL cards in full colour, personalised automatic stamper, Super Stinky medal and Super Stinky engraved cigarette lighter.

Currently, the club has six different design QSL cards to choose from—from the well-known 'Sundown' and 'Pot of Gold' series cards to the superbly coloured flags and crests of West Germany—all available to members, either plain or personalised. With normal QSL-swap clubs, after receipt of your membership package that is the last you ever hear, but Harry now issues newsletters and frequently updates the membership roster and these can be had just for the cost of postage. A five-star club at the top of the QSL league.

CLUB OF THE MONTH

Whisky Delta Charlie International

PO Box 1A

Normanton

West Yorkshire

WF6 2RX

Whisky Delta Charlie, phonetic for Wakefield DX Club, was formed by sixteen local radio enthusiasts interested in 11 metre communications. It was originally decided to limit membership of this exclusive club to just 50

BREAKER'S BEST OF BRITISH QSLERS.

Shirley Goldsmith	Sweet Thing	1 Beaufighter Road, West Malling, Kent ME19 8TP
Dave J Armitage	Wheeler	2 Route Isabelle, St Peter Port, Guernsey, Channel Islands
Stuart Dunn	Plastic Bucket	Shorncliffe Vineyards, Les Fauconnaires, St Andrews, Guernsey, CI
John	Blu Movie	4 Maes-Y-Dall, Newtown, Powys, Wales
Stirling Byford	Kilo Oscar 19	9 Tweed Close, Helstead, Essex CO9 1BE
Mark Palmer	G8IOV	33 Havelock Road, Maidenhead, Berkshire
Chris	Black Raven	PO Box 82, Easingwold, York YO6 3ZA
Paul Kulaway	Gangster	30 Montifore Road, Hove BN3 8EP, Sussex
Adrian Dubberley	Midas Touch	89 Cooper Road, Handsworth Wood, Birmingham B20 2JU
Michael Bennett	Noddy	Cooper End, Dudley, West Midlands, DY2 8QZ
S Anderson	Cards Dry	34 St Mary's Rise, Hockerton, Lichfield, Staffs WS14 0BZ
Neil	Golf Victor 07	2 Bankside Gardens, Kilbirnie, Ayrshire, Scotland
DE Waldram (Liz)	BOS 09	PO Box 6, Derby DE2 7SB
Andy Connew	Charlie Oscar 1	57 St Andrews Road, Cleaton on Sea, Essex CO15 3AP
Geoff	Major Carpet	41 Dulverton Road, Leicester
Collin Evans	BRS 39916	15 Butts Lane, Standford in Hope, Essex SS17 0LZ
Dennis Boast	Woody Woodpecker	391 Long Chaulden, Hemel Hempstead, Herts HP1 2NT
Bob Blanford	Jugears	7 Drylease, Keynsham, Bristol
Mick Marks	Nimrod	10 Tocarn Road, Newquay, Cornwall TR7 2NQ
Anthony Wyld	NM 185	27 Staverton Crescent, Birchwood, Lincoln LN6 0YW
John Bennett	Rattlesnake	16 Church Close, Lowgill, Farlington, Oxon
Peter Keel	Black Mole	26 Kelvinbrook, West Molesey, Surrey
Geoff Jones	Whisky Tango 06	PO Box 70, Warrington, WA5 1FX
John	JULLET DELTA 35	146 Briardale Road, Mossley Hill, Liverpool 18
Michael Scott Leonard	Muzzle Loader	7 Moorside Parade, Drighlington, Bradford BD11 1HR, West Yorks
Graham	Golf Lima 06	6 Phillips Close, Rassau, Ebwy Vale, Gwent NP3 5SS, South Wales
Terry Sheldrake	Mandarin	22 Bell Hall Terrace, Saville Park, Halifax, West Yorks HX1 3EE
Ken Bedford	Diesel Demon	31 Albany Road, Rothwell, Leeds

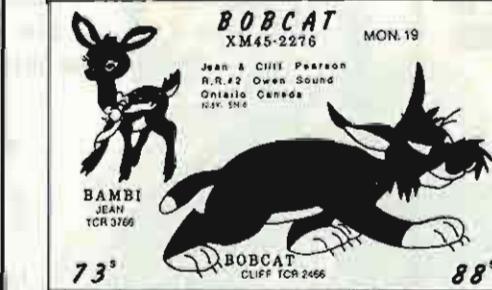
members, but in June 1981, due to immense over-subscription and enquiries, the club committee (chairman, WDC 09 Paul, Secretary WDC 04 Martin, Treasurer WDC 16 Peter, and committee members WDC 05 Keith, WDC 03 Brian and WDC 47 Ivor) decided to make the club an 'open' international organisation.

Applications for membership are now welcomed from all CBers, especially those who are interested in DXing, and there are many DXing awards offered by the club: England Award, Scotland, Wales, Northern Ireland, European, African, Asia, USA, The Americas, Australia and Oceania awards — all available free upon request with confirmation by your log book and QSLs.

A superb club pack is offered, comprising unit number, club membership certificate, membership ID card, club stickers, window stickers, and an impressive rubber stamp at a cost of £7.00. And there are many excellently produced extras available from the club HQ: professional hard backed, fully inscribed DX log book with 25 sheets looseleaf; club QSL cards; car stickers; pens, key rings and cloth badges.

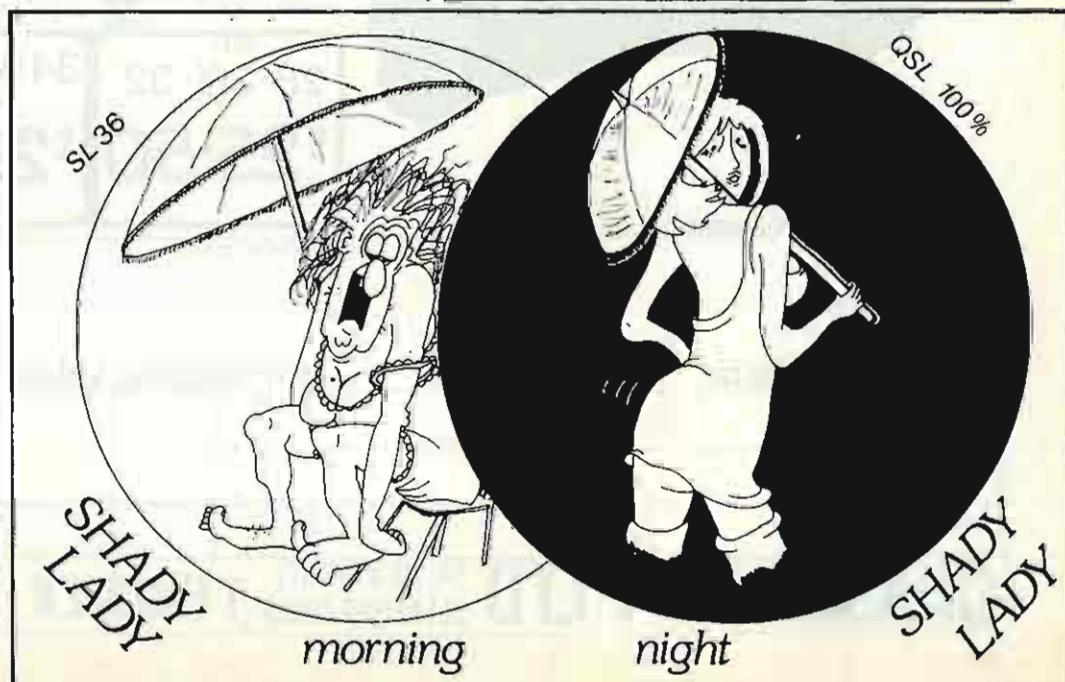
Use of the club's PO box is also available to members for an extra £2.00 per year after the initial first year, and a club 100% QSLers list is available.

Having joined and seen the club in operation at first hand, I can honestly give this one the Medicman seal of approval, and thoroughly recommend it to all serious DXers.



GOOD EUROPEAN QSL ADDRESSES

Philippe	PO Box 10, 88480 Etival, France
Willy	PO Box 30, 3030 Heverlee, Belgium
John	PO Box 162, 4530 AD Terneuzen, Netherlands
Uwe Both	PO Box 1212, D 5810 Witten, West Germany
Knud	Krogen 3, DK 8900 Randers, Denmark
Gerhard Richer	Rormonder Straße 236, D 5128 Heinsberg 5, West Germany
Fla Mink	Prof Evervartsalaan 167, 2628 XR Delft, Netherlands
Hans Alfred	Vlaamsche Kunstenaars 35, 2020 Antwerp, Belgium
Hans-Hermann Steilmann	Deimannstraße 20, 2000 Lemgo, West Germany
Wim Van Der Velken	Heimstrasse 10, 2200 Bergisch Gladbach, Germany
Palmino	PO Box 206, City 6460 AE, Kerkrade, Netherlands
Bloig	Station 3000, PO Box 14, 2110 Wijngaarden, Belgium
Sint Bernhard	PO Box 167, 2050 AD Alphen aan den Rijn, Netherlands
Horst Fischer	Margreiterweg 45, 3300 Braunschweig, West Germany
H.J. Corlett	PO Box 1597, 2003 BP Haarlem, Netherlands
Werner Gelhar	Zollvereinstraβe 28, 2000 Hamburg 28, West Germany
Donald	Picou 72, P.O. Box 18, 2015 Areuse, CH, Switzerland
Wally	PO Box 5299, 5603 BD Eindhoven, Holland
Marina Plauman	Talstrasse 5, 5439 Grossesiepen, West Germany
Karl Heinz Trippel	Karlsruherstrasse 22, 5880 Iserlohn, West Germany
Plet and Annie	PO Box 601, 6700 AG Wageningen, Netherlands
Rene	PO Box 226, City 6260 AE, Utrecht, Noord Brabant, Netherlands



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BREAKER

Airwaves

9 Plus 30 Club of Hersham meet Tuesdays at The Star Hersham Surrey	Beach Breaker's Club Mowbray Road South Shields Tyne and Wear	Bramley and District Breakers 5 Ferncliffe Terrace Leeds Yorkshire
27 Club Every Monday at Saxon Tavern Southend Lane Catford SE6	Beechwood Breakers Club c/o 14 Sandholes Street Paisley Scotland	Breakaway '81 Every Friday night The Plough South Ockendon Essex
A7 CBBC c/o 117 Main Street Largs Ayrshire Scotland	Beech Breaker's Club Every Sunday evening at Blacksmiths Arms Thornwood Common Nr Epping	Breaker One Four Club c/o OK Corral Napier Barracks BFPO 20 West Germany
Aire Valley Breakers Club 53 Albert Road Saltaire Shipley West Yorks	Berlin Breaker's Club Meet fortnightly at The Wasserturm Spandauer Damm Berlin	Breakers Town CBC Every Thursday c/o The Stanley Club Stanley Road Carshalton Surrey
Airwave Breakers Every Monday at The Plough Bedminster Bristol	Big C Club 80 c/o Dominix PS 14 The Market Carmarthen Dyfed S Wales	Breakers Yard CBC Every Monday at St Helier Arms Carshalton Surrey Tel: 01-669 5441
All Breakers Club 190 Evelyn Street London SE8	Big Eyeball Breakers Every Thursday at The White Hart Devonshire Hill Lane London	Bricket Breakers Club c/o Watford Component Centre 7 Langley Road Watford Herts
Anglia Breakers Club c/o Great White Horse Hotel Tavern Street Ipswich Suffolk	Big H Breakers c/o Ardencaple Hotel Rhu Dumbartonshire Scotland	Brigetown Breakers Club Meet at Phoenix Social Club Heads Road Hull
Appletart Breakers Association c/o 45 Hevers Avenue Horley Surrey	Big Top Breaker's Club 5 Council Villas Melton Ross Barnetby South Humberside	Bristol Breakers 120 Beaumont Road St George Bristol 5
Appollo CB Club Pasture Road Moreton Merseyside	Big Wheelers Association 35 Alexander Court Lansbury Park Est. Caerphilly Mid Glam Wales	Bristol CBC 1A St Peter's Rise Headley Park Bristol BS13 7LU
Aquae Suits c/o The CB Centre Chelsea Road Weston Bath Tel: 0225 333379	Bliscuit Town Breakers PO Box 123 Reading Berks (send SAE)	Brook Breakers CB Club Every Wednesday at Badger in the Brook Shirebrook Mansfield
Associated Breaker's Club c/o Dial Electrics 528 Lever Edge Lane Bolton Meet Monday nights Aquarius Club, Bolton	Blackpool Breakers Club c/o AAD Electronics 239 Dickson Road Northshore Blackpool	Broadland Breakers Club First Sunday at White Swan Stalham Norfolk
Association of Maghull Breakers c/o 69 Vetch Hey Netherley Liverpool Merseyside	Boomerang Breakers Club Meet at White Lion Moulton Northampton	Bromsgrove Breaker's Club PO Box 5 Bromsgrove Worcs.
Attic Breakers Club 12 Jameson Road Bridlington East Yorks	BOS Club c/o Werner Arms Spondon Derby	Brown Bottle Breakers c/o The White Horse Norton Road Theltham Diss Norfolk
Australian International QSL Swap Club PO Box 855 Freemantle 6160 Western Australia	Border Breakers Club c/o Cathedral Garage Weybread Harleston Norfolk	Buckingham Breakers Club 35 Paddington Road Buckingham
Avanti Breakers Club c/o Post Office Newton of Falkland Cupar Fife	Boston Breaker's Club Bramble Country Club 218 Christchurch Road Bournemouth West Parley	Bruggen Bandits CB Club On channel 13 BFPO 25
Back Road Breakers Alternate Thursdays at Liberal Club Garstang Nr Preston Lancs	Bottle City Breakers 31 Farm Road Clock Face St Helens Merseyside	Burns Breaker Club c/o Braehead Hotel Whitliffs Road Ayr Scotland
Barley Breaker's Club Alternate Wednesdays Barley Sheaf New George Street Plymouth Devon	Botterford CB Association c/o 8 Spusby Road Scunthorpe Sth Humberside	Bury CBC c/o CB Paradise 89 Northgate Street Bury St Edmunds Suffolk
Barnet Breakers Club Meet at British Legion Hall Brookhill Road East Barnet Herts	Bourne End Breakers Association Fridays at The Fire Fly Pub Bourne End	Byron CB Radio Club Byron Hotel Ruislip Road Greenford Middlesex
Barrier Breakers Every Wednesday at The Railway Hotel Netherfield Nottingham	Bournemouth Independent Breakers Association Every Tuesday Coach House Motel Ferndown Dorset	Caketown Breakers Club Every Sunday at The Queens Hotel Pontefract
Barry Breaker's Club of Wales Meet alternate Sundays Hotel International Barry	BP Breakers Association 19 St Helens Avenue Flimby Maryport Cumbria	Campaign for 27MHz AM CB Radio 10 Lochmell Road Dunbeg Connel Argyll PA37 1QJ
Barwell CB Radio Club 5 Mayfield Way Barwell Leics	Bracknell Breakers Every Sunday at The Bridge House Wokingham Road Bracknell Berks	Canary City Breaker's Club Meet first Tuesday of month at Ebenezer's Freehouse Salhouse Road Norwich
Beachcombers Breakers Association c/o 3 Thursby Road Highcliff Christchurch Dorset BN23 5PA	Brathwell Rig & Twit Club Every Tuesday Brathwell WMC Sth Yorkshire	Canyon Breaker's Club Meet every Wednesday at Hilltown Miners Welfare Hilltown Chesterfield
		Cardiff & District Breakers 80 Richards Terrace Roath Cardiff

CB may be legal at last, but there're a lot of naughty people still out there on AM. And we don't encourage that sort of thing. My word no. Should anyone out there ever see such illegal activity we hope you'll take the right action. You know, write to the Prime Minister, that sort of thing. We know we can rely on you.

The Folkestone Breakers Association have been out and about again. They've been to the Mini Olympics in Lowestoft for the mentally handicapped, and helped meet the cost with a donation of £590. Also they held their largest treasure hunt yet with 38 cars turning up. Do you know of a larger one? . . . Turbo is a new club formed in the High Wycombe area. Before you get ideas of getting a free Porsche with every membership we'd better tell you it stands for The United Radio Breakers Organisation and they're looking for members. Details in the club list . . . The North West Leicestershire Breakers, apart from having a very long name, have been busy lately. They've given £600 to local charities and in the meantime they've arranged film shows, discos and coach trips for their members. Obviously they've got a name to live up to . . . The Gainsborough Breakers want more club contacts. The club is now one year old and has around 200 members. Perhaps the copies they make are all oil paintings (bit of culture, innit?) . . . Good organisation is one way to keep a club going, and the Corn Grinders Club from Aylesbury say they have seventeen pages of rules and regulations. If you get the book thrown at you in that club you're in trouble . . . North West Breakers come from West Belfast. It's nice to see clubs getting organised in such difficult conditions. They've reformed recently and are working hard to make a go of the club. They break on 30 in Northern Ireland, so if you're over there give them a call . . . The Shannock Breakers have launched a memorial fund in memory of their vice-chairman Torque Wrench, and all proceeds will go towards equipment for the new Cromer hospital. If any other clubs want to help, contact Fallen Angel . . . The Barry Breaker's Club have joined up with the Penarth Breakers to organise events for the local OAPs, such as presenting a music centre. With a bit of luck there should be a picture of it around here somewhere . . . The North East Derbyshire 10-4 Club (is this a competition for



10...4 CLUB

The longest name, or what?) seem to be having a little trouble. Like many clubs they're finding that the membership aren't too keen on turning up to functions, and it's that sort of thing that can kill a club. Some of the members are fighting back though, and with a bit of luck it will turn out OK. It just goes to show how hard it is to motivate a membership of 1500... A new club in Stoke, the Forest Park Breakers, are after members, but hurry. The limit is 100 and it's first come first served... The Herts Citizen Band Radio Association (yet another marathon name — these people don't realise how long it takes to type them out) want to be affiliated to other clubs across the country. How about your club?... Something for the QSLers among you. The Fisrtay Bay DX-QSL Club have just started up and offer life membership and club package for £3.50. And on a personal note, yes Mr Griff, we do know some good secretaries, but Lynn is staying right here on my knee... Cinderella's Breakers Club recently held a sponsored parachute jump for charity which raised over £600. Let's hope their fairy god-mother was looking after them... Kestrel and Bo Peep wrote in and said a lot of nice things about the mag. Obviously intelligent people, but the note paper's a bit loud, eh Kestrel?... A letter from Glasgow, see you Jimmy. The Boulevard Breakers are no longer the Boulevard Breakers but the South Side Breakers, and what's more they meet in a different place, so check the list. All go in this CB lark... Another change. The Mid Kent Breakers have changed their venue. Take a look at the list for the details... DXing seems to be growing every day, and just to prove our point, here's details of another new DX club. Tango Foxtrot Charlie International DX group have 19,500 members, so just hope they don't all turn up at the meetings. Membership is £2.50 a year and the club offers all sorts of stuff like stickers, badges, pens and so on. What's more they give you a neat plastic membership card (just like a bank card). Pretty nifty, eh?... The Marina Breaker's Club held a sponsored bed push in aid of the Lord Mayor's Appeal for the Disabled, and say they want to raise money for other charities, as they all need money. It just so happens that we know of a deserving cause, the Breaker Distressed Journalists Christmas Fund. Donations in un-marked notes please... The Anchor Breaker's Club has closed. Catweazle wants to thank the small number of people who did all the work, but as for the large number of people who didn't... The Weatherby DX 27 group say they always make visitors welcome, and what's more they have free sandwiches... The North London Breaker's Association has moved venue (again, check the list)... Ruff Rider from the Waveney Valley club says he and his 100 members want to meet other clubs for

Carlton & Langold United Breakers
Thursdays at
Langold Hotel
Langold
Worksop
Notts

Carwick CB Club
Tuesday night at
Carwick Hotel
Maybok
Ayrshire

Castletown Breakers Club
29 Graigwen Crescent
Abertidwr
Mid Glamorgan

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

Cathedral City Breakers
c/o 2 Barryman Court
Wells
Somerset

CB 007 Breakers Club
Tuesday nights at
The Windmill Club
Rotherham

CB 4900 Club
BFPO 15
West Germany
Call on channel 15

CBA Central Scotland
5 Carronvale Avenue
Larbert
Stirlingshire

CBA
Coronation Service Station
Middleton Road
Heywood
Lancs

CBA File
16 Bayview Crescent
Methil

CBA Reading
PO Box 123
Reading

CBA Sussex

15 Buckingham Mews
Shoreham By Sea
Sussex

CBCC Club
103 Southwood Road
Downside
Dunstable
Beds

CBGB
CB House
Crosby
Liverpool

CB Information Centre
7 Sandringham Crescent
Harlow
Middx HA2 9BW

CB-NE
PO Box 61
Sunderland SR3 1EZ

CB Radio Action Group
55 Dartmouth 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
Colingwood Road
Bushbury
Wolverhampton

Cheapo Breakers Incorporated
c/o 3 Skanley Road
Maghull
Liverpool L31

Cheesy Breakers Club
116 St Christopher's Drive
Caerphilly
Glamorgan

Cheltenham Breakers Assn
6 Pittville 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

CHUB Club
c/o 103 Roseberry Gardens
Cranham
Upminster
Essex

Meet Elm Park Hotel

Hornchurch

CIA/BBC
Every Thursday
The Magpie
Sunbury on Thames
Middlesex

Circle C Breakers
c/o The George Hotel
Crewkerne
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 (024) 50046

Clogtown Claypit Breakers Club
Aquarius Club

Halden Street
Dean
Bolton

Club 14
Every Thursday at
Spotted Cow
Willesden High Road
NW10

Club Breakaway
c/o 123 Haster 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 Tote
Le Strange Terrace
Hunstanton
Norfolk

Copy Cats Club
The Manager
Martholme Grange
Altham
Accrington
Lancashire

Corn Grind'r Club
The Pheasant Inn
Windmill Street
Brill
Bucks

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

County Area Breakers Club
4 Corbet Gardens
Ardersier
Inverness

Country Town Breakers Club
Angora
Baptist Street
Penygoes
Caernarfon
Gwynedd

CREST Leeds
Every Tuesday
The Gate Hotel
Kemtrone Avenue
Leeds 14

Crewe Breakers Club
1 Main Road
Crewe
Cheshire

Cromwell Breakers
c/o The Winning Post
Market Deeping
Peterborough

Cuckooland Breaker's Club
PO Box 2
Penicuik
Scotland

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

Dark Island Breakers
PO Box 1
Benbecula
Scotland

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

Den Breakers Club
c/o 38 Down Field Way
Chaddesdon
Plymton
Plymouth
Devon

Derwent Valley Breakers
10 Prospect Terrace
New Kyo
Stanley
Co Durham

Deveron Valley Breakers Club
Turriff
Aberdeenshire AB5 7PQ

Diamond Breakers Club
Diamond Jubilee Club
South Kirkby
West Yorkshire

The Diamond Breaker's Club
c/o 16 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

Ditche Breakers
Meet every Monday at
The Hallway Hotel
Netherfield
Nottingham

Dinnington & District Breakers Club
Alternate Wednesdays at
The Squirrell
Dinnington

Dixieland Breakers
PO Box 25
Grimsby
South Humberside

Doctor's Cut Breakers
Meet in the Legion
Healing
Grimsby

Don Valley Breakers
PO Box 41
Doncaster
South Yorks

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

Dragon Breakers Association
c/o 70 Ffordd Llwyd
Moelfre
Anglesey
Gwynedd

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

Dukesville Breakers Assn
23 Potter Street
Worksop
Notts

Eagle Breakers Club
c/o 70a 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 Breakers Convoy Club
c/o 67 Nobles Green Road
Southend
Essex

Essex Citizen's Band Club
24 Bryony Close
Wilham
Essex CM8 2XF
Tel: Wilham (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

Fistral Bay DX-QSL Club
11a Edgcumbe Avenue
Newquay
Cornwall

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

Five-O Breakers Club
c/o The Sports and Social Club
Moore Lane
Newton Aycliffe
Co Durham

Five Pools Breaker's Club
c/o The Old House at Home
Blaketown
Kidderminster
Worcestershire

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

Forest Park Breaker's Club
c/o 1 Tor Street
Stoke on Trent
Staffs

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

Forth Valley Breakers
Burns Inn
Kennoway
Fife

Fosseway Breaker's Club
c/o The Rugby Club
Stow on the Wold
Gloucs

Freedom Breakers International
11 June Street
Bootle
Liverpool
Merseyside

Frog and Nightown Breakers Club
c/o Amberwell
Pottersheath Road
Welwyn
Herts

Gainsborough Breakers Association
Marshalls Sports and Social Club
Gainsborough
Lincs

Garden of England
Meet Mondays, 10 pm
The Becketts
Southborough Lane
Bromley
Kent



AIRWAVES

challenges to darts, pool etc. Anyone out there brave enough to take them on? ... Someone else wanting to make more contacts is Hangman from the Essex Breakers Convoy Club. Anyone who wants to arrange a joint convoy should contact him through the list address ... We've had a complaint from Blue Shark. We put his home address in the list and he's been under seige ever since from people wanting to join the Boston Breaker's Club — just goes to show that it's tough at the top ... At last a club that doesn't beat about the bush. The CBI or Cheapo Breakers Incorporated live in the Liverpool area, and anyone with a name like that has got our vote ... How's this for remote? The Dark Island Breakers come from the Outer Hebrides, and believe us, that is a long way away. Don't let that make you think they're too far away for you to copy — Steve, the club secretary, is a regular DXer ... And finally (Esther) a letter from somewhere even further away. The Berlin Breakers' Club would be happy to meet new breakers, so call Freedom City on channel 5 if you want more information. Is that international coverage, or what? Saves you a fortune in air fares. More next month — and if you want a mention, send a note (plus photo, bribe etc) to Airwaves, Breaker, Link House, Dingwall Avenue, Croydon CR9 2TA.

If you know what's good for your department. Have you filled in the Club Call form yet? Whether you're on the list or not, we want to know your club's every secret, so we can update the list and contact you for our club features. Guaranteed nothing fishy. Definitely not part of a Breaker plot to form a secret underground resistance army. Neither will we demand money from you. So fill in the form, or jot down the points on a piece of paper, and send it to Club Call, Breaker, Link House, Dingwall Avenue, Croydon CR9 2TA. Or you won't get any protection ... sorry, publicity.

Strange place, the Isle of Man. You'd think that being so close to England and speaking the same language and so on, everything would be the same over there as it is here. Mind you, not that that means much, just look at Scotland ... Or do the Scots speak the same language? Anyway, back to the Isle of Man (IOM), and to be more precise, the Isle of Man Citizen's Band Club (IOM CBC).

Going back to the island itself for a moment, as it isn't exactly part of the British Isles (it has its own government) it's meant that there are some differences in the law. For instance, while it's been illegal on the mainland and the IOM to operate AM CB (and still is) it's been OK to own a CB on the island for years, which is why CBs were imported onto the mainland through the island.

Mind you, that brings you on to another funny thing. While the island has its own government and post office, the Home Office and our post office are responsible for legal CB on the island. This meant that even though the IOM government wanted to try legal AM as a test case they were stopped by the Home Office, and even stranger, all licence fees for the CB licences go through the IOM post office back to our own. Funny when they've got no offices on the island. Anyway, this had meant that even though the government wanted to legalise CB, and it was legal to own one, people were being arrested for using them. So the breakers decided to form a club, which they logically called the Isle of Man Citizens' Band Club.

That was back in September of 1979, and the first few meetings gathered together 350 breakers. They wanted to get things set up properly, so rules and regulations were drawn up. Personal membership costs £5 and family membership £7.50, with renewals at £3 and £2 respectively. The club also organised a number of committees to handle the various activities of the club, such as a ladies committee, a junior committee, two area committees

AIRWAVES CLUB CALL

Club name
Area covered
Meet at
Meet on
Is membership still open? Yes/No
Number of members
Contact address (for publication)

Local handles:
Town/city/area
.....
.....
.....
Local breaking channel(s)

Club channel(s)
Club supports* AM only FM only AM/SSB All CB
Is your club in the Airwaves club list? Yes/No*
Has your club raised money for charity? Please state who received the money, how much they received and when it was handed over:

Form completed by (confidential — NOT for publication)

Name
Address

Phone number (home) (work)

*Delete as applicable **Tick appropriate box
(Please use separate sheet of paper if necessary)

Handles

.....
.....
.....
.....

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

GK 13
DS130 Gelsenkirchen
West Germany

Glasgow CBC
381 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
Kingseat
File

Gower Breakers Club
PO Box 12
Swansea
South Wales

Grampian 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
Lancs

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

Green Acre Breakers
c/o Ye Old Frigate
Aberdeen

Guildford City Breakers
Tuesdays at
The Cannon
Ponsmouth Road
Guildford
Surrey

Gwent Breakers Club
Meet every Wednesday at
The Gladiator
Maipas
Newport

Halfway Breakers
12 Moot Lane
Downton
Salisbury

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

Harrow and Wembley CB Group
26 Greenway
Kent
Middlesex

Hayling Breakers TX 10
Every Thursday
The Rose in June
Hayling
Hants

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
Feetham Road
Ashford
Middlesex

Hereford 14 Club
Meet every Monday at
Crystal Rooms
Hereford

Hereford Breaker's Club
17 Munton Fields
Ropstey
Grantham
Lincs

Herts CB Radio Association
PO Box 37
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

Hunters Heath and
Orchard Town Breakers
c/o Tally Ho Inn
Broadheath
Tenbury Wells
Worcestershire

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

Isle of Man CB Club
PO Box EV 77
Douglas
IOM

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

Journeys End Breakers
Alternate Thursdays at
Escrick Social Club
York

Junior 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

King's Lynn Breakers Club
c/o Cellar Man
Victoria P.H.,
John Kennedy Road
King's Lynn

King's 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
Wylthenshawe
Manchester

Laverock Breakers
c/o 12 Wilson Street
Larkhall
Lanarkshire

Lazy K
Lima Kite Radio Club
PO Box 55
Portadown
Northern Ireland

Legal Breaker's CB Club
56 Playstool Road
Newington
Sittingbourne
Kent

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

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

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

Leighton Buzzard CB Club
c/o Coombe Drive
Eastcote
Ruislip
Middlesex

Lennox 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 Jolly Breakers
10 Viburnum Green
Lowestoft
Suffolk

Maidenhead 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

Marina Breaker's Club
c/o 89 Rotheray Road
Gosport
Hants

MCBRA
85 Allens Lane
Pelsall
Walsall
West Midlands

Meon Valley Breakers
4 Lawrence Road
Fareham
Hants

Merseyside 27 Club
34 Micklefield Road
Liverpool 15

Mexico City Breakers
The Old Masons Arms
High Street
Mexborough
Yorks

Mid-Kent CB Club
c/o The Orchard Spot
Spot Lane
Bearsted
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
Vanity Fair
Bradford Road
Huddersfield

Milton Keynes City Breakers
c/o 2 Buckfast Avenue
West Bletchley
Milton Keynes

Molesey Open Breakers
c/o Royal Oak
337 Walton Road
East Molesey
Surrey

Monkey Town Breakers
c/o Victoria Hotel
Church Street
Heywood
Lancs

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

Moonlight Bay Breakers Assoc.
c/o The Great Harry
Wasash
Hampshire

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

NACB
Every Thursday at
The Commodore International
Nutshell Road
Nottingham

National CB Union
PO Box 123
Reading
Berkshire

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

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

National Independent Pirate Band
Heirmanstraat 37
Merksem 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
Holtbury
Hampshire

Newton Breakers Club
Meet every Tuesday at
Book and Candle
Redditch

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

Newark Breakers Club
c/o 173 Barnby Gate
Newark
Notts

Noisy City Breakers
Every Wednesday
Flamingo Night Club
Darlington
Co Durham

North Bucks Breakers
The Folly Inn
Adstock
Buckingham

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

North London Breakers' Assoc
Meet every Friday
Midland Arms
Church Road
Hendon

North Notts Breakers
4 Farm Grove
Thelevesdale Lane
Worksop
Notts

Northampton Breakers Club
Wednesdays & Sundays at
The Needle
Northampton

North Sea Breakers
c/o 27 Zena Street
Glasgow

North Tees Breakers
c/o Club Fiesta
395 Norton Road
Stockton on Tees
Cleveland

North Walsham Breakers
c/o Banksides
Lower Street
Southrepps
Norwich
Norfolk

North West Breakers
c/o Ballygomatic Drive
Ballygomatic Road
Belfast 13

North West Breakers' Assoc
c/o 8 Longhill Walk
Moston
Manchester M10 9NT

North West Leics Breakers
PO Box 10
Coalville
Leics

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

Open Channel CBC
17 Coronation Street
Preston

Open Channel CB Club
17 Coronation Street
Blackburn

Out of City Breakers
Every Tuesday
Southall Working Mens Club
Brentford
Sheffield

Over Wyre Breakers
Every Thursday
Fernhill Hotel
Park Lane
Prestesall
Nr Blackpool

Paradise Breakers Club
Meet alternate Mondays at
The Beaumont
Park Estate
Shiremoor
Tyne and Wear

Pendle CB Supporters Club
110 Barkerhouse Road
Nelson
Lancs

Pennine One Nine Club
29 Legrams Avenue
Lidget Green
West Yorkshire BD7 2PP

Petersfield United Breakers
Every second Monday
The Square Brewery
Petersfield
Hampshire

Pirates
Meet every Thursday at
The Mill
Halfway
Sheffield

Plaistow Breakers Club
Every Monday
Phoenix Club
Grange Road
London E13

Popular Breakers Club
29 Puttenham Road
Sherfield Park
Chichester
Basingstoke

Pudsey CB Radio Club
54 Harley Drive
Swinstown
Leeds

Purbeck One-Nine Club
Every other Tuesday at
The New Inn
Church Knowle
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
10 Buckinghams Way
Shamford
Leicestershire

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

Redditch Area CB Club
88 Heronfield Close
Churchill
Redditch
Worcestershire
Tel: Redditch (0527) 67083

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

Rhine Cuppers CB Club
On channel 13
BFPO 40

Rhonda Breakers Club
35 Shady Road
Gelli
Rhonda
Mid Glamorgan

Rhythm and Blues Club
The Bell Hotel
Botesdale
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 Willycombe 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
Gainsby
South Humberside

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

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

Roman City Breakers Club
c/o 29 Kelston View
Whiteway
Bath
Avon

Roman Road Breakers
Tuesdays at
Galway Arms
Harworth
Nr Doncaster

The Rooftop Breaker's Club
Every Wednesday at the
Gondola
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

and technical committee (which works with the Manx government). All these come under a general management committee of 11 people.

At first, the club thought they could get AM legalised through their own government and lobbied the House of Keys, the Manx house of Parliament. Unfortunately, the Home Office stopped all that, and since then the club has continued to campaign for AM and SSB operation. One strange thing is that sales of legal rigs (even though they're constructed on the island) are low because most people run very complicated sets with AM, FM and SSB so they've no need for new sets to get onto legal FM frequencies. One advantage of being able to purchase such sets legally, no doubt.

But like any club, the IOMCBC likes to entertain its members as well as play politics. The club meets for an informal chat every Sunday at the Tinwald Inn, St Johns, and in the past they've held discos, rallies, convoys, fancy dress evenings and they also hired a local cinema to show 'Convoy' and 'Smokey and the Bandit' to members. The club runs a handle register which works very well, mainly because of the island's small population and because the club's been going so long.

In the early days, the club went in for charity work, but found that although they always told the Manx press about the events they never received any coverage. In short it seemed the press were against them. This angered a lot of breakers and caused some disagreement, some people blamed the press and others pointed out that the idea of giving money was to help the charity — not just to give CB a good name. In the end it was decided to keep club funds for use by club members, so charity work was reduced and subs went toward buying items for club members. It's a point other clubs should consider, because to be successful your members have to feel they're getting something back for their time and money.

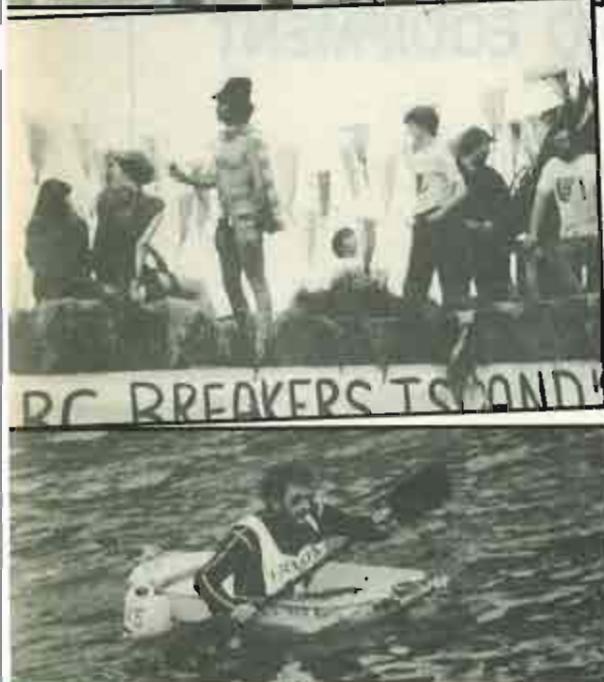
All of which has meant the club's been successful. From their original membership of 350 they rose to 800, but this has now settled down to a steady 400 or so, 200 of which are voting members. Last year the accounts showed a turnover of £15,000, which from a small club is quite reasonable.

Finally a word about the club newsletter. It's very neatly put together, and more than anything else it gives an impression of a well run club. And even more finally, if any clubs have got a newsletter, we'd love a copy.

P.S. Thanks to Allan Quirk.



Airwaves



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

Scottish Truckers Club
c/o 3 Cornton Crescent
Bridge of Allan
Stirling

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

Seven Towers CBC
15 Carnuff Drive
Ballymena
Co Antrim

Severn City Breakers Club
c/o PO Box 2
Shrewsbury

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

Shannock Town Breakers
c/o 15 Birch Grove
Sunway Park
Sheringham
Norfolk

Shaw and District Breakers
PO Box 2
Shaw
Oldham

Sheaf Valley BC
c/o 27 Ashberry Gardens
Sheffield

Shustoke and District Breaker
Alternate Tuesdays
Shustoke Village Hall
Shustoke
Birmingham

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

Smokie Town Breakers
103 Demondale Road
Arbroath
Angus
Scotland

Southend & District Breakers
Every Thursday at
Rascals Disco
Southend

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

South Side Breakers.
c/o Jean Armour Bar
Shawlands
Glasgow

South Somerset Breakers
c/o 19 Vincent Street
Yeovil
Somerset

South Tees DX Club
c/o 16 Tawney Road
Eston
Middlesbrough
Cleveland

South Wales Action Teams
16 Lanelay Park
Taibot Green
Pontyclun Mid glam

South Wales Big 10-4 Club
139 Mansellion Road
Mansellion
Swansea

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

South Wales Federation of Breakers
c/o 74 Beach Court
Giffnock
Bargeddie
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
Manfield
Notts

Steeltown Breakerways
c/o 12 Kelby 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

Swan Valley Breakers
c/o 133 Nalders Road
Chesham
Bucks

Swindon CB Club
23 Alfeck Close
Toot Hill
Swindon

Tango Foxtrot Charlie International DX Group
PO Box 14
Heywood
Lancs

Taunton Deane CB Club
c/o 19 Trinity Street
Taunton
Somerset

Tayside CB Club
c/o 271 Fintry Drive
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

Three Feathers Sidebanders
c/o 269 Ball Road
Llanrumney
Cardiff

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

Tunbridge Wells CB Assoc
Monday evenings at the
Robin Hood
Tunbridge Wells

TURBO
c/o 16 Mendip May
Downley
High Wycombe
Bucks

Tweed Valley Breakers Club
c/o 72 Beech Avenue
Galashiels

TWINS
c/o 5 Nut Hatch Drive
Earley
Reading
Berks

UK International Radio Group
PO Box 13
Long Eaton
Nottingham

Untouchables
299 Manchester Road
Kearsley
Bolton
Lancs

Uttokester Breakers Club
c/o 32 Goldhurst Drive
Lower Tean
Stoke-on-Trent
Staffs.

Walsall CB Radio Club
c/o 6 Central Close
Bloxwich
Walsall
West Midlands

Waterbabies Breakers Club
c/o 17 Furzey Road
Upton
Poole

Wellingborough Breakers Club
Wednesdays at
Dog and Duck pub
Wellingborough

Wessex Open Channel
PO Box 108
Melksham
Wiltshire

Wessex Glamorgan Breakers Association
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Wetherby
West Yorks

Weymouth CBC
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Weymouth
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Kent

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Haulin' ass



Allowing for inflation, a picture is probably worth around 876 words these days and it's very tempting to say this is a feature about the Supernational Custom Car Show and leave it to the glorious colour, and nearly as glorious black and white, to fill the gaps. Particularly since we're putting this together just a couple of days after the event, while it is all fresh in our stale memories, and we're still suffering from show lag. All those cars, CB rigs, trucks, vans, ladies, hamburgers, tequilas in three days — and a good portion of the nights — were almost too much to handle. But we're made of stout stuff on Breaker and apart from our brains still maintaining a campaign of unco-operation — something which is quite familiar to us — we are here to point out any bits you missed if you visited the show, or some of all the bits you missed if you didn't. Not that you deserve it.

The Custom Car shows have been around almost since Stone Age man invented the wheel, clubbed a passing Stone Age lady over the head and went drag racing, so we won't dwell too much on the cars here because the Custom Car scribes have spent all lunch hour over halves of shandy down the pub thinking up big words for their own write-up. But there were a few extra features this year to which we put our name. Or for which we take the blame, depending on how you look at it.

Those of you who made it past the naughty ladies in the photo studio — and if you didn't make it to the show, your eyes will never forgive you — will have

arrived in the West Hall and seen what was probably the biggest range of FM rigs in the country on display on the Breaker stand. Plus an impressive line-up of trifolux trucks. Not to mention the Breaker staff ourselves. And after a night in the bar with the truckers, it is probably better not to mention the Breaker staff.

The interest in the sets on our stand was phenomenal and we answered more questions over the three days than Unipart can fit in a dozen commercials. A working set gave newcomers, whether to CB or just to FM, a chance to try it for themselves in a network of sets on CB stands throughout the show — and a few copies from FM breakers outside the building who couldn't wait for legislation (the show ended on November 1, remember). Hundreds of kids tried it and turned to their parents with a 'this is what I want for Christmas' look on their faces — and the parents turned to us with a 'bloody stirrers' look on their faces. But the adults loved it too and it looks like taking over from the train set in the 'I'm only buying it for the kids' stakes. Our thanks to all the CB companies who lent us working sets for the show — in some cases their only working sets at the time, incidentally. If we could have sold them, we could have made a fortune. And we'd have needed it — for a change of identity.

But sets were on sale on other stands. Andi, Steve and Big Jim (from Haces) and Martin and Mick (from Romford CB) all bought us drinks, so they must have made a fortune. Probably get the bills next week.



in Hook

Chattan

Lady E

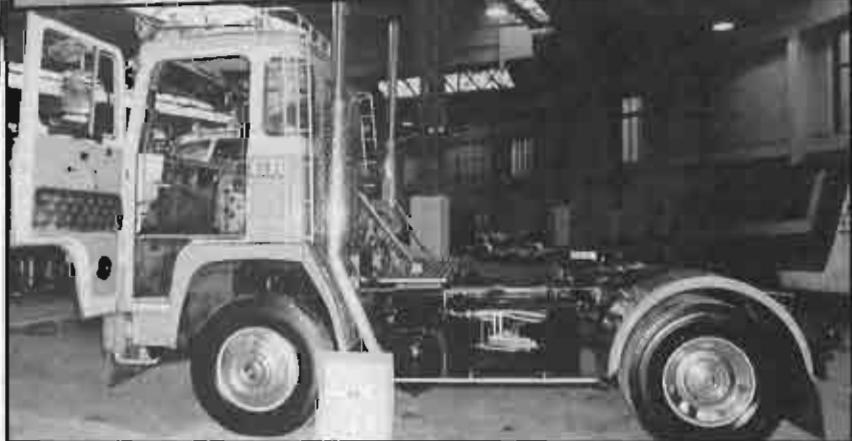
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Vega Choo Choo

MEDA

OL

Haulin' ass



Despite all the interest in CB, the real stars of the Breaker hall were the trucks, which were photographed by the public almost as much as the girls in the photo sessions. And when a model climbed onto a truck for the press, the flashes hit them like lightning. The truckers were mostly owner/drivers and they came from all over the country. Most of them got back. The Best Truck trophy, presented by Richard 'I can't read CJ's handwriting' Nichols, went to Dave Rackham, who brought along a Kenworth and a Peterbilt. Look out for features on some of the trucks from the show in future issues. The vans were down our end too, with prizes going to Messrs Halsey and Leach (Best Big Van and runner-up respectively), John Baldacchino and Nigel Lockley (Best Small Van and runner-up) and Dave Stott (Best Pickup).

The Infamous Bucking Bronco was no more than a body's throw from our stand. Remember we said how good it was to watch. Especially when ladies got on it. Tee hee. Some of the rides were more entertaining than watching David Leigh trying to get into the car park. Janet's were great. Both of them. But what happened to your promise to do a topless sponsored ride after the show, Janet? And what did the police constable do with his helmet when he got into the saddle? And wasn't that supercool Mike Collins from Bleat Machine doing the John Wayne impersonation? On rollerskates? We should be told.

That — plus Cuddly Car's crazy, chromey, colourful bits — was the show. Or some of it. Only a fraction really. Just before we leave the rest to the pix, a word of thanks to Sticks and everyone on the Thames stand for your help (and refreshment), to the very precious Precious for the smiles, to all the companies who handed over rigs and tried not to look worried, to Mick from Romford CB for his impression of the Swedish chef (and refreshment), to the truckers for not throwing me out of the hotel from the 27th floor (and refreshment), to Haces for putting up with endless wind-ups (and refreshment), to Dave for parking the trucks without running over Greg (better luck next time), to Sue for finding my room when I couldn't (and refreshment) and to all of you who said hello to us on the Breaker stand (and refreshment). Ta.

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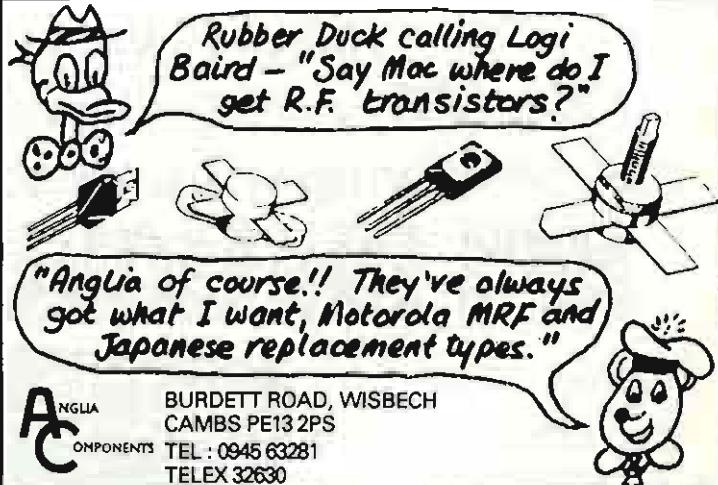
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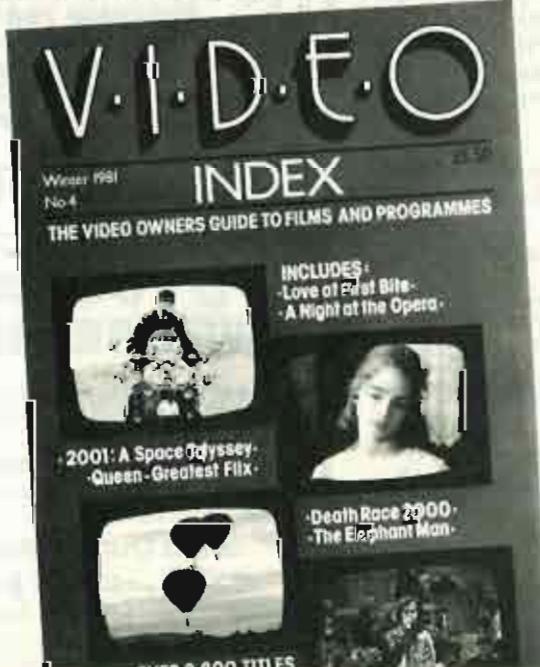
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