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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 Limited, 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 Limited, Pontygwindy, Caerphilly, Mid-Glamorgan.

A LINK HOUSE PUBLICATION

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

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Hobbs

MODERN CB RADIO SERVICING By Marvin Hobbs

This book reviews the most recent trends in CB transceiver design, including PLL and microprocessor control techniques. There is a chapter on troubleshooting techniques that are applicable to either 40-channel or 23-channel transceivers. And an appendix of figures giving the various crystal combinations in 23-channel transceivers with multicrystal synthesizers is included.

CONTENTS: Introduction to CB Transceivers. AM Transceiver Circuitry. SSB Transceiver and Receiver Support Circuitry. PLL Frequency Synthesizers and Microprocessor Controllers. Discrete CB Test Instruments. CB Text Systems, Analysers, and Testers. Transceiver Alignment Procedures. CB Transceiver Tests. Troubleshooting - Initial Checks. Troubleshooting by Symptom. RF Interference and Noise Elimination. £5.95 176 pages

Smith

C Bers' FACTBOOK By Noel T. Smith

This book tells how easy it is to select, purchase, and set up the kind of equipment best for you. It explains and illustrates basic operating practices for both base and mobile stations. You'll find CB rules and regulations, and a listing of CB clubs, organisations and publications.

CONTENTS: An introduction to Citizens Band Communications. Operating on the Citizens Band: Mobile and Portable Service. Antennas for the Citizens Band. Improving CB Communications. Accessories For Fun and Security. £3.50 128 pages

Kneitel

CBers' SSB HANDBOOK By Tom Kneitel, Editor of CB Radio/S9 Magazine

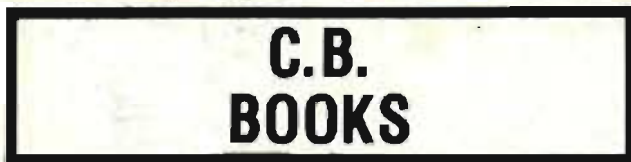
Prepared by the famous "TOMCAT" of CB Radio/S9 Magazine and a leading CB communications authority, this book familiarises the CB operator with sideband - a rapidly growing aspect of CB communications. It explains in layman's terms what sideband is, how when, and where to use it to increase communications' range and enjoyment from CB radio. It even tells how to buy the equipment to get the most for your money and how to build some experimental antennas to expand output.

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RATSWEET JAW

Well here's a surprise for you. And a bit of a surprise for us as well. *Breaker* is going monthly. Just like that. The time, it seems, has never been riper. We know that there are a lot of people out there interested in CB, and a large number of them seem to be buying *Breaker*. We've tried to respond to this by switching from quarterly to bi-monthly, but it seems it's not enough.

Apart from anything else we can't react to what's happening out there fast enough, and an awful lot of the things we hear are out of date by the time we can get them into print, so it makes a lot of sense to come out more often.

In the beginning, though, we always saw *Breaker* as a monthly. It was mostly a question of waiting until CB really got off the ground (and in particular became legal) before we could really get to grips with the subject.

The plans we laid were quite detailed and were well in advance of events, and we were quite prepared to wait our time and let it all happen. But then several things changed our minds. Mostly they were quite nice, one or two of them not so clever.

First thing which upset us was the appearance of a rival publication, with a front cover which looked almost like a photocopy of *Breaker* No 1. Not only did it look like us, it also read like us, as over 50 per cent of the contents list of our first issue appeared re-hashed in their first issue. Finally, though, we had to laugh. In the editorial of their issue they said they had great plans for the future, but they weren't going to reveal them in case they were copied by a competitor. Good grief.

We thought we'd better get monthly fast, before they nick anything else from us. But that wasn't the major reason for the

change. What really prompted it was a two-pronged attitude towards legalisation. We said in *Breaker* 3 that we believed a statement about legalisation to be imminent, and that we believed that this would be on 27MHz. We hoped that the announcement to this effect would be made in the early part of 1981, although we were writing in mid-November.

Here we are, February 19, and no such announcement has been made. We are still certain that it will be. We are still sure that it will be 27MHz. We are sure that we will need to be monthly in order to cope with the situation when it happens, because we are certain that the CB boom will be the most amazing phenomenon of the decade. CB is likely to be the only growth industry in this country over the next two years or so.

If we are wrong then we need to increase the pressure of HMG, not decrease it, so we ought to be as frequent as possible to do this effectively.

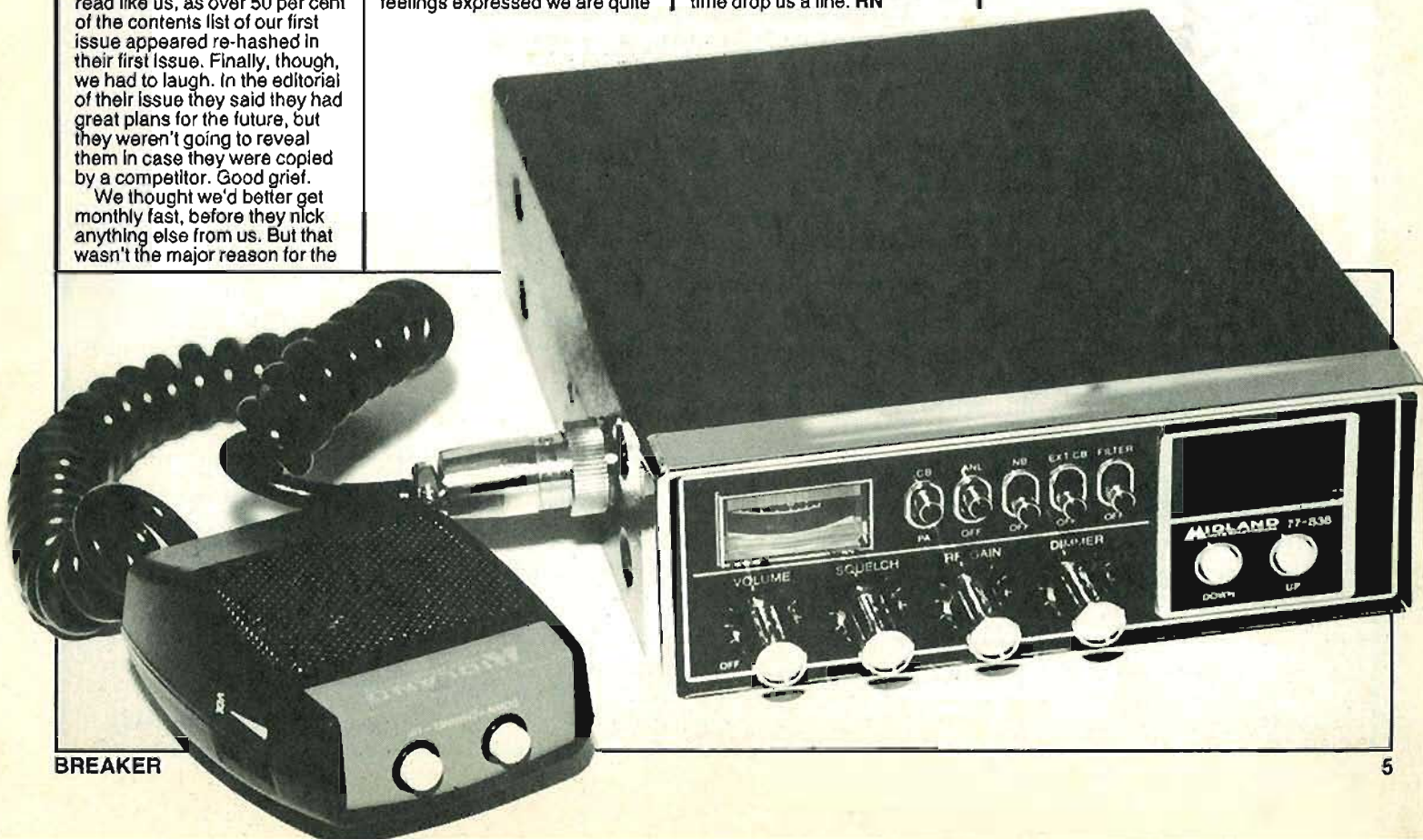
But by far the most important thing which has led us into going monthly is you lot. There are thousands, even millions, of you now, and you're writing to us at a rate which we're beginning to be submerged by, although we've stopped being surprised. By the vast amount of mail we're getting and by the vast disparity of opinions, attitudes and feelings expressed we are quite

convinced that you need a monthly magazine now.

We wouldn't do anything so crude as to suggest that you're all illegal operators who need technical updates etc, rig tests or anything else like that. Neither, we are sure, do you need to know how the law stands these days, or what to say to policemen and so on. We wouldn't dream of providing the CB pirate's handbook every month, or anything jolly illegal like that. My word no. We just think that you'd like to know the score a bit more often.

In order to do that we'd like your help. We've already had a fairly staggering response to the club page, as you'll be able to see just by looking at the vast list of addresses, but there's more to it than that. Some clubs and some individuals have begun the great debate on nationally agreed calling channels. Let's get that organised too. Let's hear from you if you've got problems. Technical problems, legal problems, personal problems, whatever. If we can't help at least we can have a jolly good laugh at your expense.

As a matter of interest we've had to expand in order to do all this, and we add the dreadful Marlin Foster to our list as Deputy Editor from now on. We're also looking for one other journalist to help us along. If you know anyone who can spell and doesn't speak in numbers all the time drop us a line. RN



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GIVE US A BREAK

Bottoms up

Dear Breaker
We have tried your beer and we have found that by joining two empty cans together with a piece of string we can talk to each other legally, although this does prove a problem on motorways, especially when we are travelling on opposite carriageways.

We put this idea to the Prime Minister, and she said she was tied up (pity she isn't) with CB at this moment in time, and would let us know.

If this letter is published, the two pounds will go nicely towards four cans of the said ale, and a couple of reels of string. Perhaps we could set up a home base.

We think the magazine's great: pity the statement in issue number three on legislation didn't happen before the issue hit the market. Never mind, let's legalise on 27MHz soon.

Till then we'll pull another ring.

10-10 an' all that crap. 10-400 to General Lee of Warwickshire, and all the best to the bears with DV 27's on their helmets (the ones on their heads).
*Bunny and the Preacher
Slims Throat Emporium
Beetlehouse 5*

(Cheers.)

Living by Numbers/1

Dear Breaker
I would like to make a suggestion concerning the breaker channel. Being a long distance truck driver (whose rig has been confiscated by the police, for whom I hold no malice) I know that 19 is the truck drivers channel. Numerous towns in the country have now moved their breaker channel to various other places on the dial, ie 27, 14 and 5.

My suggestion is that, like we have breaker channels 19 for the trucks and 9 for emergencies, why not one channel for all the local breakers, for example channel 25. This would make things a lot easier, especially for local breakers, as it would mean that they would not be shouting to truck drivers to clear the breaker channel. This would also mean that truck drivers, holiday makers, travelling salesmen and out of town breakers etc, would also know what the local breaker channel is (last summer I was in the Isle of Man for four days before I found out what the local breaker channel was) and use it if they wish to.

I would like this suggestion to put up at Breakers Clubs and then depending on the response to it, see if we can get one national, but local breaker channel.

I'm sorry, but I refuse to finish this letter off by using CB lingo because I don't think it looks right in print.

*Blue
Summer Wine City*

(The problem of local calling channels is out that's going to take time to sort out. We'll print as much information as we can...)

Living by Numbers/2

Dear Breaker
If CB is to become legal surely users should organise? I refer mainly to the aspect of channels.

Truck drivers use channel 19, but so do a lot of local breakers. Living close to the A1 our local club also uses 19 for breaking on, and numerous calls to 'clear the breaking channel' are used. A suggestion. Make one channel for the exclusive use of Mobile/Truck users nationwide, and another channel or two for local users nationwide.

This would make life easier and add weight to the argument for CB. CB clubs throughout the country could get together via your magazine to organise something for breaker channels.
*Grasshopper
Stamford*

(We mentioned this last issue. Are the truckers going to move off 19, or is everyone else?)

All tied up

Dear Ed
I am going to take you to task, although I have read both your first issues from cover to cover.

I have been a breaker now for two to three months and have not heard a swear word or obscene suggestion in all that time. However, in your magazine you make comments and suggestions which are not necessary and do not further our cause for legality.

You pull the Beeb apart for showing the Forsyte Saga on a number of repeated occasions. Well, I for one have never seen any of the episodes and the only Irene I know is very straight-laced. Yes, 405 lines are used in the very rural areas — how about a campaign to offer to buy these areas new 625 line TVs then we could have their old equipment as repeater stations? The benefits these rural areas would have would be new TVs and two-way emergency communications.

Now that sounds a good ideal. You make repeated references to 'Old Willie'. Well, would you like being called 'Fish Face'? Would you help anyone who called you names? As our self-appointed spokesman, have you ever tried to call a meeting with Mr William

Whitelaw to discuss our point of view? You could suggest that there are several UK car radio manufacturers who are on a reduced working week. These companies could be actively employed building the next generation of in-car entertainment. They would need time to alter their skills so we should impose a buy British standard on all CB radios.

Well, I've let off steam and feel better now.
*John M Goss
Yorkshire*

(Yes, but when did we call Willie Whitelaw 'Old Willie'? or 'Fish Face'? And the only Irene I ever met liked to be laced but straight she never was...)

Buzz Buzz

Dear Breaker
Although I'm not reduced to a walking stick, and don't trot down the old Buzby shop for my OAP each week, I have got to confess I shall never see thirty again. However, am I despondent? Do I clean my house top to bottom, wash up, do the garden and generally be a terrific housewife? Do I hell. The only time the duster sees daylight is when the home base needs a polish. Ladies everywhere are in the age-old rut of wasting their lives away on chores. Stop now. Buy a CB, chat to hundreds of total strangers. Start a totally new social life. A year ago, I was a slouch. Yes, I admit it. With nothing better to moan about but unions and politicians. Now look at me. Always out meeting new people, going to different functions our club organises, and generally making a pest of myself trying to get items for the news-sheet that I do for the locals.

Only snag is, ladies, it plays havoc with your complexion. Bags under the eyes that have to be prised open with matchsticks. Lines and wrinkles tend to set in quick. It's the hours you see. Once you start gassing you can't stop. A government health warning should be issued with each rig.
*Honey B
Hampshire*
And I don't care if they do bust me. I shall sneak a hand held into Broadmoor.

(All this and scented paper too...)

Strike One

Dear Breaker
I would just like to point out to Praying Mantis of Surrey (Breaker No 3) that if he were to

use CB to strike-break as he seems to be advocating, he's liable to find his rig being refitted in a place he has never thought of, this being done, I should imagine, by a large, hairy fireman. CB can be, and I believe will be, used to do a great deal of good, but let's not bring it into the area of industrial relations; there can only be problems.

I will offer a prayer for Praying Mantis in the hope that he may get some sense in the next few years.
*Lame Dog
Avon*

(I'm not sure that Praying Mantis actually advocated strike-breaking, more that CB could be used in the public interest rather than against it, so let's not get excited, eh?)

Hello Sailor

Dear Breaker
Just a line about one of your articles, from a fellow-breaker called 'General Lee' (issue No 3).

Whilst I agree that we must all unite under one banner for the best possible chance of getting HMG to give us a frequency right for the job I would advise him to try something other than 232MHz as the Armed Forces already use it for communications.

From experience of using that frequency may I suggest that he looks for a lower one which will give us a better range using the existing 4 watts output, which most sets kick out at present, before people start mucking about with them and put burners on.

Nice to see Breaker has gone bi-monthly, I eagerly await issue No. 4, 5 and 6, hope you will be around for sometime to come. 10-10 till we do it again for issue No. 4.
*Dutchman
At Sea*

(Aha. So the Navy bought all the old Lancasters...)

Canard

Dear Breaker
Further to 'The Mysterion's' letter, on the subject of Radio Control, a check on the channel frequencies will reveal that, in all cases the RC channels fall between, and 10Kc's from, our CB channels thus: RC Brown between 3 and 4, Red between 7 and 8, Orange between 11 and 12, Yellow between 15 and 16, Green between 19 and 20 and Blue is 20Kc's above 22 and 10Kc's below 23.

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02021 CO-STAR



06013 IT'S NOT EASY BEING A SEX SYMBOL

02028 REALITY IS FOR PEOPLE WHO CAN'T HANDLE DRUGS

07072 GEAR JAMMER

02028 LIONS HEAD



08005 HAVE A NICE OAY B4 SOME BASTARD LOUSES IT UP

06004 SLEEP WITH AN ELECTRICIAN

09002 AVOID MANGOVERS

05048 VOLVO TRUCKS

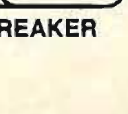


06006 EAT SHIT and EAT SHIT & DIE

03029 POLICE

05058 FREIGHTLINER

07070 HIGH GEAR HAULER



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GIVE US A BREAK

crystal-controlled and uses superhets it is most unlikely that we cause them interference; far more likely one of their own with home-made gear.

On the question of alternative frequencies 928MHz is totally useless for our requirements, being, as it is, a centimetric wavelength much more suited to radar and point to point links using dishes.

For usable civilian communication the frequencies must lie in or below the VHF band or the range will be so short as to be useless. Mr J D Crewe's informant was way off beam when comparing 900MHz to VHF TV; a hill is enough to stop UHF TV, let alone 900MHz! If we cannot get 42MHz (such an obvious choice the Westminster dummies will never think of it) perhaps we should try for a spot in the 100-150MHz band. I know, from personal experience, that most RAF airfields went UHF years ago. I base my assertions in this letter on 17 years experience.

The Rockin' Robin Chelmsford
PS 928MHz is a wavelength of 32.32 cms, and in a mobile rig that will cause problems, due purely to vibration of moving components.

(928 is we are sure, a dead duck for CB. The choice now revolves around 27 or 42.)

Goldilocks

Dear Breaker,
First of all, great magazine. Almost as good as your other periodicals ie: H't C'r and The Illustrated Repair Manual for Tr*umph Sp*tt're.

Second of all, why is it that some Wally or other is always worrying about the use of CB amongst us, oops sorry those criminal bounders? Now, come on, wise up, if one baddie can earwig another baddie then so can 2000 other good buddies, and let's face it, even a £10,000 heist don't go far split 2002 ways!

As for prostitutes using CB, I don't think these ladies of pleasure will want the local fuzz involved in their attentions.

By the way, I've written letters to everyone except the Mull of Kintyre. Will this one over sight in any way hinder our cause?

*Mr Zero
Edmonton*

(If I was a prostitute I'd use CB. Beats hanging about on street corners.)

Sods law

By lad!
Thoo fellas doon at Link oose as gitten a grand thing gline wi th magazine about CB.

Us farmin lads reckon it'd be a danged good thing ti ave in ower tractors when we drahve around ploughin, drillin an suchlike. Ow about an item on fittin yon CB gadget into a Massey-Fergey or a Foord?
*Creature
Pickering*

(By God! Good job that's a written copy and not on channel. Where could you put a rig on an M-F anyway?)

Woman's moan

Dear Breaker,
I am writing to you after reading issue no 3 and in answer to the idea of a ladies page. I think that us lady Breakers should be treated in the same way as our male fellow Breakers. If we want a ladies page we can always go along to the newsagent and buy one of the many women's mags on the market.
*Cherry Blossom
Plymouth*

(Yes. And let's have more female train drivers. Give women the right to chao-chao-choose.)

Cheep Cheep

Dear Sir,
OK, I've been reading virtually all the CB mags recently and to be perfectly honest I'm still not sure which comes out on top. One thing for sure, I'd dearly love to get on the air as a breaker. No problem, some might say, plenty of rigs and accessories available if you know where to go.

Unfortunately there is one fly in the ointment. I work for British Telecom. I'm a Buzby, but I don't agree with the law as it stands. Don't get me wrong, I'm no hero who wants to risk his job in these present times, but a guy who dearly believes in freedom of the airwaves. Re the arguments about which frequency to legalise, I agree 928 MHz is obviously out on the grounds of range and possible health risks, but so also in my view is 27 MHz, because there is already too much traffic on that band.

I feel the quicker central government pulls its finger out and legalises a sensible band such as 232MHz (The Lancaster Band) or somewhere around 41-49 MHz the better.

*Buzby
Telford*

(What a tweet letter.)

Dummy

Dear Sirs,
Although I don't own a rig (I am waiting to see what frequency is finally decided upon) I am a great supporter of the CB concept. I saw issue 2 of your magazine at my paper shop and

promptly bought it.

I only reached page 5 before it became apparent that the stand being taken by your correspondents is bad for the cause.

In the green paper the Government are rightly concerned about the possibility of obscene language being used on the air. Your correspondent on page 5 is not settling a very good example by not managing to write 2½ paragraphs without a profanity. His attitude is not very helpful either. The Government are not going to look favourably at CB when people are condemning out of hand every suggestion made. This criticism also applies to James Bryant in his reply to the Green Paper — although he seems to have just a little more sense than RN.

I believe that if CB (or Open Channel) ever gets the go-ahead, it will be through negotiation between the Government and responsible supporters of the cause. Pulling the Government to bits, as you seem to be doing, will not help one bit.

I shall purchase issue 3 to see if you print this letter but after that, until you take a more reasonable attitude to what we are trying to achieve, my 80p will remain in my pocket.
*Geordie Clayhead
Middlesbrough*

(Since this letter appears in issue 4 it is now safe to assume that Mr Clayhead is no longer with us. Some handles seem to suit their owners naturally...)

Scotch missed

Dear Dick,
(pause — unfortunate that). Firstly, I am English, living in Bonnie Scotland, rich oil man you understand, and I have come across a rather intriguing situation. This is the backing of English (or Welsh, I should imagine) Breakers. Now this is just nit picking at the moment, but it could escalate. We're all in this together and making enemies from within is not going to help.

Secondly, I happened to browse through a US CB catalogue recently. I got my rig from the States — a Midland 40 ch, stereo radio and cassette with CB break in — for a measly \$230 and £50 to £100 for a basic rig has got to be a rip off when they are retailing across the water at \$40. I would appreciate your, or any, views on the matter.

Lastly, I like nudes, no matter what mag they're in and as sex goes against Government policy anyway it won't do any harm to

the cause, Brothers. Er, and Sisters.
*Black Bat
Angus
P.S.* This is the first issue I've managed to get hold of, the stagecoach got headed off at the pass for the others, but it was worth waiting for, keep it up.

(Dear Batty, 1) tell me more, 2) agreed and 3) so do I.)

Wallies

Dear Breaker,
having been on channel now for a period of 8 months it amazes me to still hear 10-1 wallies on the air winding up all the other breakers.

They are just wasting their own time and everybody else's. Think about it; they payout 100-plus green stamps to get on channel and all they do is fool around.

In my home 20 we have occasional foxhunts, tracking the 10-1ers down. Some are successful, some not.

I have also been informed by several good buddies that other towns and clubs have a wind-up channel. If you want to annoy or be annoyed you go to that designated channel and get on with it.

So what the hell can we do? Suggestions would be welcome.
*Joe 90
London*

(Maybe a wind-up channel for national use makes sense?)

Tonic

Dear Breaker,
Congratulations on a superb magazine. It's a pity you can't publish it every month.
I hope to be on the old airwaves in March.

Meanwhile, keep up the good work.
*Straight Vodka
Northampton*

(Fooled you. We are monthly.)

The rules

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

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

**YOU'VE COPIED THE REST
NOW COPY THE BEST!**

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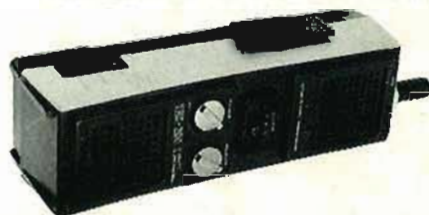
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LOWDOWN

For shame

All over the country, for at least the past year, various CB clubs have been doing their little bit for the local community. Raising money for children or whatever. Look in this issue for a brief mention of what the Welsh gentlepeople have been up to in Colwyn Bay. Not a lot in sub-zero seawater, but that's another tale.

CB is, after all, a community thing. It depends for its success on having the widest possible membership, and it also depends on that membership wanting to help others. It just brings a little bit of humanity back into everyday life when it's used sensibly.

We could not believe what happened in a place further north than Watford very recently.

The local CB club had gone to a great deal of trouble to raise a considerable sum of money. They proposed to donate this money to a nearby hospital so that it could be put towards the purchase of some expensive and badly-needed hardware. This hardware, once in operation, would immediately have started to save lives currently being allowed to fade away on the grounds that the hospital or the local health authority or the government lack the funds to supply enough machinery to keep some people alive.

Apart from being the most fatuous and inhuman reason for letting people die that we have ever heard — 'we haven't got the money' — there's not a lot to say.

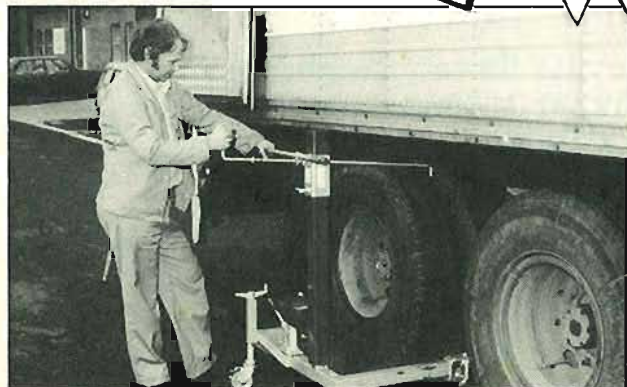
Until we discovered that the hospital also then refused the offer of money (there were several noughts on the end of the sum) from the CB club on the grounds that CB is illegal, and since the people offering the money were in favour of its introduction the hospital were unable to accept it. The nastiest piece of immoral bullshit we've ever heard.

Let's just hope the hospital doesn't refuse government funds because the registrar voted Labour at the last election. Let's also hope that they won't turn an injured motorist away from casualty because his Road Tax is out of date.

Dolly-posh . . .

. . . which is, in case you didn't know, the Yorkshire word for a southpaw cricketer, and nothing at all to do with this.

This, for those of you with a trucking disposition, is a wheel dolly, used for moving wheels around the place when said



wheels are too big to carry or roll.

Peel Automotive Equipment, garage equipment specialists, have added to their Gray Line range of hydraulic/pneumatic jacks a wheel dolly which takes the strain out of handling commercial vehicle wheel assemblies and tyres.

Designated the WD-100, it can handle all tyres ranging from 7.00 x 15 to 12.00 x 24 and has been developed to meet the requirements of workshop managers and mechanics in terms of mechanical strength and ease of use.

The main frame of the unit is manufactured from square section steel and the carriage assembly features long life needle bearings. Heavy duty rubber tyred castors and G-Line's proven hydraulics complete the WD-100's specification.

Unlike other units the Peel uses a single offset support column to enable the mechanic to gain free access to the hub and bolt circle. And if that's not enough another feature which makes life easier (and safer) is the incorporation of a top clamp which not only eliminates the need for chains and prevents the wheel assembly from moving during transfer but also provides the extra grip necessary when the brake drums hang up.

Other very clever bits include the facility to crank the complete carriage assembly backwards to simplify aligning the dolly with the wheel and eliminate the risk of bearing damage and an integral steel tray to contain the bolts, washers, bearings etc which would otherwise disappear without trace from the workshop floor.

Crossed Channels

We've published more than a few letters on what is rapidly assuming the proportions of a major issue: the debate about exactly which channels should be used for what.

Many towns which are near

motorways or trunk roads use 14 for their calling channel simply in order to give 19 over to the truckers, and we can't help thinking that this is probably the best general solution we've heard.

However, if it's going to work it would have to be accepted on a national basis rather than in local pockets otherwise nobody will ever know what they're doing.

One club wrote to us and said that they stay above 30 in daylight simply because this gives model controllers a chance to survive, but with the model control frequencies moving up to 35MHz this should soon be unnecessary, although it makes sense for the time being.

The same club also operates restrictions on channels 20-27 as they know that these are the areas occupied by hospital paging systems. This also sounds like a good idea, but we must assume that previous arguments about interference with paging systems are at best loosely-based, since here now seems to be no drawback to a legal CB facility on 27 MHz.

Time will tell us if HMG have some new arrangement up their sleeves for paging, or whether they'll forget all about it and own up to the fact that there has never really been a problem.

The trucking best

More news for silly truckers came recently, and lightened the general gloom and despondency of all of us who thought that the UK was on its last legs — fast becoming the banana republic of Europe, which distinctive honour seems first to have been spotted by an Irish singing person called Bob something-or-other.

Leyland's top-weight heavy truck, the T45 Roadtrain, has been named Truck of the Year for 1981. The Award — presented at the Brussels Motor Show — is the most prestigious in the European truck business.

Roadtrain — which is being launched in selected mainland European markets this year — won the Truck of the Year title from two other first-rate heavy truck models from Volvo and Fiat, after deliberations by the Truck of the Year judging panel, which consists of influential commercial vehicle journalists from ten European countries.

The announcement of the Award was made at a press conference called to announce Leyland Vehicles' plans for a new campaign to launch the T45 into Belgium, France, Holland, Spain and Portugal this year.

Leyland Vehicles currently exports about half its production from the UK but only a small proportion of these vehicles go to Europe. Most exports go to traditional markets in Africa, and the Far East.

For T45 this is not the first major award. On the day it was announced, in March 1980, it won a Design Council Award and subsequently received an accolade from the Don Safety Award judges.

Nice to know we can get something right, isn't it? And we thought that apart from the new Sinclair water-telly the only growth industry in this country for the next few years would be CB. Oh well.

Not nice

One of the less pleasant tasks we've had since Breaker hit the streets is this one.

As the Daily Mail reported on Feb 20, a huge police search ended in tragedy when three-year-old Zoey Thompson was found dead.

The Mail also pointed out that 300-odd CB users answered emergency calls and turned out to help in the search during the afternoon and evening.

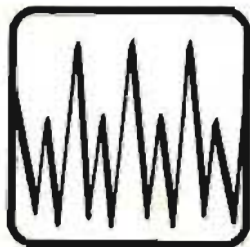
This is not normally the sort of thing we'd make a fuss about, since personal grief is best left that way — personal. However on the day of the search, and before the sad facts became evident, we had a phone call in the office from Zoey's family, asking us to please thank all of the breakers in the Huddersfield area who had given freely of their time and effort.

Consider it done.

Nicker Patrol

Now here's a funny thing. Here is a funny thing. CB, at this ongoing moment in time, not unadjacent to January 1981, is a tiny bit disliked in this country, mostly by the authorities. In fact you could say that it's illegal, and we ought not to have anything to do with it.

Well the local authorities in



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LOWDOWN

Devon don't actually share your point of view, it seems.

They have just given the go-ahead to a new scheme of advertising on parking meters in the Plymouth area from the end of January. The idea is that they sell the meters by the street to anyone who wants to advertise on them at up to £2 per meter per week.

This supposedly gives very good advertising response (because meters are in shopping areas) from motorists and pedestrians alike, and is dead cheap on account of it's working 24 hours a day, seven days a week.

All sounds find to us. Especially because the first customer for on-meter advertising was Mid-Cornwall CB centre . . .

Plagie . . . Player . . . Copicats . . .

And we should know, because it's our cats they've copied. In a roundabout sort of way.

Anybody who missed Breaker No 1 will have missed out on a piece of publishing history, not to mention acres of golden prose etc. Also our own dictionary of CB slang as compiled at the beginning of 1980, when things were really only just starting to hum a bit.

If you want your own exclusive copy of this you can now get it very easily (the dictionary of slang, that is) by getting hold of the new JWR CB catalogue, on account of it's being reprinted in that. With our permission, of course, plus a great deal of medicinal refreshment next time we bump into Brain Taylor.

Other gems in the catalogue are too numerous to mention, but it does contain a whole load of Mr CB goodies which JWR are very busy selling at astoundingly good prices etc.

Catalogues they are also selling (presumably because it's full of jargon and general info) at 95p each, get your copy by calling 0234 41441.

Free Radio

Not very many press releases cross the desk at Breaker. New magazine, naughty subject, limited field of interest really. Not surprising that we often resort to stealing press releases from Custom Car. Apart from the fact that it's nice to know what's going on from time to time, it also makes us feel wanted — bit like getting a card on your birthday, that sort of thing.

Latest piece of nicking we perpetrated came up sort of

gold-ish, because we stumbled across a kind of dual-purpose press release which could have been meant for either of us.

It's all about this company called TNT Overnite, if you can believe a name like that, and they do parcels delivery at double-quick speed. A lot of it is for car manufacturers and garages, and they can get your busted buggy back on the road PDQ, what with computers and a whole lot of other nonsense. Latest addition to the nonsense part is the use of two-way radio (half a million pounds of it) on its delivery fleet, so that the drivers can be even PDQer than they were before, thus avoiding delay, heartbreak and whatever for the motorist whose car is off the road.

It's too much to hope that if your rig breaks they'll let you borrow one of theirs until it's mended . . .

No news . . .

It seems that at long last we've been accepted by certain parts of the establishment as being reasonably respectable. We went through a stage, particularly on Custom Car, when the Home Office wouldn't discuss CB on the telephone with us and in response to written requests sent us odd scraps reproduced from Hansard which they felt represented the official viewpoint on CB.

Now we're not so nasty, and we've even started to get press releases from Customs and Excise. We quoted from one such in our last issue. Now another one has turned up and may well prove to be reasonably interesting.

In keeping with the Government's decision to make as much information on matters of policy available as possible (their words) there are now a series of booklets available on a number of fascinating subjects.

We will be sending our crossed cheque, made payable to Customs and Excise, to the Customs and Excise Library, Room 428, King's Beam House, Mark Lane, London EC3R 7HE, for two of these little publications which interested us. *The Writ of Assistance* (50p) and *Customs and Excise Management Act 1979 (Enforcement — Seizure — Restoration)* (£1) are what we'd like. You may wish to get a copy for yourself. Or you could wait until we've read them. We'll tell you if there's anything interesting in their pages.

Cave

And not the bear kind either, although not far off it. We get an awful lot of reports like this one,

from a gentleman up north who tells us that a Ham operator has been sitting on the flyover above the M62 at Junction 37 collecting car numbers of suspect vehicles and passing them on to Buzby.

This may or may not be true. How does our informant know this? Has he been busted? He doesn't say so.

And how does the ham clock the breakers? Just by looking for giveaway antennas? Or is he monitoring in some way? And why should Buzby take any notice of him? Even if they do, what are their actions? Check up on registration numbers for a name and address through the police computer and then swan round for the well-known nightime visit? Or what?

We do find things like this a trifle hard to believe. If you feel like telling us stuff like that then you must remember that we are naturally cautious, and we need a whole lot more detail before we can go to town on it.

If our informant knows all about the ham then he must know what sort of wheels he's got, the registration number and how the reporting procedure is handled, yet he didn't tell us, which leads us to the inevitable conclusion that his information is at very best well-intentioned but scanty and therefore insupportable. But we'd like to know more about this and similar instances.

Sea B

Colwyn Bay breakers have been getting a few loony activities together to raise money for the local Children's Home.

The pram race through the town looked stupid enough (are

we being premature?) although it could be a nice way to meet the local lady breakers and check out their wheels. And things.

But for sheer stupidity you can't beat a sponsored swim. In the sea, on New Year's Day, in temperatures below freezing point.

Any time we want our points frozen we can find easier ways of doing it. Looking at the picture, some of the loonies seem to be laughing. Or are those tears of pain . . . ?

Cave/2

We had another one of those phone calls we get from time to time. This one was all about the activities of Buzby in our own local area — between Croydon and Horsham.

Once again we have no real way to check on this, so rather than ignore it or offer it as gospel all we can do is tell you that we have received the following information. Whether you believe it and what, if anything, you're going to do about it is all up to you.

But look out for a Maroon-coloured Sceptre, AYL 83T, running a Hy-Gain Mk 2, a white Corina Mk III with a black vinyl roof and a K40 mag-mount. Also, more interesting, a yellow HA Viva van, MAP 500T, with DF gear. The box on the roof, often seen on top of traffic patrol Landrovers, looks like air conditioning. It isn't.

Anything further on any of that will be of great help, so if you can throw light on the situation (or any similar) please let us know. We're not exactly holding our breath, but don't go on holiday before you ring.



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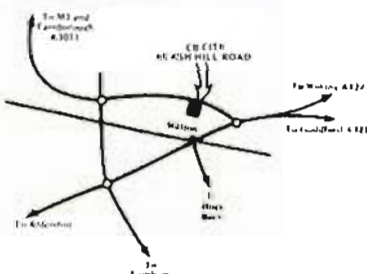
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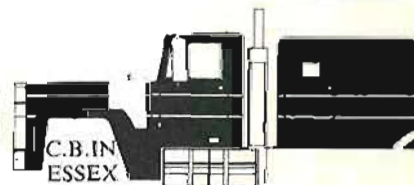
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Ours not to raison why

Looking back to the last issue of Breaker, it seems that we set our whole reputation on the fact that CB would be legal on 27MHz within a short space of time, possibly before the end of January. Considering that we were writing in November, it seemed on occasion to have been something of a reckless move. Still, we were reasonably sure of ourselves, and even put money on it. Not a lot, and a good job too, because we would have lost, since we backed an announcement before the end of January.

But it was during January that the situation began to hot up somewhat more than somewhat, and it seemed that we were quite likely to be vindicated to a large extent.

We'd said in issue 3 that we'd heard about people who'd seen temporary licences for 27MHz, and people who'd heard of British factories churning out 27MHz transceivers at a vast rate of knots. We also said that rumour was rumour. We said that we hadn't yet spoken to one person who had seen or heard anything important, but had spoken to loads of people whose brother/cousin/auntie/etc had seen something important.

Even so we were quite sure. In Breaker 1 we did the anti-928 petition. We hadn't really received an answer from the Home Office until after No 3 had gone to the printer. The letter, when we got it, said that the Home Office had seen an extraordinary number of replies to the discussion document (of which our petition constituted about half — well done everybody), nearly all of which were against 928. The letter went on to say that the search was therefore officially on, and a suitable lower frequency was being looked for.

It was our opinion at the time that there were no alternatives to 27MHz; not because it was intrinsically wonderful, but simply because it was so far out of control that nothing would stop it. As it turned out we weren't far wrong.

January saw an increased number of people who were on our side. Not least among them were Hams and modellers who'd gone to the Post Office and been given the wrong licence by mistake across the counter. These mistakes lasted only for seconds at a time, but generated enough phone calls to this office to keep the Telecom phone network in the black for the next ten years.

Then the thing started to really burn. A national newspaper was going to ask us for a piece on CB in late January, but as discussion reached the signing point they backed off; they'd just heard that CB was about to become legal, so they'd cover it themselves in a few days, thank



you very much. One very austere and famous newspaper approached us under the old pals act: they'd heard that CB was about to be made legal, could we confirm? In every case the frequency being discussed was 27MHz.

Our bets started to look like easy money, but time was drawing on. As the end of January approached we were disappointed; clearly we were about to lose a few bob, but by then the ball had started to gather some real momentum, and it was clear that though the announcement wasn't going to make it in time for us all to get jolly rich at the expense of others we were still dead right about what was happening.

At the Custom Car Show at Olympia over the very last weekend of January we participated in a TV documentary about CB, being made for almost immediate broadcast on Anglia Television. Anglia, it seemed, had got some hot sources, and

were convinced that 27MHz was only a short step away.

In their film interview Patrick Wall MP virtually made the Government announcement for them. James Bryant was also in on the act. He too was fairly sure of his facts, and amid all the rejoicing a small voice of discontent began to sound. The subject of 27 FM was being bandied around in no uncertain way, and it seemed that all may not be going as smoothly as we had hoped. FM was not a part of the plan, and it certainly wasn't on the pirates' agenda as the most desirable thing in the whole world bar none.

Sources picked a Thursday as the day for the announcement, and indicated

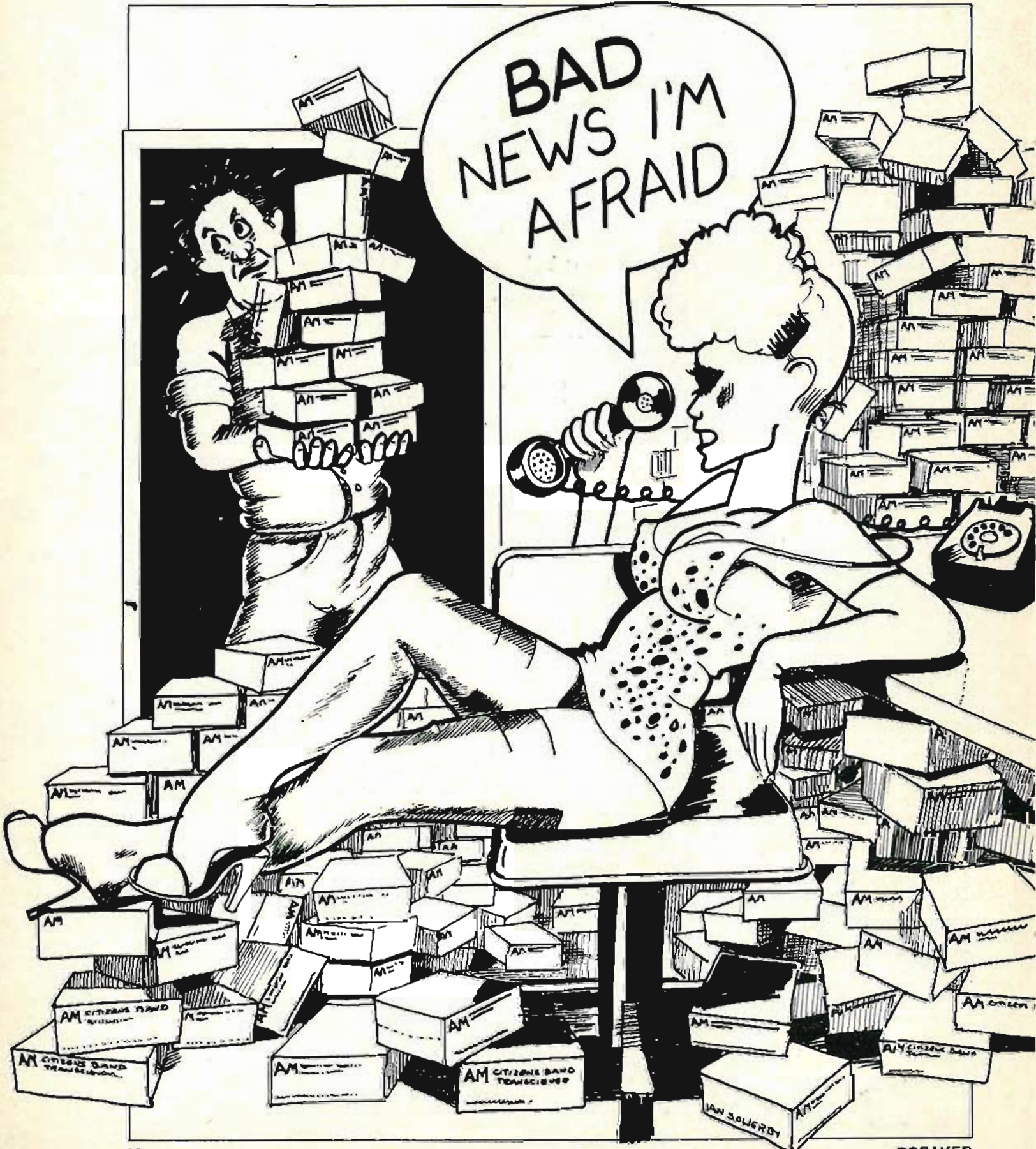
that it would be the 19th of February. Lots of sources picked it as the day. We engaged more of our personal financial resources on this basis with various disbelievers around the country, none of whom could accept that the pro-27 lobby was sufficiently powerful as to provoke such a major climbdown by the duly elected Government of the people. Who,

incidentally, had by then said on more than one occasion that there would never be any chance of CB being legalised on 27MHz in this country. Ever.

But, all in line with sources, there was an adjournment debate in the House on the Monday prior to the 19th, and CB was discussed at great length. In parliamentary terms the amount of time allocated to

the topic was by no means extensive, but compared to the derision with which the subject had previously been treated it was a major event in the calendar of CB-related events.

It was during this debate that we got the first official hint of what was to come. It was then that the Government quietly, and with extreme subtlety, conceded



that Open Channel was a dead duck, and that the campaigners would settle for CB or nothing. It was a major step forward.

But then the prospect of 42MHz was kicked about in great excess, and it seemed that the Government wasn't going to come down any further or any closer to what was being asked for.

By now the CBA were pleading with the pro-27 clubs to lay off the public demos. There was, they said, a great deal of support for the campaign in the House, and the demos weren't helping. The principal cause of this was the London demo, which closed the capital to traffic for a considerable period and achieved all the objectives of the organisers. Trouble was, said the CBA, that MPs are a sensitive bunch, and as long as the campaign didn't cause offence to other people trying to go about their lawful business everything was alright. Said MPs, however, were a bit wary of lending their support to something which upset people.

The fact of the matter was that the pro-CB lobby only gained parliamentary support when the fight was good and won (with a few notable exceptions) and most of them were jumping onto a good-looking bandwagon. As long as it didn't upset influential voters, that is.

Ignoring such bleatings from the seat of democracy, the campaign went ahead at full steam.

It was at the meeting of the National Committee for the Legislation of Citizen's Band Radio (whose cryptonym, Natcolcibar, is so revolting as to be beyond belief, and therefore is known to most people of taste as the National Committee) on Friday, February 20 that it was quite clear that the battle was over.

Timothy Raison had hinted in the adjournment debate that 27 FM might be acceptable as a CB frequency in this country, although he had not definitely made any statement to that effect. At the National Committee meeting it became clear that 27 FM was about to become the subject of a definite statement.

The Committee instructed its executive to press for urgent talks with the Government with a view to getting this decision reversed. Their reasoning was simple enough. It was based firstly on the vast and much-feared army of hundreds of thousands within easy communication of each other who were uncontrollable (this being the reason for the decision to go with 27 in the first place) and who were also uncontrollable on 27 AM.

It was also pointed out that of the 60-plus countries already using 27 only a tiny handful were using FM. The rest were quite happy with AM. In addition the European CB Federation were asking for 27 AM to be adopted as standard in the 17 countries within the continent already on 27MHz. Of that 17, all were on AM save 5, and the 5 with FM also had a large illegal network using AM.

The Committee went on to point out that having accepted 27 as the national CB frequency there were no manufacturing advantages available to British industry which made FM desirable, but quite strong grounds for believing that the retail network would benefit from the choice of AM on the grounds of its ready availability. In effect they were saying that the 'keep the Japs out' attitude had already gone by the board, and there were no merit points in being different for

the sake of it.

It seems likely though, that the Home Office boffins influenced the decision for FM more than any political considerations might have done.

It's an indisputable fact that FM signals are technically superior to AM signals, and the Home Office has always been haunted by the spectre of TVI which plagued America until the specifications for CB rigs were updated in the seventies. The boffins argued that FM was less likely to cause the headaches which the early American experiences gave rise to, and in this, of course, they were quite right. But they failed to take account of the later years, and TVI, what with improved rigs and improved goggle-boxes, has more or less gone away. Add in the prudent use of the correct filters and there's no problem.

However, the technical argument seems to have outweighed the political considerations for the time being, and the announcement on February 26 was for an FM system.

Churlish as it might seem, this statement was greeted once again with universal scorn on every side. The Government thought they'd given in to pressure, but they haven't.

The problem now is that the FM and AM systems are not compatible. AM users (who, like it or not, exist in large numbers and are the principal reason for the ministerial change to 27MHz anyway) will not be able to talk to FM users. Clever so-and-sos will be able to convert their AM rigs to FM should they so desire, but it's neither easy nor cheap, and could never be done on a large scale at your local CB shop. In any case it's not the point.

HMG didn't want 27 in the first place, and we've only got it because of the huge pressure on all sides. It is fatuous in the extreme to make such a vast policy change as they have and then ignore the final detail which makes a nonsense of the whole thing.

Either they're just being spiteful or they have once again under-estimated the strength and extent of the CB lobby, and believe that we will all go away rejoicing because 27 is here to stay. The fact of the matter is that no-one who has been operating 27 as a pirate is going to bin an expensive AM rig just for the privilege of being immensely 'legal' on 27 FM; it's unrealistic to expect that to happen, and anyone who does is living in cloud-cockoo-land.

It's strange to think that they just won't listen. All those years people have been saying 'legalise a sensible VHF system now, before 27MHz gets out of control' and nothing happens. When it did happen we said 'legalise 27 now, because it's out of control', and they invented a pipedream which they called Open Channel. We said 'forget Open Channel now, because no-one will partake', so they abandoned it and came up with 27 FM. How long is it going to take?

Let's worry about the problem for them, and maybe there'll be a little bit of sense at last.

AM users are *not*, repeat *not* going to give it up because FM is allowable. Unless something is done soon a parallel 27 service will spring up and we'll have two lots of CB running at once. Nobody will know which system to opt for and

Ours not to raison why

there'll be mass confusion. British industry will *still* be deprived of the opportunity they're looking for because half their market will still be buying naughty rigs brought in from abroad. And too many people have proved that they're too good at that for the prospect not to be taken seriously. Disorganised chaos is what we'll get, and it won't be long coming.

We'll say it again. Legalising the American 27MHz AM system is the only chance this country has to achieving a rational CB facility which is legal and acceptable, but it must be done soon.

Notice that the announcement didn't say a word about channel allocation or maximum output. Some of us have been worried that it might end up in the emasculated continental zone, and that we could be palmed off with 2 watts and 20-ish channels. That is unlikely to happen; the UK is too small and densely populated for anything less than 40 channels to work without terminal overcrowding and even the Home Office know that.

They are also aware that the lack of range was a serious contributing factor to the downfall of Open Channel, and that for any proposal to work the power must be designed to give a workable range. Therefore, if they're serious about the new proposal, they must go for 4 watts or risk the probability that the new facility will be ignored by everybody, not just the pirates.

The chance they're taking is that if an FM service with 4 watts and 40 channels is introduced most people who have stayed off the air waiting for legalisation will go for it in a big way, and the AM network will stop being a knife between the shoulderblades as it is now and be relegated to little more than a thorn in the flesh, which will quickly die away.

We cannot accept that this is the case, and we urge you to start writing letters NOW. Write to your own MP (get his address from the library), to the Home Office, to Margaret Thatcher, to William Whitelaw, the local newspaper, the national newspapers, to the BBC, the ITV companies. Write to anyone who can possibly influence this ridiculous decision.

Do it now.

Next month we'll be giving you a checklist of names and addresses so that you can write to all the people you missed the first time and write again to the people you managed this month. We'll also be providing another petition so that we can make 27 FM go away for good. In the past we've urged you not to relax. When Open Channel was announced we asked you not to give up. This isn't it, we said. You were wonderful. You wrote to us, to everyone, and you signed our petition by the thousand.

Don't be fooled. This isn't it either.

Don't give up now. Please

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BREAKER-ONE-FOUR

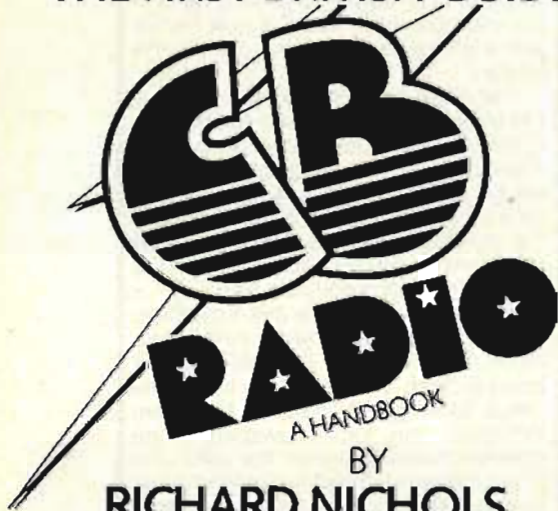
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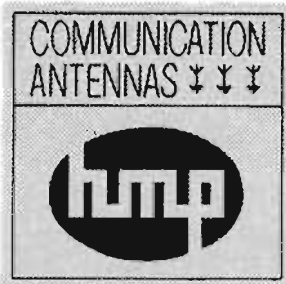
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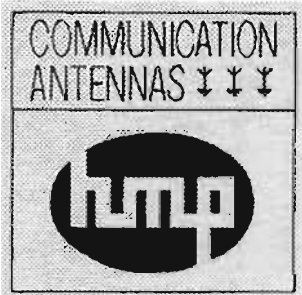
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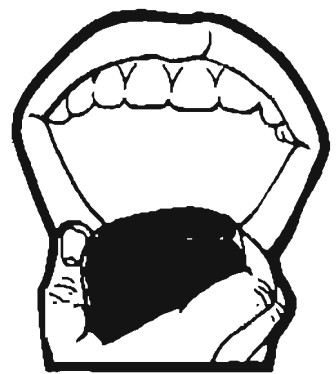
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Joker on the side

After hearing the usual quota of rose-tinted spectacle-ish remarks alleging that the standard of CB use is not as good as it used to be (aren't most things?), I decided one evening to make a log of the CB that I monitored in my part of Wythenshawe, for the interest of anyone curious. This is the result, then, of the evening of 2 Feb 1981. The weather was doing its usual impression of a watercannon against the window; let the 27 Megs bring the news to me, they don't mind the wet and wind. No spaghetti or other alien skip for a change; I first found most channels free at 9.45pm when I started making notes.

Time ch

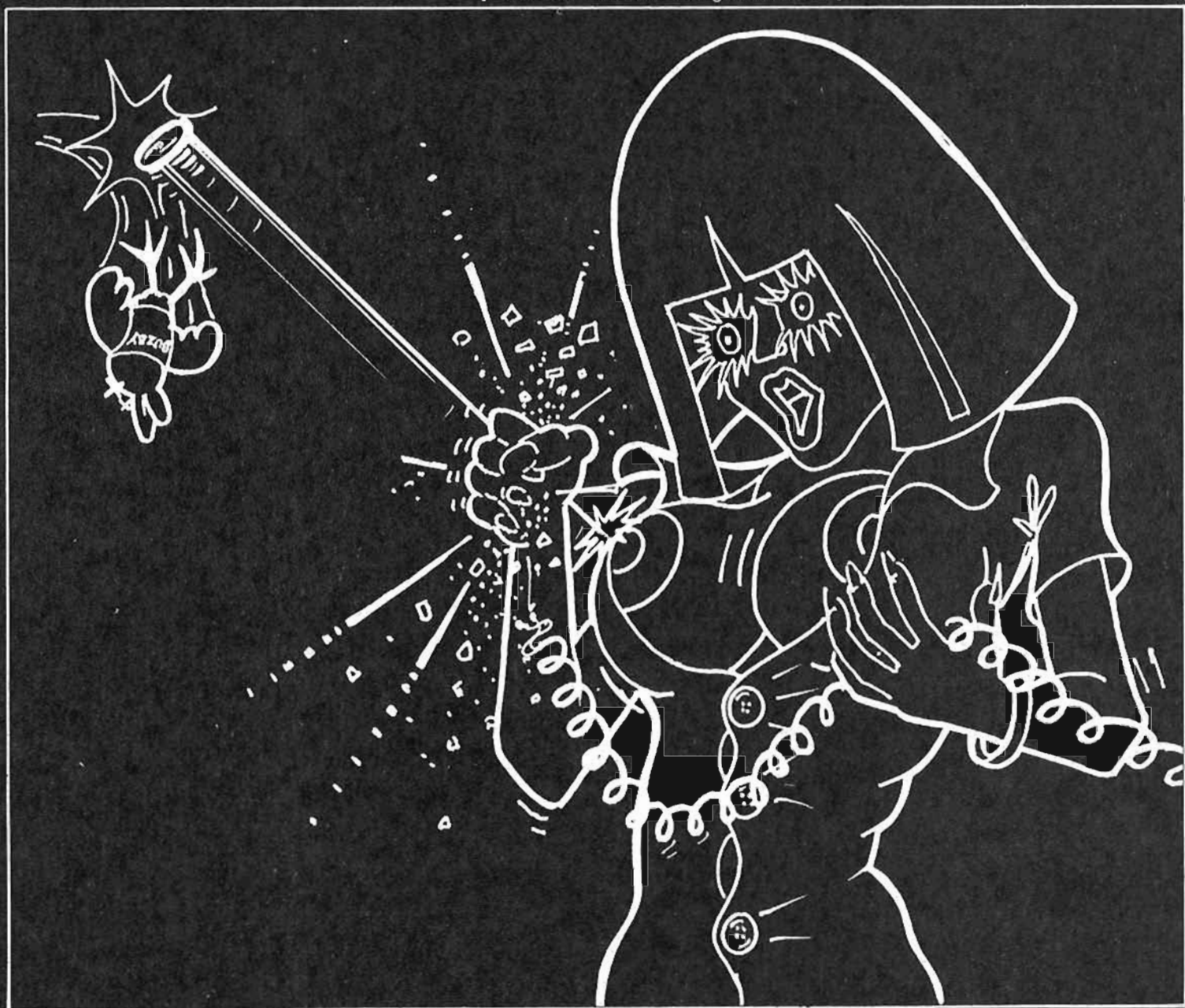
9.45 27 Two boys arranging an eyeball; a man broke in one the side and greetings were exchanged.

9.49 40 Two men telling each other

who they had copied/seen — a frequent topic of CB talk, each ratchet seems to be an important source of matter to talk about in the next ratchet. Talk about circular arguments! Buzby intervened and one of them had to go down to attend to another sort of rig (the sort that gives not high numbers but wrong numbers).

9.50 40 A giggle of boys at one end, they kept fooling and the one with the mike kept having a remonstrate while 'on the air', a seat cover at the other end. The drape-apes settle down, a signal check; more of the usual, who they copied etc.

9.58 They moved to ch8; explanation of what a Ham Interna-



tional was; the front door interrupted them briefly but they resumed; at 10.04 I left them, still going strong. All about records (musical type).

10.05 11 Matchbox (loud) & Shoestring (faint), all about signal strengths.

10.08 11 Motocross & Suzuki. faint. One of them had an old 23-ch rig! Menu: cerveau d'homme roli, i.e. harsh striclures about 900MHz. Someone in bed with flu came in, I hope he disinfected the mike; if CB goes down to 26MHz I will know what the 27 MHz is off work with.

10.17 12 Two-tone electronics noises, and distant talk

10.11 17 Two all about SWR'ing, interrupted by whining noises. One of the rigs made a buzz while transmitting. Well, rigs are called CBees.

10.20 17 A bout of bleeping from the nearby hospital or somewhere.

10.20 18 Och aye. A Scot and a boy, re eyeballs and a rig. Statement that a seatcover one of them knew didn't want to part with her beloved Sharp 40 small window because of all the beautiful copies she had on it. Down at 10.25.

10.26 A quick trip 'round the Horn', the air was getting busier: 18 (faint), 19 (breaker) 20, 21, 27 (sideband), 28, 40, 3, 4, 5, 7, 8 (a fluttering noise), 11 ("I can only get out when it's cloudy"), 17

10.30 8 About types of antennas. Walked over twice, went down 10.41 having arranged a later call. Then at 10.42, bleeper and another talk, 10, 11, 12 busy. 15 (whining), 16 (ratchets, one had a rig with a roger-bleep, the hospital walked on them once).

10.45 14 Breaker here also, as well as 19, 15, 16 (bleeps), 18 (very faint), 19, 20, 21 very faint), 23 (one of them on this ratchet was adjusting his rig as he went along and kept making rising musical squeaks. Certainly CB has no lack of interesting sound effects even without whistlers (I heard none of those tonight), 24 (a tremolo tone), 30, 32, 34, 35, 36, 37, 38 down at 10.50.

10.53 38 His lifestory as a breaker. A musical note. Down at 10.54. 39 (faint), 40.

10.53 2 The usual bodacious din. Here it cuts momentarily, regularly every 2 1/2 seconds. When Moondog near me has made

his DF loop, I may have a chance to see what's making it at last. I don't suppose the RCers care for it either, it jams their black/brown split channel. Alliance with the RCers here? (We track it down, they then send a few model aircraft over and bomb it out.) 4 (very faint), 5, 10, 11, 12 (various bleepings), 13 (breakers), 15, 17, 19 (very busy, a deal of background noise and heterodyne (i.e. the mating cry of the heterodynosaur).

10.59 The dragon came in here and wanted to go to bed, so I switched off.

No so much of immediate alarm as there was a few months ago, when a lot of the talk was about busts and bobbies. A few nights previously I earwigged someone say that he had been DX'ing on a hilltop on West Yorkshire and 2 meanies went after him and he could hear them talking to each other ('Unit 1, Unit 2') — I wonder how? — but they went up the wrong hill. He also described how 'they' go after breakers in threes. If Buzby is wasting his people's time on that sort of thing, no wonder so many people can't get a phone.

Strange the things people will talk about when there's nothing better to do. No emergencies, no desperate criminals apprehended, no lives saved or disaster averted. But then, no ladies of the night, no blaggers and bank robbers, no terrorists. Seems quite a harmless pastime really. And speaking of harmless, here's some harmless amusement. We've often published a directory of jargon before now, but never one quite like this . . .

10-1: the train is due to leave
 10-4: = 6
 10-9: see 10-9
 a big 10-4: SIX
 10-33: the train is actually leaving
 20: score
 19 for a 10-36: I forgot my watch
 Toilet-tongue: sewerman talking business on the air
 Rubber duck: (a) what the pupil had to do suddenly, together with the reason why
 (b) sack the chef
 27 Megs: a cause of confusion for their headmistress
 That's a 4: all needing oats & straw & cleaning-up after, I suppose
 9-foot whip: and also one of these, to reach the front pair
 Twin truckers: double trouble for their mother
 Channel 9: a river beside which flowers are grown for a certain well-known French perfume
 Brown bottle shop: e.g. Pilkingtons Ltd.
 CB: not a CWasp, but it still stings
 That awful din on channel 2: a riverside pop festival
 Break channel: a river beside which pupils eat their elevenses
 Breaker: what Mrs Smith is when she washes up
 Let's go up one: so you won't be needing the lift
 All the high numbers to you: those replacement type-heads that you

ordered are on the way
 Being walked all over: well I didn't know that the cows came this way!
 S-meter: a measure of the twistiness of roads
 Heterodyne: a whistling noise, being the cry of the heterodynosaur
 Busted breaker: 40-28-33 on the air
 Damn: what beavers do
 Blast: what some man then has to do to unfold his watermeadow
 Smokey bear: a polar bear badly in need of a shampoo
 Breaker broke: the pneumatic drill's gone wrong
 Eyeball: piece de resistance at an Arab dinner
 Ham International Concorde: a fast way of transporting salt pork
 Jaws: a) a book about the lifestory of a dentist
 b) a good reason not to go swimming
 Sharp: what the operative part of the last entry is
 88's: queue for the outsizes department
 KWhopper: what Mr K tells
 Mercy: what Mr Wh*t'l*w hasn't got as yet
 Bring it on back: stop thief!!
 Come back with your handle: and be quick, you should have brought it in the first place
 Pushing a burner: what the driver of an incinerator-van has to do when it's broken down
 Boots, shoes: not here, we're a radio shop not a cobblers
 Twig: nor a forestry-commission officer either
 Co-ax: per-suade
 Breakers causing TVI: we can't hear Coronation Street because of men digging up the road outside
 Radio hash: a cannabis plant exactly a 1/4 — wavelength tall
 Clear the break channel: and thank goodness they've bought us a dredger at last
 Breaker on the side on channel (eg) 7: I'm aground, please tow me off
 Channel hog: riverside farmer's pig which has learned to swim
 Ham: result when the last entry finally gets taken to the butcher
 The Rig-Doctor: some that you don't need if your rig's working, and if it isn't can't be raised anyway
 CQ DX, anyone got a copy??: Come Quick and Do me a Xerocopy
 Buck Rogers: that thing that every passes, 10-4, 10-4
 You on ch 13 are overmodulating: your wash is causing bank-erosion, go slower
 The Whistler: an annoying person who constantly interferes at football matches
 Phaser-laser: a device in a rig that shoots any buzby who tries to remove it
 South Coast Area Breakers: a group who forgot to check what their initials came to first!
 TVI: when one's ls get affected by too much TV
 Barefoot: the bottom end of smokey
 13-24: 1.24 pm
 Vulcan: a Roman god who constantly used to put the hammer down
 Bearland: a street in Gloucester where the police station is! (true)
 CB: a small crustacean that swarms into lobsterpots and eats the bait all up.
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RAG TRADE



Readers of *Breaker* will already have seen the jolly smart T-shirt we were very nearly giving away in the last issue. Exceptionally good-looking, with a wonderful message on the front, and dead cheap. It seems likely that the message is now a trifle out-dated, as in some form or another we're going to be getting a break.

But on account of the wonderfulness of the design etc plus the fact that we quite liked the picture, we're offering it again. Also we need the money.

So £3.05 will cover everything, including the well-known Post and Packing, also VAT. And for 10p per letter we'll write anything else you like on the front. Your name. Say. Just remember that the three

quid won't buy the girls, so it's no good asking. Make us an offer, though.

Alternatively you could dispense with the picture of the canary and just have the *Breaker* logo on your smooth, manly chest. And under it, for 10p per letter . . . *Breaker* shirts are the same price as canary shirts (looks jolly familiar, that bird) and are any colour you like as long as it's white. Canary shirts (maybe it's Woodstock) are also any colour you like, this time as long as it's black. All you have to do is fill in the coupon and send it with the money to: Rambler Trading, 75 College Drive, Kings Lynn, Norfolk. If you haven't got the goods within 21 days — panic. Cheques or Postal Orders only please, and payable to Rambler Trading.

Cor. Gimme gimme gimme. I want some T-shirts please.

I'd like 1.....Small Canary 4.....Small Breaker
 2.....Medium Canary 5.....Medlum Breaker
 3.....Large Canary 6.....Large Breaker

which makes.....in all. And at £3.05 each that makes a total of, er, um, yes, £..... for which I enclose a cheque/PO.

As it happens I do have a nickname or three, which I have written in the spaces below. At 10p per letter I've had to enclose an extra £..... of which I begrudge every penny.

1..... 4.....
 2..... 5.....
 3..... 6.....

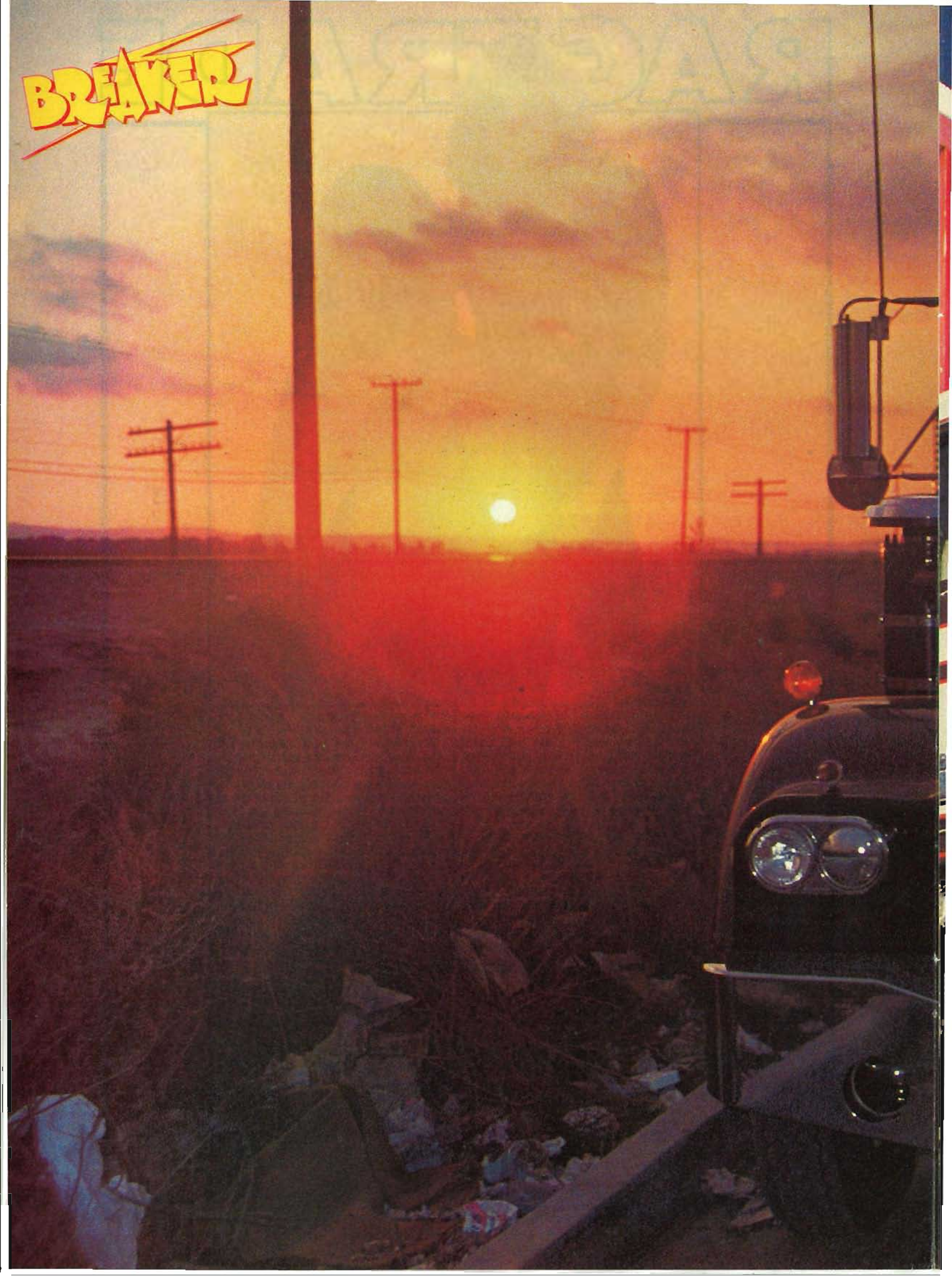
Finally I'd like you to know that my real name and address are:

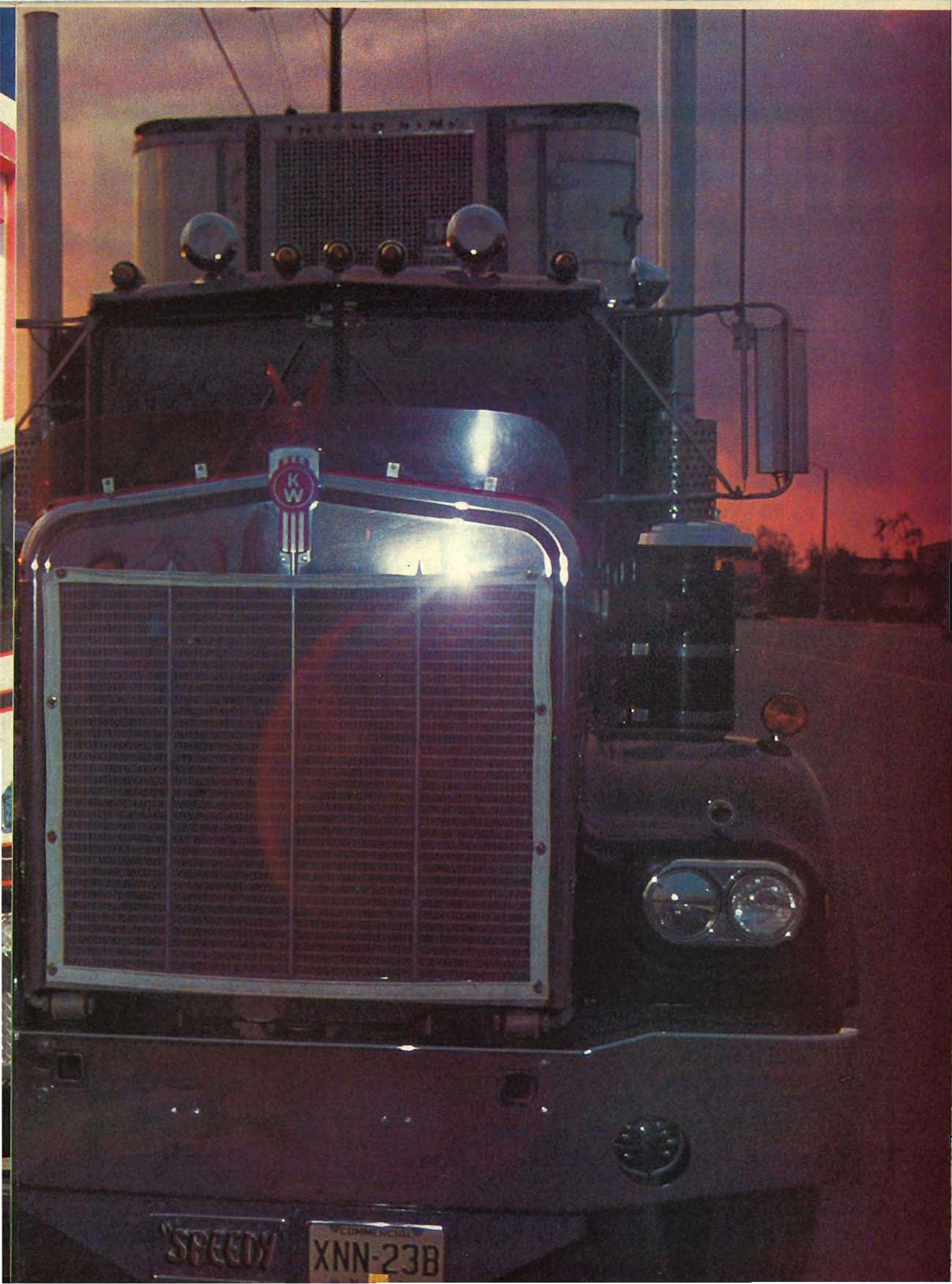
.....

Thankyou and goodnight.

Signed
 Rambler Trading, 75 College Drive, Kings Lynn, Norfolk.

BREAKER





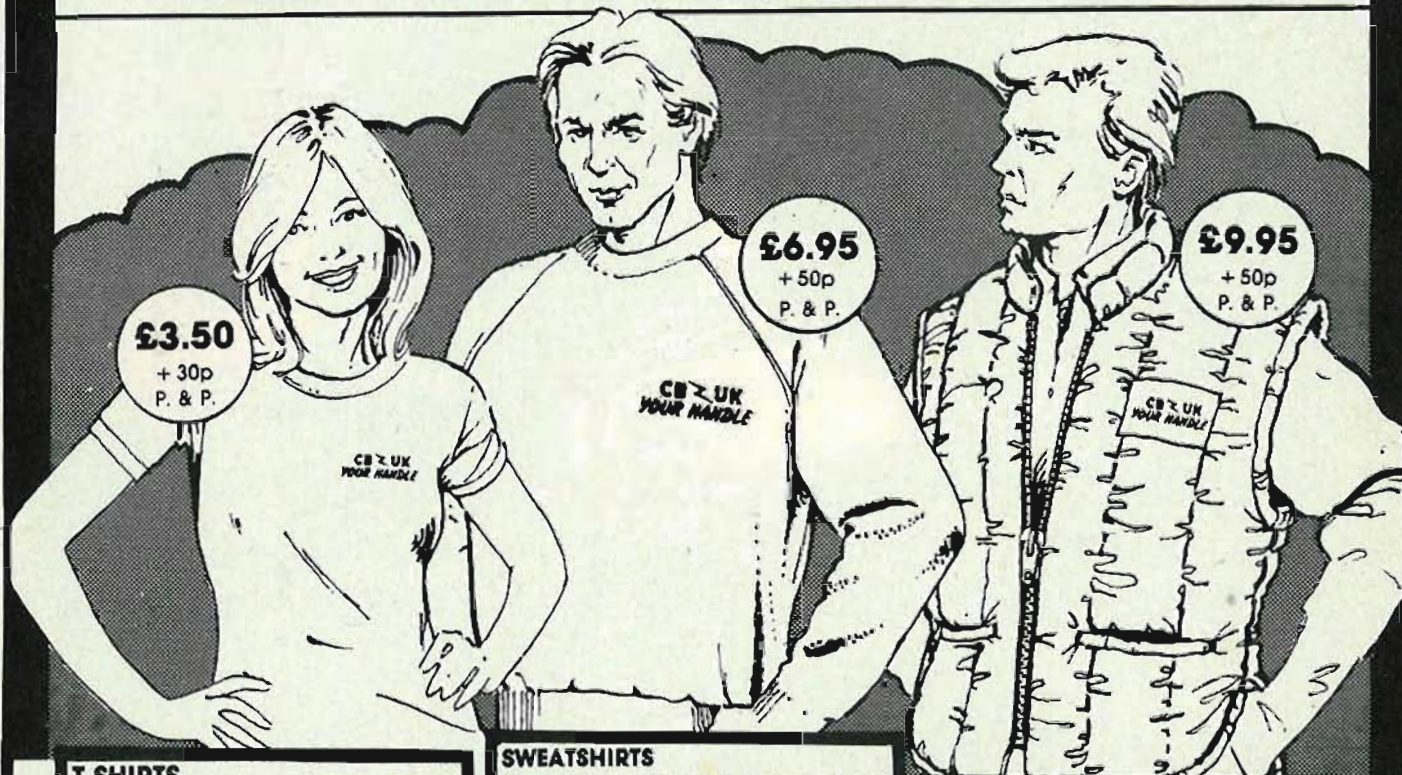
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For further details/prices please phone or write to our CB Sales Department at Northampton (0604) 30804. Trade enquiries also welcome.

Rig ripoffs

We have had reason to suspect on more than one occasion that we might tend to go on about something or other to the extent where we could be considered boring. We'll just have to hope for your sake that we're wrong. Won't we?

On the other hand there are one or two things that bear repetition. This is even more the case when there is a new or different aspect to an old story. Regrettably, because this wasn't a nice story to begin with, that now seems to be true.

You must be aware that stealing cars, or from cars, is the biggest source of trouble to the average citizen in our wonderful little country. The police are slowly losing the battle against crime, and all kinds of lawbreaking, from firebombing embassies to purse-snatching, are on the increase. But few of us are likely to be involved with another embassy siege, or get blown up while getting in the weekend shopping from Sainsbury's. The most likely kind of blagging which will affect the majority of us in the immediate future will be something to do with a car; either the whole thing will get knocked off or some valuable item will be stolen from it.

Many cars are stolen simply because the thief wants a ride home; having taken the car the thief is unlikely to leave behind anything which is valuable and can be unscrewed before he leaves.

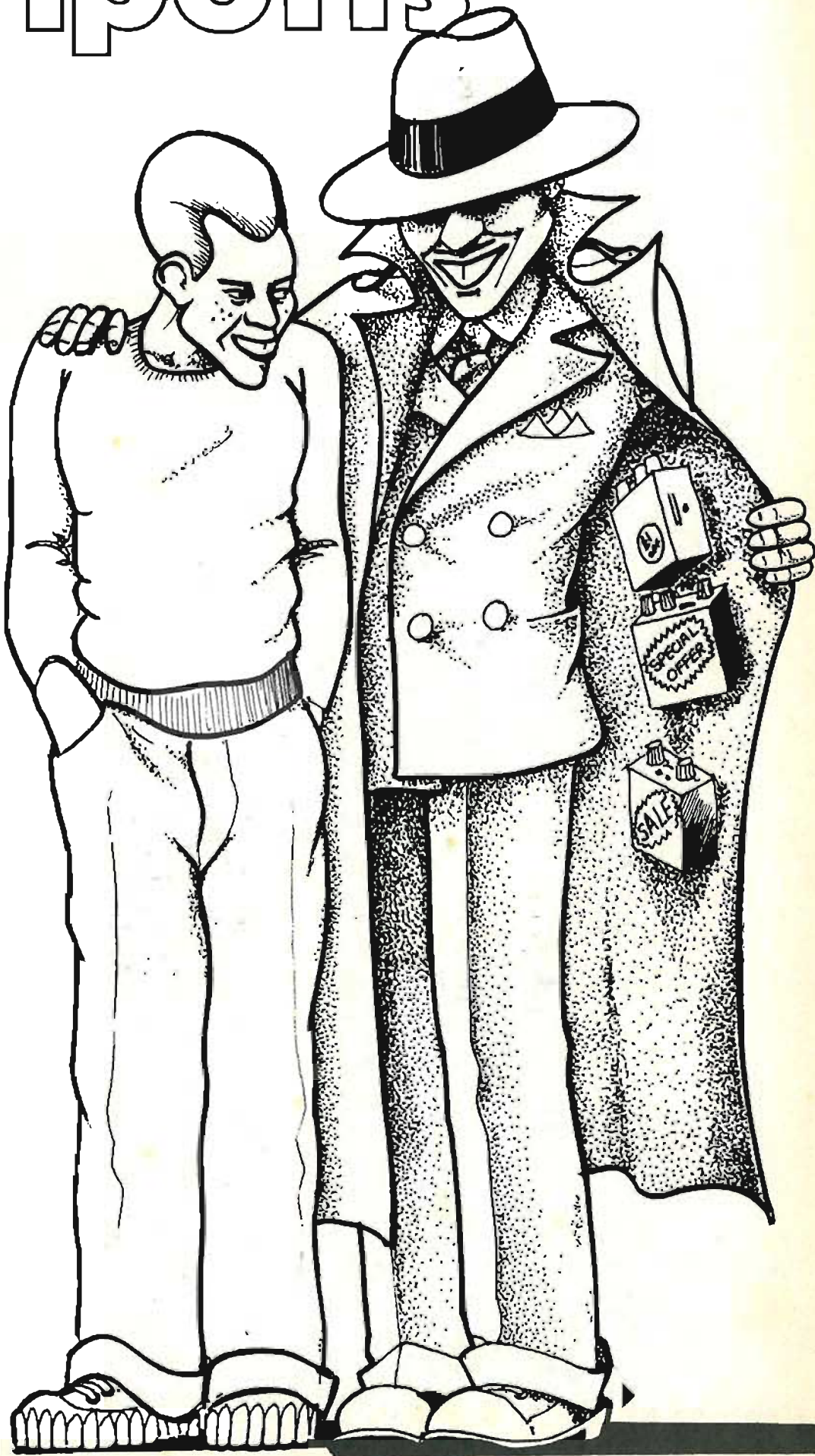
Alternatively he may just need some spare parts — tyres, gearbox or something, for a similar model. He'll take the wheels and the seats and the foglights at the same time, just for good measure.

Alternatively he's just after a fast buck, so he'll take the car for what he can unscrew. Lately the biggest enticement to John Stealer has been the growing complexity, value and number of in-car hi-fi setups. The trend towards very expensive component installations provides a lucrative and simple source of money. Hi-fi can be stolen at leisure after the car has been removed to a safe place and at the same time as everything else gets lifted into the bargain. But if the thief is only after the hi-fi any dark street will provide enough opportunity for him to remove the slapdash installations; the ones that hang beneath the dash in plain view and are only held in place by two self-tapping screws.

If your hi-fi falls into that category then you are a prime target for the local blagger. Even if the fixing is a little more secure than that the growing trend towards multi-storey and underground car parks provides the thief with an ideal location in which he may work unquestioned; in a lot of cases undisturbed.

The same thing is, of course, true for your CB. It is a remarkably portable piece of negotiable property once it is released from its attachment to a car which bears a registration number and a chassis number which identify it.

All radio units, for music or CB, bear an individual serial number which enables them to be identified. Make a note of yours. When you buy the set register it for guarantee with the manufacturer. If it's



stolen — notify them at once. Perhaps not so much with cassette players, but certainly with CB rigs which will have to be repaired by a licenced engineer, this could mean that it can be traced if it ever turns up for repair at a later date.

You can also buy a felt-tip marker pen which writes in a special ink which is invisible to the naked eye but shows up under ultra-violet or infra-red light. If the rig bears your name and address it could mean that it will be returned to you instead of languishing forever in the police stolen property bin. The crime prevention officer at your local nick will be able to advise you about these pens.

All this, of course, amounts to bolting the stable door after the nag has had it away on his toes, so the best thing to do is to try to prevent the situation occurring in the first place. What can you do to protect your rig? Not an awful lot really, because there isn't an awful lot which will stop the determined thief from nicking your gear. What you can do is make it as difficult as possible so that he will naff off and take someone else's stuff.

The first step is to make sure that your rig is as unobtrusive as possible. This unfortunately will not always coincide with your need as a driver to have it in plain view, where it can be operated without the need for constant calls on channel 9 to get the wrecker to tow you off a bollard you didn't spot on account of having your head under the seat while you adjusted the squelch.

But there are some solutions. You could go for glovebox mounting, which will conceal the unit when you're parked but will also mean that you've got to drive

about with the glovebox open and the Kleenex spilling out onto the floor. This involves something of a compromise.

In-dash mounting means that your rig will be visible to all and sundry but (and especially if your car's constructed anything like the office Capri) it will discourage thieves who can't be bothered to remove all the dashboard and passenger side trim in order to unscrew 50 quids'-worth of radio. They get paid better working legit in the local garage at six pounds an hour.

Slide-mounts are a very effective way of helping the thief to help himself to someone else's rig. They contain a simple slide with a catch on it and a push-fit connecting block which handles all the necessary electrical connections. Push the rig home and screw in the antenna lead and it's in the car. Unscrew the lead and pull it and it's in your hand. Or someone else's hand. The object is that every time you leave the vehicle unattended you lock the rig in the boot. This will take approximately 60 seconds of your extremely valuable time, and has got to be worth it in order to protect your extremely valuable possessions. Hasn't it?

At the same time you could give a thought to your antenna. Nobody is likely to steal it, but it is a giveaway to the fact that while your ears may not actually be on, they are definitely aboard. And not only that. There's nothing, apart from mugging and rape, which appeals to 12-year-old kids as much as doing a key job on your paintwork and a Henry Moore on your antenna. While coathangers may be able to provide a cheap alternative in order to get you Wireless One and similar they are definitely non-U as far as CB is concerned.

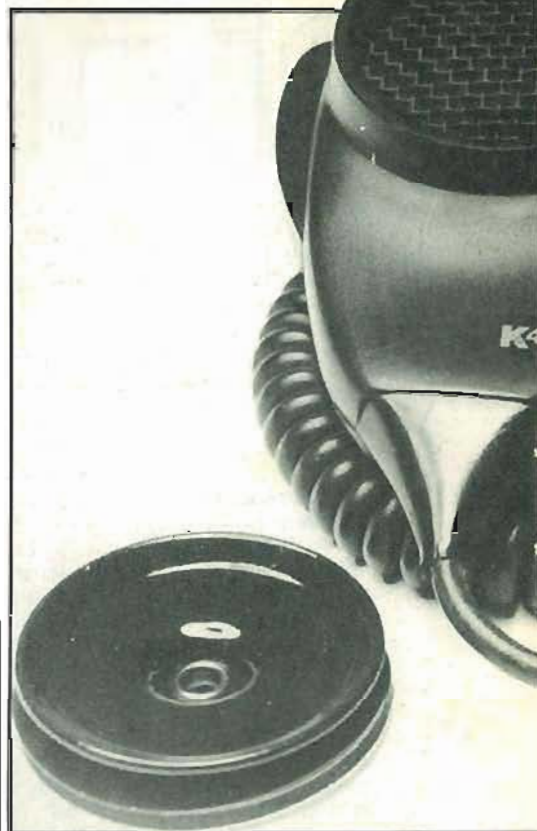
Your three choices here are: one, take a chance; two, use a mag-mount or, three, use a retractable antenna.

Mag-mounts are easy, can be placed anywhere on the car without the need to drill holes the size of the Blackwall Tunnel, and can be slipped into the interior of the car in a twinkling of a wosname. They do tend to be a bit untidy, in that there are trails of loose coax following them around. Best thing is to stick them to the bootlid so that the coax can be permanent except for the last few inches. And you tend not to open the boot as often as the doors, so you're less likely to trip over it.

Retractables are quite a nice thing, but they don't always work as well as a one-piece antenna. Power operated ones which extend automatically when the rig is switched on (and vice versa) are preferable, since this will remove the possibility of your transmitting with the mast retracted. Your output transistors won't actually melt if you do this, but they won't throw a party in your honour either.

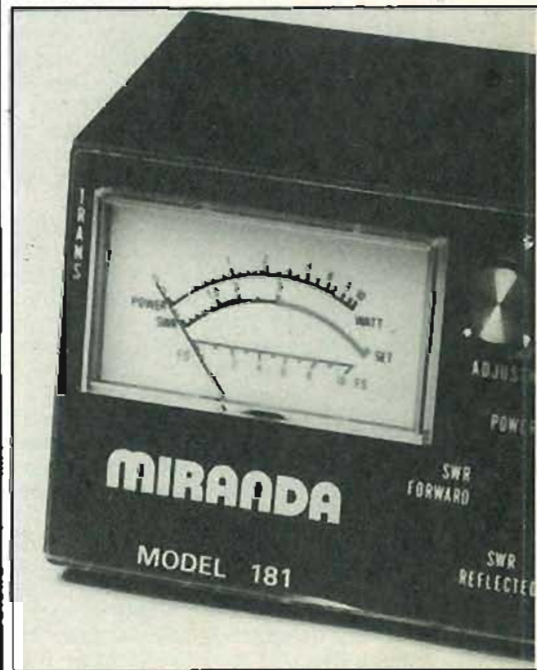
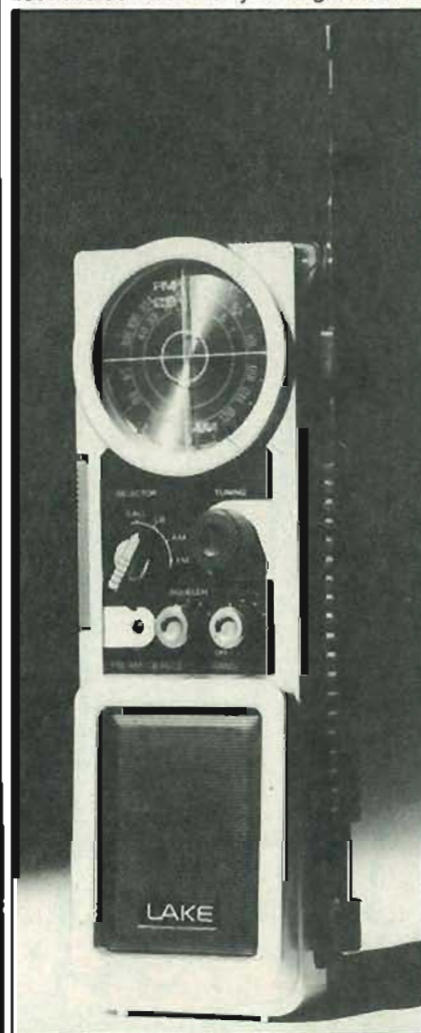
The other clever thing you could do is fit a burglar alarm to your car. This might seem a bit drastic, but it should work. The best kind are the ones which sound air-raid sirens if the car is shaken or if there is a current drain — from a courtesy light or ignition, say. You'll find our special deal on burglar alarms somewhere in this issue. Bit of a coincidence that.

As a matter of interest we had a phone call only the other day from the Concrete Cowboy, out Basildon way. He rang to ask us if we could just mention that there



seems to be a fairly organised ring of rig-bloggers in operation around his area. They seem already to have met with some considerable success, and are working under the guise of legit breakers — they're on the air and use eyeballs to lure unsuspecting victims into pubs so that they can work in comfort. Not a nice thing at all.

And of course mobile theft isn't the only kind of CB crime which is becoming evident. Almost in the same breath as Concrete Cowboy called in we had word from Breaker's 20 at Bulwell in sunny Nottingham. They had a choice selection of CB accessories — monitors, Firesticks, SWR meters, even burners — on display in their window. Not any more. Over the night of Tuesday January 27 some thoughtful sod did a brick job on the window and made off into the dusk with



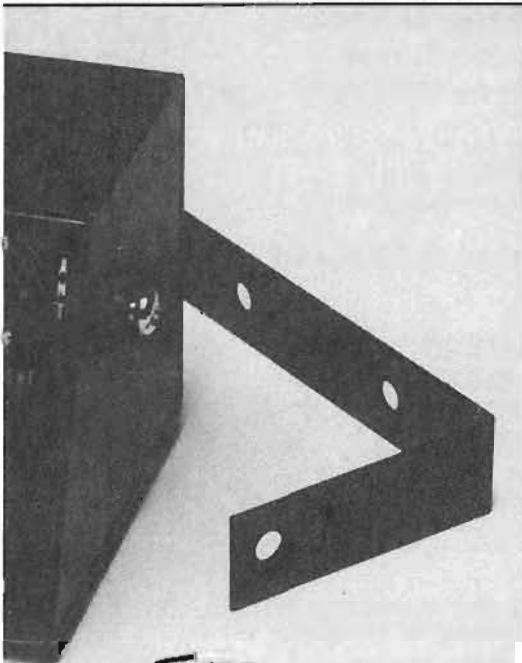


as much as he and his mates could carry. Bad news all round.

And with this, as with the rignicking, it's no good doing Shaw Taylor impressions and asking you to keep an eye out and report to the police if you're offered things cheap in the pub. That's probably the way 99 per cent of breakers got their gear in the first place, so it's hardly likely to arouse very much suspicion in any quarters.

There is a lesson to be learned there — lock it or lose just isn't good enough when it comes to this sort of thing, so take even better care.

And that's not the only kind of rip off that's been going on, as more than a few punters have been discovering for themselves. Look at it this way. Bloke goes into a CB shop, buys some goodies and then tries for a rig. Sure thing says



BREAKER

proprietor, but we don't normally sell them, etc, so don't tell anyone. It's a favour for you because you look honest. Punter shells out his hard-earned green and folding, belts back home, plugs in rig and — bingo. Nothing happens. It's a bummer. Friendly local CB dealer now not so helpful. Also, a point which previously escaped the eagle eye of our Ralph Nader Consumer Course dropout, he is not a small person at all, having a general appearance such as would make Mick McManus appear to be some kind of nancy by comparison. Said punter retires to a safe distance without financial recompense. And since the equipment in question is more than somewhat illegal he is hardly likely to go round to the local consumer advice centre and start court proceedings, as many friendly CB dealers are well aware. More bad news all round.

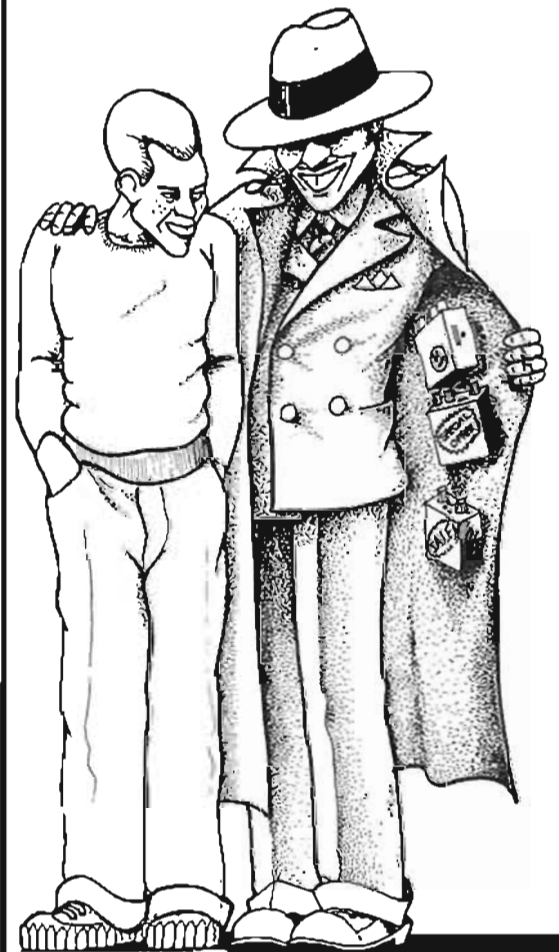
It would appear that almost every skateboard salesman in the country knows all there is to know about CB and has got a retail outlet of some sort. This doesn't mean that all CB shops are trying to rip off every punter, but it does mean that you should exercise a modicum of caution when shopping for your rig. *Caveat emptor* may be just a load of old Latin to you, but what it means is that you should try to buy from a reputable source. This might seem like something of a joke bearing in mind the law relating to CB, but it can be done. Especially good will be the shops which have an established reputation in other fields or which have been around for a good long time. Don't let that put you right off the new shops — not everyone's a crook — but remember that you're on your own, and it's your money.

With FM CB becoming legal soon the situation is likely to get worse not better. Some people are inevitably going to be flogged rigs which are illegal AM jobs under the pretext that they're a) legal and b) compatible with just about everything including Mission Control at Houston.

Rigs to British standards will be required to bear a stamp or plate to that effect without a doubt; make sure yours has one when you buy, otherwise you could end up talking to yourself. Or the judge. Because if your rig is illegal it'll be your fault. Ignorance is no excuse, remember.

Apart from that you should be alright. Rigs will need to be made to a minimum standard, so there won't be a chance for anyone to flog you a substandard job if you keep your brain switched on at all times when you're buying. But you'll get what you pay for, so cheap rigs will always be just that. Cheap. And expensive rigs needn't always be that much better. If they've got a faceplate like the flight deck of Apollo 14 you'll pay for it, and a great deal of it is likely to be window dressing and unnecessary, so don't be taken in by tinsel.

Meantime, if you've had any bad experiences — let us know. We can sometimes help with a word in the right place and we can try to prevent the situation affecting more people than necessary. But be sure of your ground. There are any number of very silly reasons why your rig isn't functioning as it should and they can be fixed quite easily without the need to firebomb the dealers' premises. Next month we'll be doing an idiots' guide to fixing broken rigs which will take care of the stupid stuff.



Rig ripoffs

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GREAT 40 CHANNEL RIG
BUT THERE'S SO MUCH
I NEED TO LEARN!

NO PROBLEM
GOOD BUDDY -
YOU CAN SOON
HAVE THE
FRONT DOOR
ON C.B. ACTION
IN NO TIME!

HOW DID
YOU LEARN
ALL ABOUT
IT?

WELL FOR ONE THING
I BOUGHT THIS FANTASTIC L.P.
RECORD FROM MY GOOD BUDDY'S
HOME TWENTY IN THE BIG
U.S. OF A - GET YOUR EARS ON IT
AND YOU'LL SOON BE WISHING
OTHER BREAKERS ALL THE
HIGH NUMBERS!

WHAT ELSE
BESIDES
LINEO DYCO
GET?

IT'S GOT GREAT
ACTION ON ALL SORTS
OF SITUATIONS -
ARRANGING AN
EYEBALL IN SAFETY,
BEING COURTEOUS
WITH OTHER
BREAKERS.

HANDLING ACCIDENTS
AND EMERGENCIES
AND LOTS MORE...
IT'S REALLY GREAT!

SOUNDS GOOD -
HOW DO I
GET ONE?

JUST SEND OFF FOR IT
BY POST - IT'S ADVERTISED IN
ALL THE C.B. MAGAZINES.
SO HERE'S A 10-10 AND
WE'LL DO IT AGAIN.

A month later...

HI BEAVER BILLY -
IT'S YOUR GOOD BUDDY
STICKY WILLIE - HAVE
YOU GOT YOUR EARS
ON P-OVER.

10-4 STICKY WILLIE, NICE COPY
YOU'RE COMING IN WALL TO WALL
SOUNDING GOOD - HOW
WAS THE L.P.?

IT WAS A
GREAT INVESTMENT
BEAVER BILLY - I'LL
TELL YOU MORE NEXT
TIME WE HAVE AN
EYEBALL. FOR THE
MOMENT WE'RE
DOWN, WE'RE
GONE - BYE BYE!

CB ENTHUSIASTS!

Our good buddies have switched onto the hugely successful internationally sold LP 'Everything You Need to Know to Operate a CB Radio' - and now they're real pros.

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£3.95

Including
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To: Pleasure Fare Ltd., Dept. B3.,
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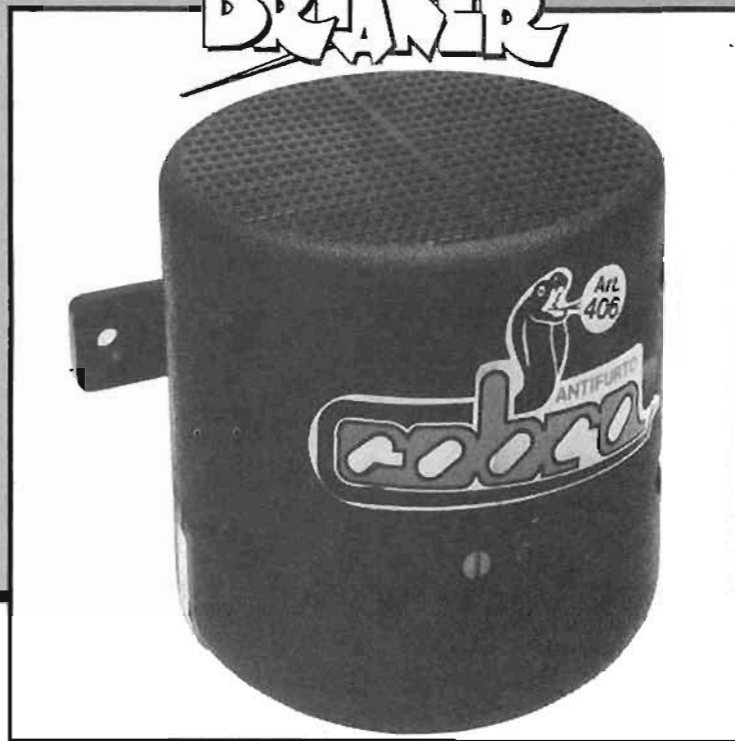
Yes, please send me LP's 'Everything You Need to Know to Operate A
CB Radio' @ £3.95. I enclose Cheque/PO, payable to Pleasure Fare Ltd.

Name: _____

Address: _____

Please use capital letters. Allow 14/21 days for delivery. Registration No: 1163585

BREAKER



Over the past months we've found ourselves concerned more and more often with the problem of theft from or of motor vehicles in one shape or another. Apart from the fact that the Mk3 Cortina seems to be the most stolen car in history and the Edsel the least stolen one (which must be something of a record for Ford) there aren't many facets of this little hobby which are tremendously appealing. Something like one car every two minutes gets lifted in London, 24 hours a day, and not all of them are ever seen again.

There is no reasonable deterrent to the car thief it seems, especially while manufacturers are busy making these button-type locks which can be opened by a child of five. The professional thief isn't deterred by Krook-loks, steering locks or any other kind of lock. But, like everybody else in the country, he is lazy and will always make the easiest possible heist if he's given the chance.

The theory is, then, that you make it as difficult as you can for anyone to steal your car and hope that Joe Blag will naff off and nick someone else's rustpile. Making sure that you lock the doors and windows is an obvious place to start, but where do you go from there? Portable barbed-wire entanglements? Minelfelds? Or what?

In company with the growing habit of stealing cars there is a growing trend for people to supply whizzo devices designed to stop people stealing cars. Mostly these are car alarms of some sort, and the type and nature of these things varies enormously. Anyone who knows anything

can quite easily build in an ignition cutout switch in a concealed location, but you've got to remember to switch it off and on when you get in and out of the car. Also it's not that much of a deterrent to the hot-wire merchant who's going to bypass your ignition switch anyway.

So what do you do? You go out and buy an alarm system, that's what. Trouble is that like everyone else you probably won't buy one until *after* you're one of the 384 whose cars are broken into in the London area every day. And once you've had one for a while you'll be convinced that it's useless because you'll find that it's never been needed — no one has ever tried to get into your car.

If you do decide it's a smart idea to protect your car you'll find that there are any number of alarm options open to you. Some of them are controlled by personal code numbers which have to be keyed into a unit the size and shape of a calculator before the car starts. Right: you've got 30 seconds to remember your number, starting from now. Go.

Oh yes, Aladdin, the choice is bewildering. So to make it easy for you we've made the choice in advance, so that you won't have to be bewildered. What we've got for you is the Cobra alarm system which is made in Italy and sold over here by Ital Audio at Watford. The alarm, so

we hear, seems to have got the AA Seal of Approval, as well as being accepted by insurance companies, not only for cars but also for artic units, which are expensive and for which some stringent protection requirements exist. Specially if they're full up with the Glenlivet or similar. So we thought they'd be quite good.

Looking at them is even better, because they have several means of protection. The obvious first is the trembler switch which sets the whole system (hazard lights and amazingly loud horn) alight every time a bird shits on the roof of your car. Wrong. It's got a sensitivity switch which you can adjust so that it only goes off if the car is properly interfered with.

After that comes the very sneaky current drain switch which gets the ball rolling if current is suddenly drained from the battery — courtesy light, ignition switched on, whatever — which means that no one can open the door without your permission, never mind start the engine, unless they want their eardrums blown out 30 seconds later. This circuit also has connections for fittings which are not normally switched — rear doors, bootlid, bonnet or what have you.

Naturally the ignition is immobilised when the alarm is activated or when you leave the car, so you've got another line of defence even if the blagger can get past the sound

effects and the flashing lights. Up until now we've described the Cobra 119, which is the basic all-round protection number and staggeringly cheap at a mere £22.96 including packing and VAT, and postage is free. Wow.

If you wanted to take your protection a step further then you need the 406, which does everything the 119 can do but with the added advantage of having its own horn. This makes it a touch more expensive — £30.96 with all the packing and VAT included — but does make it that much harder for John Criminal to unplug the sound effects. It is also naffing loud — audible for 800 metres and bashing out 100db at 10 metres. Enough to make even a Who fan deaf in a matter of seconds.

So if you want to make your property a bit more defensibly your own, in this strife-torn age etc (please insert several lines of slick marketing-speak here) then the best thing to do is get your nail-clippers out, remove the little coupon and send it to us together with the money.

Address to put on the envelope is Breaker Alarm, Link House, Dingwall Avenue, Croydon CR9 2TA. Cheques and POs should be payable to Link House Magazines and please don't send cash — we'll only spend it in the pub. You should allow 21 days for delivery of the goods and then you should be jolly happy with your purchase. Plus you can relax in the pub without worrying about some snotty little creep having it away on his toes with your pride and joy. And never mind your wife, no one'll nick your car either.

Name

Address

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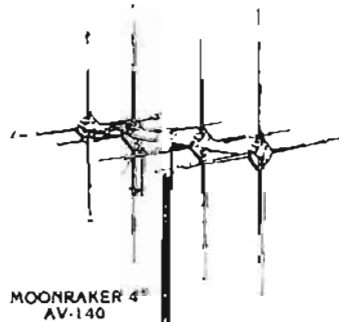
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Here we go again with an ever-increasing list of CB clubs. There are, we think (because we haven't actually counted) more than 100 of them now, and there are more arriving in every post. If your club didn't get in this time — don't worry, we'll make it next issue. Always provided that you've taken the trouble to write. If you haven't then now is the time to get off your bum and get on with the scribbling.

Among other things we'd like to mention that so far we've restricted this page to a straightforward list of clubs and addresses, but we're going to change that. Nearly all the letters we get include the local gossip, thoughts on the channel debate and all sorts of bits. This time we've dealt with that elsewhere, but in future we'd like to make this page a bit less formal and a bit more chatty, so we're going to turn it over completely to you. Any club news, opinions, births, marriages, successes, failures, anything which you'd like everybody else to know about, drop us a line.

We probably won't print your letter in full, because we're hoping that we'll have too much information each month to do that, but we will make sure that all the important bits get into print as soon as schedules allow. Look on it as your own newspaper, and it'll be as good or as bad as you make it.

We're also going to put in a page of free ads in Breaker as a complement to the club page, so if you've got anything you want to get rid of (now I know exactly why they're called XYLS) or if there's anything you need — fill in the form and bang it in the post PDQ. Alright? Right.

Aire Valley Breakers Club
53 Albert Road
Saltaire
Shiplay
West Yorks

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

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

Bottle City Breakers
The Griffin Inn
Peasley Cross Road
St Helens
Lancs

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

Breaker One Four Club
c/o OK Corral
Napier Barracks
BRP020
West Germany

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

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

Bristol CBC
1A St Peter's Rise
Headley Park
Bristol
BS137LU

Burns Breakers
Tuesday at
Breahead Hotel
Whittlets Road
Ayr

Bury CBC
c/o Ripley House Hotel
Northgate Avenue
Bury St Edmunds
Suffolk

Bristol Breakers
120 Beaufort Road
St George
Bristol5

Bruggen Bandits CBC
on Channel 14
West Germany

Cardiff & District Breakers
12 Aberdored Road
Gabalfa
Cardiff

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

CBA Central Scotland
5 Carronvale Avenue
Larbert
Stirlingshire

CBA Fife
32 Balaise
Leven
Fife

CBA Reading
PO Box 123
Reading

CBA Sussex
15 Buckingham Mews
Shoreham By Sea
Sussex

CBCB Club
103 Southwood Road
Downside
Dunstable
Beds

CBGB
CB House
Crosby
Liverpool

CB — NE
PO Box 61
Sunderland SR3 1EZ

CB Radio Action Group
55 Dartmouth Road
Forest Hill
London SE23

Cheesy Breakers Club
116 St Christopher's Drive
Caerphilly
Glamorgan

Cheltenham Breakers Assn
6 Pitville Crescent
Cheltenham

Or: The Crown and Cushion
Bath Road Cheltenham

City Circle CB
Bedford Green
Horseferry
Leeds

Clog Town Breakers Club
33 Pendle Court
Astley Bridge
Bolton BL16PY
Tel: Bolton (0204) 50046

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

Copy Cats Club
The Manager
Martholme Grange
Altham
Accrington
Lancashire

Crewe Breakers Club
1 Main Road
Crewe
Cheshire

Derwent Valley Breakers
10 Prospect Terrace
New Kyo
Stanley
Co Durham
Wednesdays at Black Bull Lancheater

Don Valley Breakers
15 Roseberry Avenue
Hatfield
Doncaster

Dragon Breakers Assn
96 Leafid Road
Hunts Cross
Liverpool:25

Dukeville Breakers Assn
23 Potter Street
Workshop
Notts

East Antrim CBRC
PO Box 4
Antrim

Edinburgh CBRC
22 Rose Gardens
Edinburgh EH9 3BR

Elite Breakers
The Father Thames
Albert Embankment
London SE1

Essex Citizen's Band Club
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Witham
Essex CMB 2XF
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Harrow
Middlesex

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Derby

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Luton

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Clifford Bridge Road
Coventry
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Wanstock
Birmingham B14

Lagan Valley CB Club
Poste Restante
GPO
Lisburn
N Ireland

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

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The Leslie Arms
Cherry Orchard Road
Croydon

Leicestershire CB's
c/o Modern Motoring
68 Narborough Road
Leicester LE3 0BR

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Loch Lomond
Dunbartonshire

Lorn Breakers Club
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Maidstone
Kent

Midlands CBRC
Unit 2
72 Oval Road
Erdington
Birmingham

Midlands CB Radio Club
85 Aliens Lane
Pelsall
Walsall
West Midlands

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Rawthorpe
Huddersfield

NACB
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Nottingham

**National Committee For the
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Narborough
Leicester

National Independent Pirate Band
Helman Straat 37
Merksem 2060
Belgium

New City Breakers Club
9 St Leger Court
Linford Local Centre
Gt Linford
Milton Keynes
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North Notts Breakers
38 Willaims St
Langold
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Glengall Road
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Northampton Breakers Club
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17 Coronation Street
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29 Legrams Avenue
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Stranraer
Scotland

REACT
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Bristol BS14 8LH

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Richmond

Sandwell Area CB Club
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Twidale Warley
West Midlands

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South Birmingham CBC
14 Delrene Road
Shirley
Solihull

**South Birmingham Citizens' Band
Club**
14 Delrene Road
Shirley
Solihull
West Midlands
Tel: 021 745 1135

South Wales Big 10-4 Club
12 Elgin St
Manselton
Swansea

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

Steel City CBC
282 Eccleshall Road
Sheffield S11 8Pe

**United Campaign For The
Legalisation of CB Radio**
10 Lochneil Road
Dunbeg
Connell
Argyll RA37 1QL

Untouchables
299 Manchester Road
Kearsley
Bolton
Lancs

Wessex Open Channel Club
48 Holsom Close
Stockwood
Bristol BS14 8LX

West Glamorgan Breakers Assn
25 Plass Newydd
Baglan Moors
Port Talbot
West Glamorgan SA11 7DF

West London Breakers
Tuesdays at
White Hart
Southall

Weston Breakers Club
33 Lower Churuch Road
Weston Super Mare
Somerset

Wetherby District Breakers
9 Norfolk House
Wetherby
West Yorks

West London Breakers
meet at the Steam Packet by
Kew Bridge

Weymouth CBC
Flat 1
39 St Thomas St
Weymouth
Dorset

Wirral CB Assn
Mondays at the Appollo Club
Moreton
Wirral

Wyre Forest Breakers
19 Chawson Pleck
Chawson Estate
Droitwich

Young Breakers Association
22 Romley Crescent
Bolton
Lancs

BREAKER

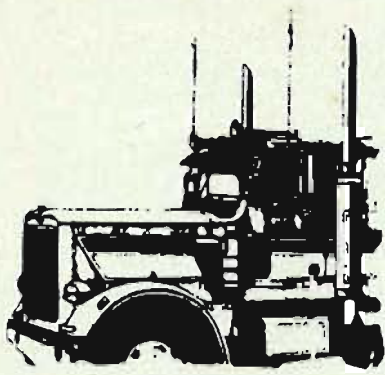


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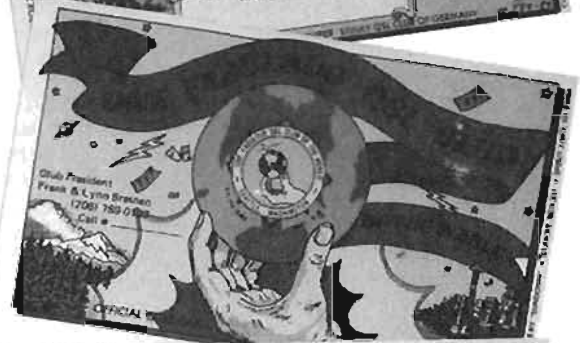
Post & package free until March '81.

Easy as QSL

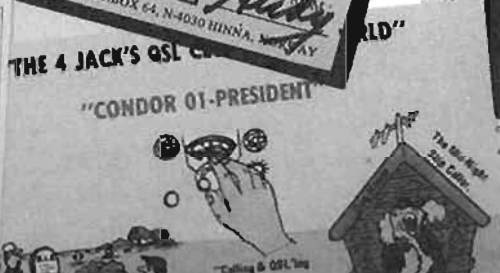
As I mentioned in *Breaker 3*, and as requested by R. Cruickshanks of Fife in 'Give us a Break', I have reviewed two QSL clubs this month, both of whom have given complete satisfaction, and I suggest that beginners to the QSL hobby go no further than those clubs that are on this issue's 'QSL Club Roll Call'. This is not meant to imply that others are not giving value, or are of a shady nature, but these are the clubs that definitely exist for the hobby, and not run just to finance the President. As you begin to exchange QSL cards, you will find that your fellow QSLers stamp their own QSL cards with their club's rubber stamps, and obviously the more you see of a certain club, the better it probably is, although this is not always the case. I recently sent to join the Hellenic Worldwide QSL Club of Greece, which was not especially cheap, and I received a very mediocre package, no Membership Certificate or Card, a few exchange QSLs and a battered rubber stamp, together with a handwritten note to say the club has folded up. All very nice but this sort of behaviour brings the hobby into disrepute. Fortunately it happens very infrequently. Incidentally I didn't get a refund!

The two clubs reviewed this month are at the very other end of the scale — the top end — both top class clubs from personal experience, so your investment is quite safe. When you send off your membership fee with your own QSL cards, ensure they are signed and dated (I once took to numbering mine) and while it is extra work it is amazing where your QSL cards end up. Return QSLs reached me last week from Netherlands, Antilles and North Alaska, and these had been sent via the Gumboot QSL Club in New Zealand. Most QSL clubs will readily accept any quantity of your QSL cards to circulate for you (saves expensive postage), but you can't beat the personal touch. Before you seal that envelope ask yourself would I be delighted to receive what I am about to send? — if not, personalise your card with a few friendly words, or a local picture postcard, but above all — you must QSL 100% — do not send out one card and expect six back — you only get out of it what you put into it.

Next issue we will list you some more QSL clubs, review a couple more, and give you your first list of overseas 100% QSL contacts who will be delighted to hear from YOU. **The Medicman**



AN EAGLE





SUPER STINKY QSL CLUB: WEST GERMANY.

President: Harry W Hertz, Postfach 2664, D 6750 Kaiserslautern, West Germany.

From personal experience one of the top six International QSL Clubs in the world. It is enthusiastically run by its Founder and President, 30-year-old CB fanatic Harry W Hertz, who established the club in July 1978, and now has over 900 members from 36 nations around the world; a remarkable achievement by any standard. Harry himself belongs to over 250 world-wide CB/QSL/HAM/SWL Clubs, and puts his own experience to work in running the Super-Stinky QSL Club very effectively. A magnificent membership package is offered for £5 plus 20 of your own signed and dated QSL cards, and in return you will get:

- 1) An equal number of different members' QSL cards, plus some of the President's.
 - 2) A multicoloured Membership Certificate.
 - 3) An official Super-Stinky unit number.
 - 4) A wallet-size coloured ID Card in plastic.
 - 5) 10 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.
- Extras available from the Club:
Super-Stinky Club Rubber Stamp complete.
Membership Book with all members' addresses.
Set of 6 different Super-Stinky decals.
SUPER-STINKY embroidered blazer patch, 5 colours.
50 Club QSL Cards Black & White.
50 Club QSL Cards Multicoloured.
Personalised automatic stamper.
Super-Stinky Medal.

Currently there are about six different club cards to choose from, from the well-known American 'Sundown' Cards to the rather superb latest type with the regional flags and crests of West Germany. All these are available to members, either plain or personalised.

Normally with QSL clubs, after your membership package has arrived that is the last you ever hear, but what gives the finishing touch to this excellent QSL Club is that Harry now issues a Newsletter and updates the Membership register just for the cost of a stamp. A top rate five star club.



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of West-Germany
Postfach 2664, D-6750 Kaiserslautern

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SUPER-STINKY

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QSL CITIZENBAND SERVICE
OF GERMANY (EUROPE)



ENGLISH INTERNATIONAL DX CLUB

The first and currently only British CB-DX Club catering for the ever-growing British QSL hobby. As a member of this club you will almost guarantee a return QSL from overseas, as the British QSL card is very highly respected and prized among QSLers throughout the world. The Union Flag rubber stamp is especially welcome by our USA friends, who deem it an honour to be able to not only receive your emblazoned QSL card, but to pass duplicates to their friends.

The English International DX Club was founded in 1979 by the President Lez Carroll (Lima Charlie 1), who is assisted by his ever-suffering XYL Maureen and gives a quick turn around for all applications received. The club address is 225 Arnold Street, Boldon Colliery, Tyne & Wear NE35 9BA, and they now proudly boast several hundred members worldwide.

For £5 membership fee you will get Lifetime Membership and a really good value package comprising:

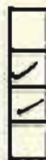
- 1) Membership Certificate.
- 2) Club Rubber Stamp.
- 3) English International DX Unit Number.
- 4) Coloured ID Card.
- 5) Cloth Union Flag Patch.
- 6) 10 QSL cards from all countries.
- 7) Membership applications from other clubs.
- 8) Sample DX Log Sheets.
- 9) Sample embossed English International notepaper.
- 10) Other items as available.

Obviously the Membership roster booklet is not issued, due to most domestic members not requiring publication of their address, but an overseas list is in course of preparation, and will be available shortly. As soon as the legal position is rationalised in this country it is envisaged to offer a complete membership roster list.

Memo Log books are available as extras and a Newsletter is planned in the not too distant future. Well worth joining.



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INTE
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QSL CLUB ROLL CALL.

ITALY: Red Devil International QSL Club, Roberto Doi, P.O. Bx 20, S. Angelo Lod 20079, Italy.

NEW ZEALAND: The Gumboot QSL Control, Trace Ward President, P.O. Box 4127, New Plymouth, New Zealand.

USA: Redwood Country QSL Club, Gene Chelbourg President (0090), 31900 Pudding Creek Road, Fort Bragg, California 95437, USA.

CANADA: Thistle QSL Club of Canada, Bill McBride President, P.O. Box 4, Postal Station 'C', Winnipeg, Manitoba R3M 3S3, Canada.

NORWAY: Norway Amateurs DX-QSL Club, P.O. Box 64, N 4030 Hinna/ Stavanger, Norway.

DENMARK: Scandinavian Skippers QSL Club, Krogen 3, 8900, Randers, Denmark.

AUSTRALIA: Australian International QSL Swap Club, Paul Dunster President, P.O. Box 855, Fremantle, Western Australia 6180.

GERMANY: Berliner Bear, Postbox 2923, 6750, Kaiserslautern 1, West Germany.

BELGIUM: Arenberg Swap Club, P.O. Box 33, 3030 Heverlee, Belgium.

ICELAND: Snowmans -DX- QSL Club International, P.O. Box 10040, 130 Reykjavik, Iceland.

ENGLISH INTERNATIONAL DX -- CLUB



ENGLISH INTERNATIONAL DX -- CLUB

MR & SYLVIA,
 10 AREYDENE,
 10 WBIGGIN HALL ESTATE,
 10 WCASTLE,
 10 4QH

QSL 100%



Skip. S. — R. — Date 14-10-80
 Swap.
 Direct. Time — Channel —
 Eyeball

DX. INDIA WHISKEY MIKE.

NIGHT OWL.

TIPS FOR QSLing/BREAKER-STYLE

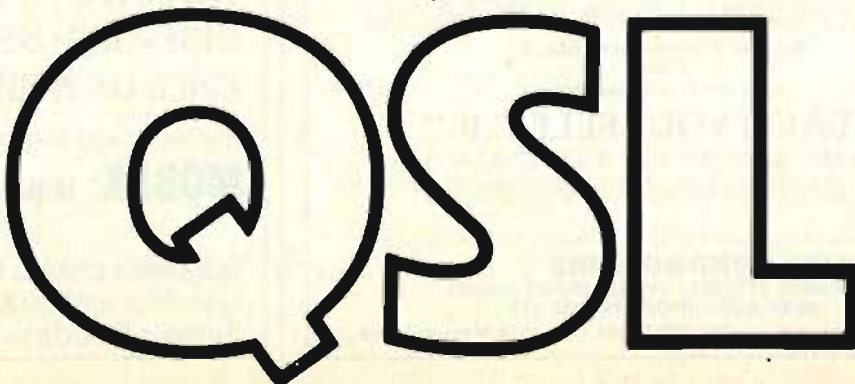
- Always send 2 or 3 of your cards.
- Always include 1 or 2 friends' cards.
- Always personalise your cards with a greeting, and say where you obtained the recipient's address.
- Always exchange at least the number of cards you received.
- Always ensure the correct postage is on your envelope.
- Always QSL 100%. Word travels fast if you don't.
- Always use your QSL Club stamps and Unit numbers on your cards.
- Always exchange Coloured Cards for Coloured Cards, likewise for black & white cards.

- Don't send 1 card and expect 6 in return.
- Don't receive 6 cards and send 1 in return.
- Don't send cards by surface mail and expect a reply in 7 days.
- Don't send scraps of paper with your name on — they usually end up in the vertical file where they belong.
- Don't send club cards with your name pencilled on; personalised cards are far more acceptable.
- Don't join a swap club if you don't QSL 100% — clubs only work when you do your part.

ENGLISH INTERNATIONAL DX -- CLUB

FOUNDER AND PRESIDENT
 LIMA CHARLIE 1

Lez Carroll,
 225 Arnold Street,
 Boldon Colliery,
 Tyne & Wear NE35 9BA
 England.





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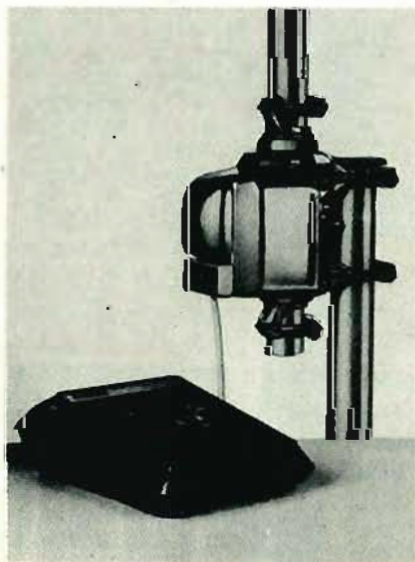
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REACT

REACT was founded in 1962 in the US, where CB had been legal since 1958. So although the authorities recognised the practical uses of the system REACT still had to establish a good working relationship with the emergency services to ensure the smooth operation of a properly-functioning monitoring service.

A measure of the US authorities' subsequent keenness to participate can be seen in a survey conducted in the early seventies by REACT in conjunction with the Ohio State Highway Patrol.

In the first year alone, almost 10,000 calls were handled by the monitors so not surprisingly the police praised CB and REACT, but it is worth noting one point from the report:

'One of the difficulties with any communications system is convincing the motorist that an investment for purely emergency purposes is warranted.

Thus the desire for an in-vehicle device that is merely to receive special instructions from a highway control source, or for signalling an emergency, would not be as great as a general-purpose two-way radio, which in addition can be used for emergency communications.'

In conclusion, they stated:

'Volunteers who are dedicated to service, trained, and willing to train others in effective communications techniques can be the backbone of a workable emergency and motorist assistance system.'

A study of the Detroit network showed that approximately 17 minutes

could be saved in detection-reporting time by using CB on a city freeway as compared to waiting until a city police car or a county service vehicle appeared on the scene.

With funds as tight as they are in the UK now, how long could the British motorist expect to wait? Any police forces that don't welcome the REACT service with open long arms of the law need their pointed heads examining.

The problem with an activity that is driven underground during its infancy is that Joe Public doesn't appreciate just how much work has gone on behind the scenes during those formative years.

We've done our best to keep you informed about CB through the columns of Custom Car and Breaker — and to encourage you to participate by giving details of organisations involved in the campaigning for, and legalising of CB.

One group which has received a staggering response from Breaker readers is, by chance, REACT UK, formed originally as a UK-based supporters' club for REACT International, which provides a 24 hour service monitoring emergency calls in countries with legal CB.

While most of us were out playing Dukes of Hazzard and making up silly names, REACT were busy building up a nationwide network of enthusiasts ready to start monitoring channel 9 when the Government got fed up with counting the unemployed and decided to make an announcement.

When we can all go on the air legally (whether for the first time or just with a clearer conscience) REACT UK will be ready and breaking.

The International organisation's rules, which govern the UK off-shoot, require that all monitors are licensed, so with the paperwork out of the way, help will be as near as your milk. The network of volunteers — from professionals, including firemen and ambulancemen, to the disabled and housebound — is broken down into county areas. Each of these is autonomous and tailored to meet the requirements of that specific area but works under the umbrella of an area committee, which in turn is responsible to the national committee based in Bristol.

UK co-ordinator Ivan Francis told us that an Emergency Action Advisory Committee is being set up, comprising representatives from all the emergency services and organisations including the police, firemen (retained and full-time), ambulance service, RAYNET (Radio Amateur Emergency Network), St John Ambulance, Red Cross, the lifeboat organisation and ROSPA.

The committee will report on the requirements of the organisations and become involved in a continuing intensified training programme designed to increase the efficiency of links between the monitors and emergency services.

Right from the very earliest days, a number of illegal CB monitoring services were set up throughout the country, although actually passing on the information presents problems unless the monitor played darts with the local bobby down the pub every night.

REACT is respected by emergency services throughout the world and the



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Organization

UK organisers hope that existing illegal teams will soon join them to provide an even more efficient organisation with a uniform standard and to this end a blanket liability insurance scheme is being formulated to cover all monitors on REACT business.

Even so, the one thing you can be sure of in these uncertain times is that everyone has their problems. The editor's problem is me, my problem is unprintable and Breaker's problem is to cover a subject which is, at least this week, illegal.

We can barely dot an i without checking with our legal department (is that all right, lads?) and it does cramp our style somewhat.

A similar problem furrows the brows of the merry band of folk at REACT. The particular cross they have to bear (left hand down a bit, pal, we've got the other end) is that they cannot condone or encourage the use of a facility which is illegal.

Now, they've partly overcome this stumbling block by forming the REACT UK Supporters' Club until legalisation — when they will drop the supporters' club bit and turn magically into REACT UK. But this is where they meet their old friend, the Catch 22 situation — which is always particularly on-going when dealing with HMG.

To set up enough teams to provide a nationwide 24-hour monitoring service requires volunteers. And lots of them. Unfortunately, many of those who might be interested in lending a hand and an ear disappear in a cloud of dust when they hear the mention of ... CB (cries of UGH! Illegal!).

REACT stress that they do not condone the use of illegal CB and, therefore, are not an illegal operation, but some potential members are too far away to hear that bit when the dust settles.

There are, of course, many breakers who would be willing to put their support behind what is, after all, the more responsible (and therefore more acceptable) face of CB, but ... yes, another problem. They are reluctant to put their name to anything connected with CB in case Big Brother catches a glimpse, hence the less than staggering response to petitions, or anything requiring identification.

Again REACT makes assurances. All communication to them remains confidential and on their files only. But some folks take a lot of reassuring, it seems.

So it is despite, and partly because of, these problems that REACT Supporters' Club held its first AGM. The venue was Bristol, home of the industrious organising committee and it attracted area co-ordinators and members from all over the UK.

Their December newsletter said it was being held early because of an 'expected Government announcement on Open Channel at the beginning of next year'. 'Next year' duly arrived and no such announcement was made, so any discussion at the meeting was punctuated with the mandatory 'whens' and 'ifs' and, of course, rumours.

However much planning and preparing they can do before legalisation, and early recruitment is certainly vital to that end, REACT UK can't really take off until they can start operating and then getting the publicity and public support that this will bring.

The aims of the organisation were outlined to the meeting by two films from the US, which must have proved particularly interesting to the meeting's guest, Inspector Jim Campbell of the Devon and Cornwall police force.

He told us he was researching the practical uses and applications of CB (surprise) but was quick to point out that the police could never condone the use of CB before it was legalised (no surprise). His brief is to look into any social phenomena which affect police work, and he hinted at a link with US police so that our lads in blue don't have to solve the same problems and can learn from the American experiences gained from some 23 years with CB.

Other constabularies might take note of Devon and Cornwall's lead; asking for a peep at their findings would be a good place to start. They might also like to take a look at the REACT films, which, although American, show the various useful applications of CB — getting immediate assistance to the scenes of accidents and breakdowns, giving traffic information and so on. The films also show the correct method of passing on the relevant details to the emergency services — something which REACT is eager to discuss with the authorities.

A local, illegal unit, unattached to REACT and called ECHO ONE, is operating in the Manchester area now but they have had problems reporting incidents to the police, who, as we all know by now, can't condone the use etc. etc. ... much in the same way as the

UBA's THAMES monitoring is running into difficulties in London.

UK co-ordinator of REACT UK is Ivan Francis, born in Bristol but a resident of Canada for some years. He saw the International branch in operation and now, in conjunction with all the other committee members, sees the need to Anglicise the UK set up.

Although it will be run under REACT International guidelines, they emphasise that each regional area will be a separate autonomous unit designed to meet local requirements. So even the Scots, who are already demanding independence, should be happy.

National committee chairman is Tony Joiner, Divisional Superintendent for St John Ambulance, an organisation which has so far stayed silent regarding an official line on CB and REACT, but which he hopes will provide first aid training to all REACT monitors in the future. He is also a Justice of the Peace, which may or may not be significant.

So, REACT has a strong and enthusiastic committee. They had around 250 members at the time of the meeting, each of whom is capable, in theory at least, of recruiting another dozen or so to monitor on a 24 hour basis. There are 18 such teams ready and waiting in Bristol alone and membership is growing.

They have enough funds to buy vital materials from REACT International and could be operational within weeks of legalisation. Now all they need is the go-ahead. And the support of you lot. They are already expecting another big boost in membership following the Custom Car show where crowds eagerly made off with all the literature on their stand — including back-issues of their magazine, membership forms and 1,000 fact sheets.

They are also keen to welcome disabled volunteers (this being the Year of the Disabled) because, for once, being at home is a positive advantage and it can mean a new lease of life for the house-bound.

The (relatively) able bodied among you probably (won't realise just how useful REACT is until you are involved in, or witness, an accident, breakdown or get lost and turn to channel 9 for help. But you wouldn't wait until then to volunteer, would you?

STOP PRESS. In the wake of the latest announcement on FMCB, react UK is active from today. Details next month.

Membership Form for REACT UK Supporters Club

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Plane sayings

At 7.30 in the morning of a sunny February day the morning mist still hugs the ground thickly, and the night's sub-zero temperatures still leave the grass dusted white like icing on a cake. It's deceptively attractive; early morning cold is quite the worst kind there is.

Crossing London from the south, heading up towards the potential jam of the M1's first junction, all is peaceful. The first of the capital's rush hour has hardly begun, and the only people about seem to be milkmen and the odd heavy lorry.

At this time of day the journey across town takes only a little while and though crossing Vauxhall Bridge the M1 seems miles away — it's a judgement based on years spent traversing the City in traffic — the speed at which it's possible without that drawback is surprising. So surprising that we arrive early.

The sense of desolation persists at Elstree. The place is deserted, and the lines of light aircraft drawn up on the white-rimmed grass stare blankly. Even outside the Almore hangar nothing moves save a chilly-looking cat with cold feet who forsakes the shelter under the wing of the twin-engined Piper Seneca and climbs into the car.

Bryan Wolfe arrives shortly. Peter the Pilot is not here yet, and while we wait Bryan gets the morning organized. First thing is a quick phone call to the office to confirm that the weather is okay and that the aircraft will be taking off. He also gets a rundown on the traffic situation so far — it's early yet, and quiet — and makes a note of the few trouble spots which have manifested themselves already. The nearest is on the Great Cambridge Road; an earlier accident which has been cleared but left a tailback of some magnitude. That's quite close to Elstree, so we'll obviously be going there first.

Next thing on the agenda is to get the mobile radio set organised; it's a battery-powered job which has been charged up overnight and is now ready for the off.

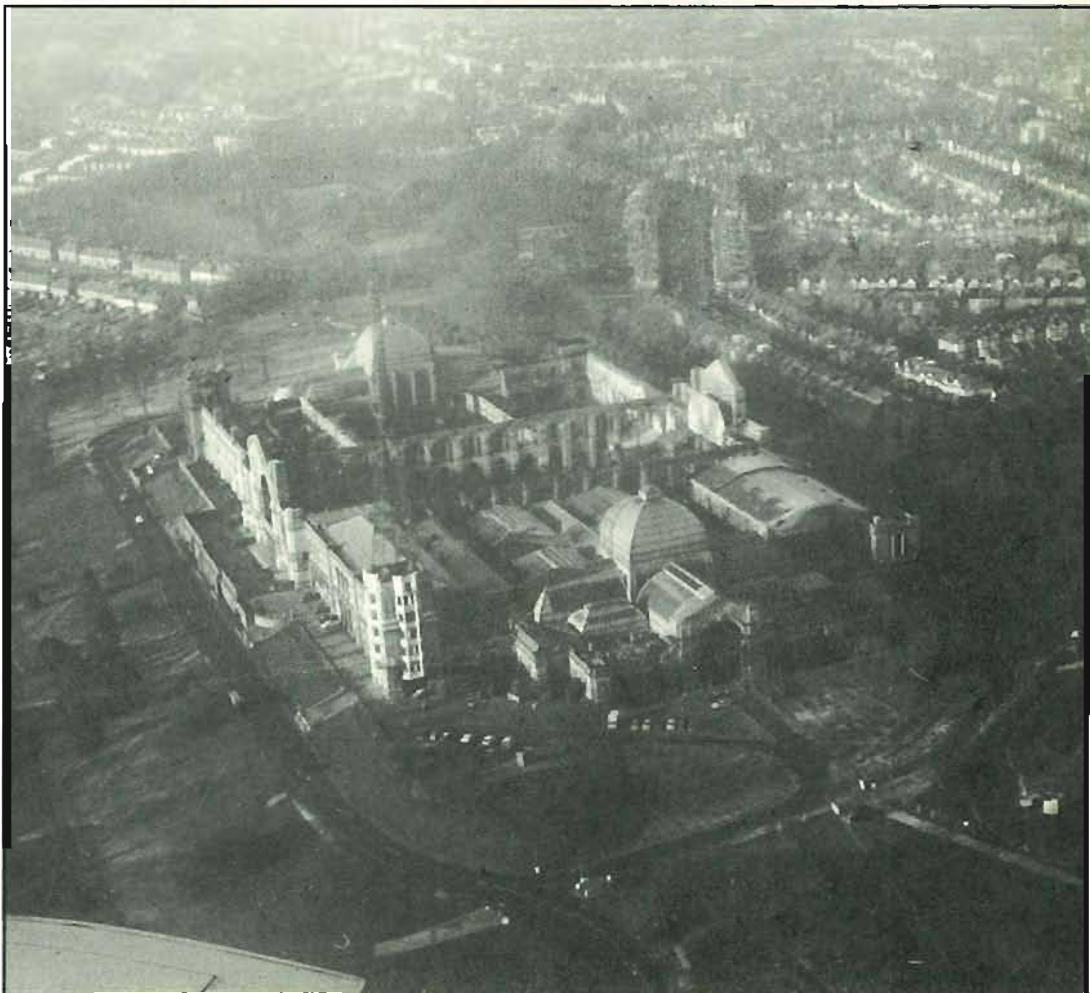
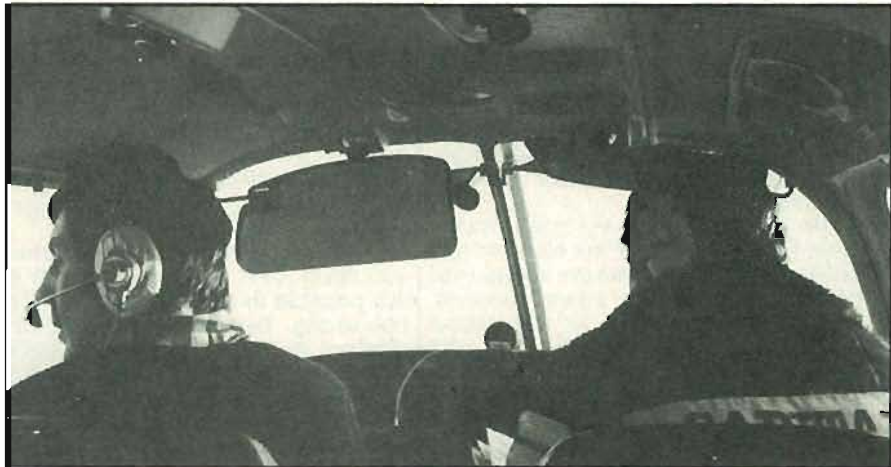
Peter arrives and we're on our way. It takes some time to clear the ice from the aircraft windows. No sophisticated electric de-icers are built in, and it's all down to scraping it off with gloved hands. A push back from the front of the hangar (aeroplanes don't seem to have reverse gear) and we're on board and ready for the off. Almost. Just like cars, aeroplanes get cold. It takes a while to beat the starboard engine into life, but the port definitely doesn't want to know. Five minutes later and it reluctantly lets us have three cylinders. After about 30 seconds we get the other three and we're on the way.

There's almost no wind, so we take the nearest end of the runway and point the nose in what is hopefully the right direction — aircraft have demisters too, and they take as long to get going as car heaters. Powerful Pierre up front is the only one who can actually see where he's going. He says.

The sun is very low in the sky and very bright in our eyes as the wheels leave the ground. A minute or two after 8 am and the Capital Radio Flying Eye is airborne again, adding another hour of service to the four-hundred plus it's already racked up.

Weather permitting it's buzzing over London every weekday morning from about 7.45 to 9.15, spotting the traffic hotspots and relaying them back live to the millions of traffic-bound Londoners trying to weave their cars through the jams and about their lawful business.

The radio unit they use is UHF, built



by Capital engineers from an old talk-back unit, and appears remarkably unimpressive: two dingy brown boxes with a sparse collection of controls, a set of headphones with a tiny mike and that's it. Its signal is collected by a receiver at the Barbican and is piped in by landline from there to the Capital studios at Euston Tower, where it is mixed live into the breakfast show at 15-minute intervals, which is just long enough to make a straight pass across town.

Almost as soon as we're off the ground the London end of the M1 is visible and this morning the traffic is comparably light; no tailback at all, and moving reasonably quickly. We don't hang about but head straight off to check on the accident at Great Cambridge Road. There's now no sign at all of any tailback, so we declare the road to be clear and make speed for the City.

The Eye has the whole of London to itself this morning, apart from the odd Jumbo on its way into Heathrow, sparkling and shiny in the sunlight. The temperature outside the aircraft has now risen to zero centigrade but the heater's started to work and everybody's beginning to cheer up as their feet get warmer.

At only 1000 feet the traffic movement is clearly visible; the elevated and detached viewpoint makes all the road problems seem rather trifling, however. At each set of lights or roundabout there is a queue of traffic, but both ahead and behind the road is empty. From bitter experience we know that none of the drivers in the queues can see that, and we can imagine their

frustration and their language. From up here it all seems a bit petty, even pointless.

As we skim across the roof of London Bryan makes his first broadcast. Hunched in the corner of the cockpit he tries to protect the microphone from the clatter of the engines and the incessant chatter of the controllers at Heathrow, to whom the aircraft VHF radio is necessarily tuned. Despite his efforts listeners will still hear most of the cockpit row coming through as they munch their cornflakes. Perhaps it is this, combined with Bryan's subsequent need to shout a bit, which gives the Flying Eye its appeal; the gung-ho image of a frozen, leather-jacketed pioneer in his primitive flying machine is very prevalent, although somewhat misplaced.

We make our turn somewhere over Canning Town and cross westwards over Greenwich, looking down on the Cutty Sark and down the chimney of the little snack bar on Blackheath. Swinging round on one wing we don't seem to be very much higher than the tower blocks beneath us; is it true that all aircraft lose height in turns? Peter Pilot seems to be competing with Bryan as they search the roads below for problems. Shouldn't someone be steering this thing?

Bryan has spent somewhere round 200 hours over London and says it's still possible to get lost up there. He's not wrong, because it does all look different, and takes time to spot familiar landmarks. As we're travelling much faster than we would in a car it means that there's actually less time to look for things like that.

The routine saves a lot of problems; there are a number of areas which always seem to give trouble and most of them are familiar to London motorists — either because they've been stuck there or simply because they've heard the names so many times — Canning Town Flyover, Blackwall Tunnel, Wandsworth one-way system, the M1 and M4 and the notorious Hanger Lane Gyrotory System. This latter is just a series of extra-big roundabouts which seem to have created a series of extra-big traffic jams every morning.

Working a route around these places the Eye keeps a watching brief on the rest of London, which is how Pierre comes to be looking out of the window when some of us think he should be driving. And if we spot any holdups we turn back for a look. None of this autopilot two-minute stuff, but over on one wingtip and straight back the way we came. It's not actually *Angels One-Five* either, but it certainly puts your breakfast in perspective first thing in the morning.

Peter asks Heathrow if we can have a bit of a wander along the M4 for a glance at Heston and see how things are doing. No problems, it even seems to be a quiet day for Jumbos, and soon the Hoover factory at Perivale is disappearing under our wing. The M4 is quiet too, with reasonably heavy traffic travelling at a fairly brisk pace towards town, so we do likewise.

Traffic lights out of order in the Wandsworth one-way occupy our attention for a bit, but the tiny little policemen on point duty seem to be coping with the flow of Dinky toys quite



Plane sayings

adequately, so we move on for a look eastwards. Beneath us Oxford Street is a narrow canyon, Piccadilly Circus a brief blob of colour. Everything is so small. Not just little, but so close together. There's hardly any distance between the Oval (wickets look a bit rough) and Buckingham Palace; between the Blackwall Tunnel and Tower Bridge. With the distances involved so short and the time taken to make the journey by road so long it's easy to form some idea of the immense traffic flow every morning.

As we cross the City itself. Bryan is crouched under his jacket in the corner talking to himself again. Looking down it's strange to observe the way that the view is dominated by certain buildings. And it's not the old landmarks — the Tower, St Pauls, and so on — it's the new ones. From up north, somewhere round Muswell Hill, with the ruins of Alexandra Palace somewhere below, the city is a dark shadow in the brownish morning haze; the sun hasn't burnt off all of the mist, and playing fields and parks are still lead up, especially where the long shadows of trees fall across the grass. The only surprising thing is that in the blurred outline there seem not to be any buildings, just rolling hills. Except that rising from it all are the Post Office Tower, Euston Tower and the National Westminster Bank building. Closer to some of the more modern edifices (like the stepped whiteness of Mondial House) stand out as well. These days you have to search for Buckingham Palace or Big Ben.

Gradually settling back towards Elstree we see a broken-down truck on Watford Way with a tidal wash of traffic backed up behind it and slowly lapping past. We're just in time for Bryan to include it in his last report shortly after 9 before we touch down after almost 90 minutes in the air.

Altogether it's been a quiet day over London, with little or nothing in the way of major disasters — none of the 3-mile tailbacks out of the Blackwall Tunnel or complete standstills on the motorways. Not that such disasters are in any way surprising when you consider the statistics involved. Two million cars are registered to addresses in London before the rush hour (which starts about 7.30 and lasts until at least 9.30) begins to stream them in down the motorways towards the capital's 8000 miles of road. Every day the M1 brings in 40,000 vehicles. In the same 24-hour period the M4 brings 95,000, the M2 40,000. The last year for which figures are available is 1979 — the year in which the Flying Eye service was inaugurated — and that long ago there were more than 1.5 million vehicles entering and leaving London every 24 hours.

It's no surprise to find that there were 85,000 traffic accidents in 1978 (again, the most recent figure) as 40 per cent of London's commuters and over 90 per cent of its goods deliveries are made by

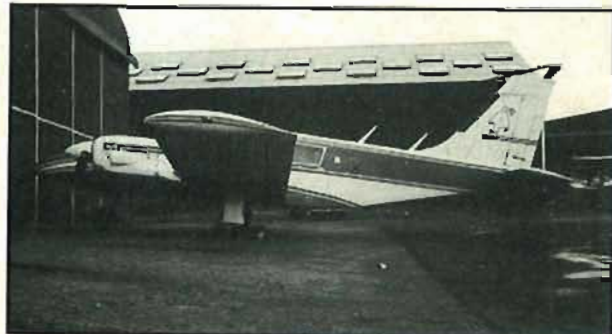
road. Fortunately most of these are reasonably small affairs, but even they can cause holdups of some considerable magnitude if the debris remain in the roadway.

Probably the worst accident, in terms of delay, which the Flying Eye has looked down on was a head-on collision between two trucks. At the height of the morning rush-hour on the A13 on the east side of London, it brought incoming traffic for miles around to a complete standstill — in Greenwich, Blackheath, the Blackwall Tunnel, just about everything stopped. And stayed stopped. The last car-bound commuter caught in that particular morning stoppage reached his London office at 3.30 the same afternoon.

We are, in the aircraft, above all that, as they say, and there are no holdups putting the Piper back on the tarmac.

Leaving Elstree after Bryan's put the radio back on charge and the aircraft has been delivered for refuelling, it seems that the day has only just started and what has gone before was a bonus. Getting on the go just after 9 is what we're used to after all — none of this early-morning stuff that most of London's commuters have to put up with.

Pulling back onto the A41 for London and places south we run into what was probably one of the biggest snarl-ups we've seen all morning. And it looked so peaceful from the air . . . RN



August 13, 1980

CITIZEN Band operators in Crawley this week slammed government proposals for radio enthusiasts as "ridiculous", and vowed to go on breaking the law until their demands are met.

At least 250 New Towners use illegal radio sets to talk to each other over the busy airways and nationwide there are 500,000 followers of the biggest super-craze since skateboards.

But the government realise that this pastime, which is firmly established in the USA and many European countries, is here to stay. And they have proposed that the enthusiasts switch frequencies to a new "open channel" because the present illegal wave-band interferes with emergency services and other radio users.

"The government doesn't know what it's talking about," was the strong reaction from the local CB group, Crawley Breakers, who sent a deputation for an "eyeball" with the Courier.

"We are not at fault for half the things the government says," claimed Breaker threesome — calligns Burdie, Drifter and Phantom.

Drifter, a 23-year-old photographer, said: "The government claims we interfere with Doctors' beepers. Yes we would if we transmitted from hospital carparks."

But Drifter explained that there were 250 possible people in the group and none of them would consider doing such a thing.

"We even expel members for bad language and we certainly won't stand for any sort of rapid behaviour," he added.

Phantom, 27, an electrician, said that CB is used to make model aircraft crash. But in Crawley the Breakers and aero-modellers had got together and agreed to operate on different

frequencies to avoid these incidents.

Burdie, 38, a former fireman, said that the government's proposal was a "Buy British Campaign" in disguise.

"They are not listening to us," he claimed. "They are licensing British manufacturers to make almost useless radios for many times the price of our present sets."

The "illegal" rigs now used by CB enthusiasts are made in the Far East. They cost as little as £60, after being smuggled into the country. This compares with as much as £400 for a British set which will transmit only a fifth of the distance.

"If the government insist on its proposal, CB on its present licence for 500,000 is agreed. Instead we will go illegally and no-one will be prosecuted," The Courier said.

The Crawley and Drifter's radios. They are

Police in snoop on CB radio protester

Mercury Staff Reporter

JUST hours after helping to organise a public petition for the legalising of CB radio, a Midland supporter has been visited by police in a dawn snoop.

Police went to the man's home at 6.30 a.m. yesterday and he said they confiscated a radio set.

Last night truck driver Tony Simmonds claimed that there are at least 1,000 illegal sets being cast in the Birmingham area.

Mr Simmonds, aged 23, a member of a pro-CB which had a stand at Midland Custom Car at Bingley Hall, Birmingham, collecting signatures for a petition.

"This will not put said Mr. Simmonds claimed his conflict cost him £140.

Experiment

The officers who visited Mr. Simmonds — one in civilian clothes showed an official warrant card saying he was a Home Office official — gave him a receipt for the set and warned him he faced prosecution.

Possession of a CB set is illegal at present.

Many CB fans are expecting an announcement from the Home Secretary, Mr. William Whitelaw next month — as first reported in the Sunday Mercury. They expect, as a first step, a trial experimental period of CB broadcasting.

IT'S CB RADIO TO THE RESCUE

By MIKE RIDLEY

MORE than fifty people using illegal radio sets helped find an eight-year-old boy who went missing in Carlisle.

Now Citizens band radio operators, who are outlawed by the Home Office, say that police should be able to contact them when they want to find missing persons.

At the weekend the eight-year-old boy vanished from council care at Scotby House

children's home. He'd been missing for almost two hours when a woman who had known the boy in the past was contacted by the police. The woman was also a CB operator, known as the Duchess in circles. She made a call and within minutes 10 operators had joined the search.

Less than half an hour later the boy had been spotted by a CB user in Harraby.

The Duchess said: "It was fantastic how people reacted. Many simply dropped what they were doing and joined in. We virtually had the whole area covered."

"The man who found the young lad took him in, gave him something to eat, and returned him to the home."

Said the Duchess: "The policeman did me to put out I was

scription out on the channel.

"I am sure we could help the police again and not just for missing people," she added.

West Cumbrian operators had a similar success recently when a young child was badly injured in an accident and next kin had to be contacted to give permission to go ahead with an emergency operation.

The child's father was angling, miles from contact, but he was found quickly by CB operators who joined in the search.

Operators in Cumbria are planning to set up a 24-hour emergency service as soon as the Government legalises Citizens Band

Lonrho chief emphasizes that no deal for CB radio approval is hailed as victory

By Peter Evans
 Home Affairs Correspondent

A Citizen's band radio service has been sanctioned by the Government. Mr William Whitelaw, Home Secretary, announced yesterday. He hopes the personal two-way service will be introduced in the autumn.

But the announcement, made in a parliamentary written reply to Mr Patrick Wall, Conservative MP for Halton, has done little to calm the dispute about interference from equipment used by Citizen's band enthusiasts.

Mr Whitelaw said that the 27 MHz AM (amplitude modulated) equipment now used in Britain would remain illegal. He has decided to permit a service on 27 MHz FM (frequency modulated). Equipment will be required to meet a technical specification. A further frequency will be made available at about 930 MHz.

Last night Citizen's band enthusiasts were saying the Government had retreated.

Mr David Evans, general manager of the Radio Society of Great Britain, the national organization for licensed radio amateurs, said: "I think they have just given in." The 1000 difficulty of the use of 27 MHz had not been tackled three or four years ago as it should have been; now the very many illegal operators had



Mr Timothy Raison: Relying on radio users.

with minimum risk of interference.

Speaking of the new service, Mr Timothy Raison, Minister of State at the Home Office, said: "The interference which illegal CB equipment is causing to television reception and emergency services is a long time for concern, and now that the Government has gone so far towards meeting the wishes of supporters of CB, I hope that we can rely on those who will be using the new equipment to do their best to stop using it."

Mr Whitelaw said in a parliamentary written reply December 19 that he favoured the introduction of a Citizen's band radio on 2 frequencies, about 930 MHz. But he had of public demand for an alternative he agreed to consider the possibility of making use of a lower frequency.

The frequency selected for 27 MHz FM, should give enthusiasts what they want about the same as the 27 MHz AM equipment, but without interference.

Home Office

CB goes on the air

A Citizen's band radio service sanctioned by the Government is hoped that the new personal licence. The frequency selected should give CB enthusiasts a 27 MHz AM equipment now remain illegal.

Radio bounce plane pilots

By JOHN

A NEW "Battle of Britain" war in the air is costing pounds every weekend.

Radio pirates using 27 MHz AM wavelengths are jamming out of control.

CB cars

LOCAL users of the illegal Citizens Band radio system were cock-a-hoop this week when it was revealed that police would not be stopping vehicles suspected of carrying CB radios.

A spokesman for Sussex Police said the long arm of the law would not be giving any power to pin down CB users. He said: "There are very limited powers under the Wireless Telegraphy Act. We don't have the power to stop a vehicle because it is believed to be carrying CB radio equipment."

He said: "Police officers are not supposed to stop a vehicle because it is believed to be carrying CB radio equipment."

Club hands over £1000

The Warren Special School an Oulton Broad school for the mentally handicapped benefited by £1000 when the Ness Point Citizens' Band Club handed over a cheque for that amount last night.

Headmaster Mr. Fred Heddel, Chairman of the radio club's action committee in a ceremony at Oulton Broad.

Mr Heddel thanked the club for donating the school as recipients for the club's fund raising activities.

The club's fund raising activities are a far more than we expected to receive, and we are all truly grateful to the club.

The bulk of the money was raised with a 10-mile sponsored walk undertaken by 48 of the club's members last Sunday.

John Wilton, of the action committee, said: "After the success of last night's presentation we have been spurred on to planning further fund raising events for the school."



LAW-BREAKERS

users of Citizens band radios in the form of the mannan a Breakers the police to arrest using a 'C'.

A founder naturally w anonymous user that attended the meeting over the before it came to be. "We ha ashamed want it of Citizens illegal, I ment re plans to

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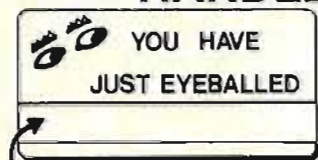
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HAVING ASS

We've all heard about the glamour associated with long-distance trucking, particularly the be-chromed, Country and Western, American-style number, which is all jolly romantic. But perhaps the real trucking is over now; long-haul routes through the deserts of the African continent are a reality these days (allowing for local disturbances like the recent upheaval in Afghanistan) and all the conveniences of sleeper cabs, airconditioning and whatever else has robbed it of the adventuring spirit which existed in the early days. Comparing some of these tales to the covered-wagon pioneering which opened North America to the paleface settlers is perhaps a little too tempting, perhaps close to the truth even so. See what you think . . .

After the 1918 Armistice, Britain and France shared spheres of influence in the Middle East. For commercial and strategic reasons, England was attracted by the prospect of reviving the old overland route between the Mediterranean, Mesopotamia and India which had almost died when the Suez Canal was dug. The potential value of the motor car in restoring the caravan road to its former importance was fully understood. This ancient road, with comparatively plentiful water supplies, ran north-east from Damascus to Palmyra. It cut across the desert to Kulaisa and then followed the Euphrates to Baghdad.

In 1919 Lord Allenby, commanding the British Forces in the Middle East, drove as far as Palmyra in his Rolls Royce armoured cars, but, like T E Lawrence who was using similar cars on his raids against the Hejaz Railway, he did not venture far to the east into the Syrian Desert. The deterrent to using the old caravan track was that being a trade route it was the hunting ground of bandits.

An air route did exist, but at that date aeroplanes had little carrying capacity, and the service was very expensive.

At this time camel caravans laden with bullion crossed the Syrian Desert regularly and safely for their owner Ibn Bassam who, was rich enough to buy off any Bedouin raiders. But camels were terribly slow and Ibn Bassam realized that the speed of cars would give an added safeguard against attack, and the turnover would be greater.

The heart of the desert is a barren and almost waterless wilderness six hundred miles across, with but a little sparse vegetation. Permanent water supplies can be found at Rutba and Ramadi, but none in the intervening two hundred miles. Such is the emptiness of this parched land that these two places were the respective frontier posts for Syria and Iraq. It was all too easy to get lost as there were no landmarks. Therefore no one had been able to discover



that the route offered a really splendid surface for motor cars in the dry season. It was quite flat though hills rose on either side for part of the way.

Ibn Bassam knew that the British were eager to investigate any possible routes across the desert, and being anxious to help the paramount power, he explained his theory to the British Consul in Damascus. The British government backed him enthusiastically, not knowing of his smuggling activities. Finally it was arranged that two of the cars, a six-cylinder 27 hp Buick and an eight-cylinder Oldsmobile, together with drivers, should be provided by the Nairn Transport Company. A big Lancia, possibly not a Nairn car, completed the party's transport.

The Nairn Company was the one which transformed the smugglers route into a commercial artery. Norman Nairn and his brother Gerald were New Zealanders who served in Palestine during the first war in Allenby's motorised unit. They were astute enough to see that a big demand for motor transport would arise in Palestine and Syria, so they launched a motor business in Beirut in 1919. With ex-army officers as drivers and a very high standard of maintenance, they soon had a regular route running from Haifa to Beirut. There was no problem finding staff for the Nairn service, since many men from the army decided to stay in Palestine after the war and were glad of a job where the boss spoke English!



Although at first Nairn was not happy about risking his vehicles on an unknown route, the possibilities it might have were too attractive to be missed.

Food and drinking water for ten days, an ample supply of radiator water, plus petrol and oil for a double journey were carried on the cars, together with a very comprehensive tool kit and a few rifles and revolvers.

The first official reconnaissance expedition set out from Damascus on 1 April 1923. On the very first day out, Ibn Bassam was vindicated. No less than 116 miles were covered. At dusk, however, they learned their first lesson when the Bedouin guide lost his way in the gathering darkness and the Lancia ran full tilt into a wadi (a dried-up water course). A rock tore a hole in the sump and it seemed the expedition was finished, but the resourceful Nairn mechanic patched it up well enough for the car to continue at a more modest pace. They had been taught that an Arab guide was no good after dark, since the speed of the cars confused him. Arabs navigate by minute changes in scenery or almost invisible landmarks. They notice these things because they look for them when, according to the camels' speed, they should be in view; the speed of the cars compared with that of a camel did not occur to the Guides, so they looked for landmarks long after they had passed. And the trouble is that the Arab rarely admits to being lost!

At the end of the second day the motorists camped 150 miles west of Ramadi, taking turns to watch against Arab raiders. Baghdad was easily reached on the afternoon of the third day after a total distance of 603 miles. Throughout the double journey the bonnets of both the Buick and the Oldsmobile were not lifted and none of the tyres were touched.

Prompted by the Government of Iraq, Nairn made the journey himself during May 1923, and by October, after five more exploratory journeys, a regular service was started, carrying passengers as well as mail for much less than the air-fare and in greater comfort. Twenty-four to twenty-eight hours became the customary time for the Baghdad-Damascus run, although, for a bet, in 1925 a record of just under seventeen hours was set. The cars of the Nairn convoys were under strict orders to stay together, and to avoid wells or wadis where Bedouins might be camping. All the same, even the Nairn vehicles were shot at fairly regularly.

The arrival of motor car as a reliable means of transport in the Middle East during the 1920s did not mean that the caravan and motor routes were safe to drive on. They were most certainly the scene of many robberies and killings by various Arab tribes. The tribes not only attacked travellers, but constantly raided each other when camels, sheep or arms were scarce. The code among Arabs that they did not kill women or

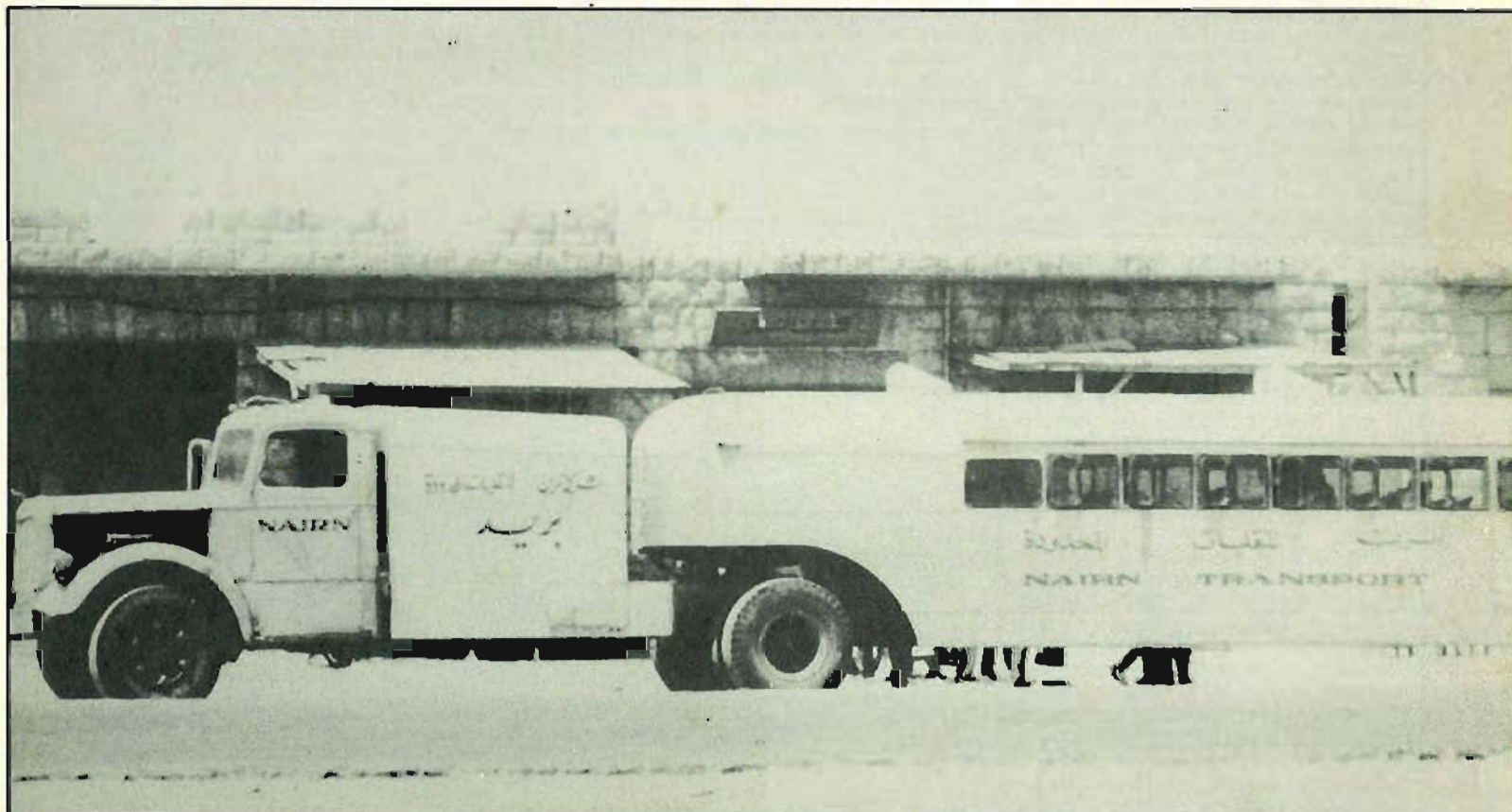
children was not applied to travellers.

Even in 1931 the whole of this area was still desert: stony, dangerous and empty, except in winter and early spring, when seasonal rains produced a scanty pasturage. At other times of the year its only inhabitants were beasts of prey or marauders. Before the IPC (Iraq Petroleum Company) built its pipeline and road the only army which had dared to cross it was Khalid ibn Walid's army of Bedouins. This was on their way back from their victorious campaign in Persia as they hurried to help other Bedouins capture Damascus in 634 AD, at the start of Islam's great century of conquest.

Even the Romans shunned the Syrian Desert, and simply sought to keep its roving predatory Bedouins at bay by building towns on its Western and Northern edges. The ruins are still there though buried in many cases by earthquakes or by a succession of Arab villages built over them.

So the desert remained inhospitable and empty for 1300 years until the West tapped Iraq's oil. Then it became clear that the oil pipeline to the Mediterranean and the allied pumping stations and maintenance units were going to need protection from raiders.

The Desert Patrol was formed in 1930 for this purpose, under a British Officer, John Bagot Glubb, known as Glubb Pasha or Abu Faris. Together with a handful of British and Jordanian Officers he raised an army to police the



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deserts, to stop smuggling between Baghdad, Damascus and the West and to curb the continuous wars raging between Arab tribes.

The smuggling was largely drugs, both opium and hashish, also gold; but arms and ammunition found a ready market in all parts of the turbulent Middle East. Lorries were being used as well as camels, and the patrols had therefore to equip themselves with trucks in order to match the speed of the smugglers. They used American Model T Ford trucks and later the ubiquitous Dodge (found all over North Africa and the Middle East). These were 30 cwt vehicles fitted with open bodies and large petrol and water tanks, but they only had two-wheel drive. Through soft sand these 'tombeels', as the Arabs call them, were not as fast as a camel but could reach 60 mph on good firm going.

By May 1931, less than five months after the Desert Patrol came into being, the good seed it had sown was well on the way to bearing fruit in the southern and eastern deserts of Trans-Jordan. But there was still a vast tract along the country's northern border where the patrols' influence was not felt for some time. The desert hereabouts embraces both sides of the frontier between Jordan and Syria for some 250 miles and then crosses the frontier of Iraq half way between H4 and Rutba. There are only three or four villages in the desert at this point, two of them being tiny villages clustered haphazardly round

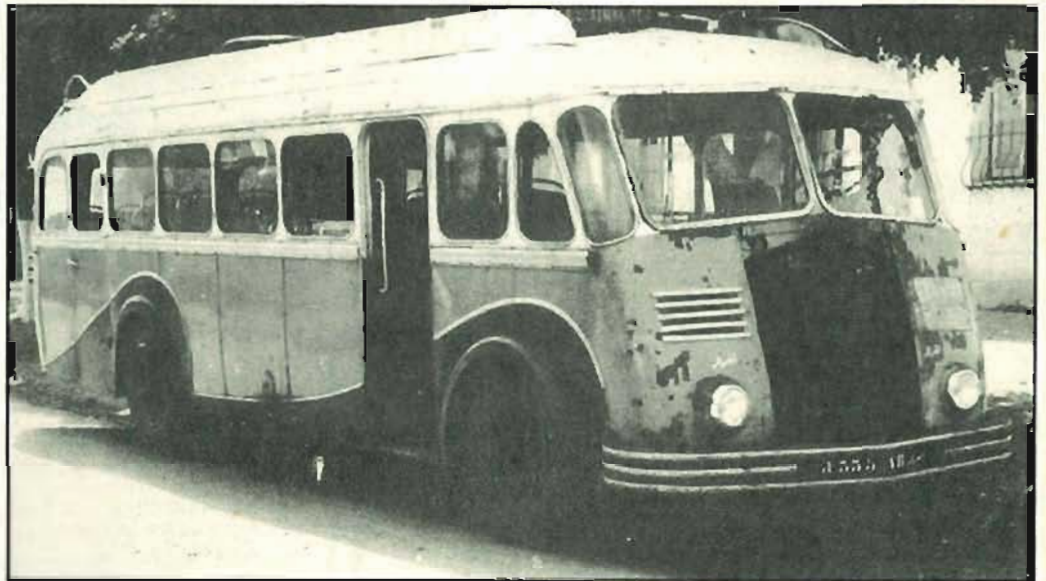
the pumping stations of the IPC, called H4 and H5, which came into being about the same time as the desert patrols. This pipeline was threatened after the Second World War due to the political situation between Jordan and Israel through which the pipe ran on its way to Haifa. A second pipeline, 'T', was built far to the north passing through Palmyra to ensure oil supplies, and now the H pipe is routed round Israel to the Lebanon.

For their public service the Buicks used on Nairn's first runs were fitted with condensers and large capacity radiators, puncture proof tyres, asbestos lined hoods and small refrigerators. Before 1930, huge six-wheeler Amer-

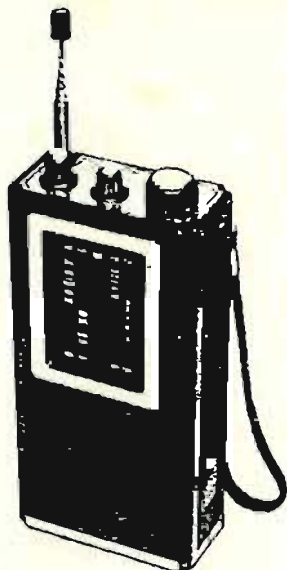
ican Safeway buses with 150 hp engines had replaced normal cars. Today even larger buses are used: giant 200 hp Mack trucks towing air-conditioned semi-trailers fitted with very large sectioned sand tyres. These vehicles complete the 600 mile trip in only 12 hours at an average speed of over 50 mph, stopping only at Rutba and Ramadi.

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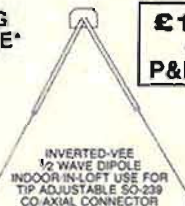
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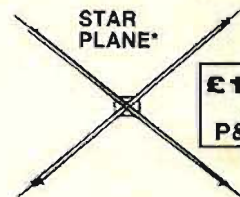
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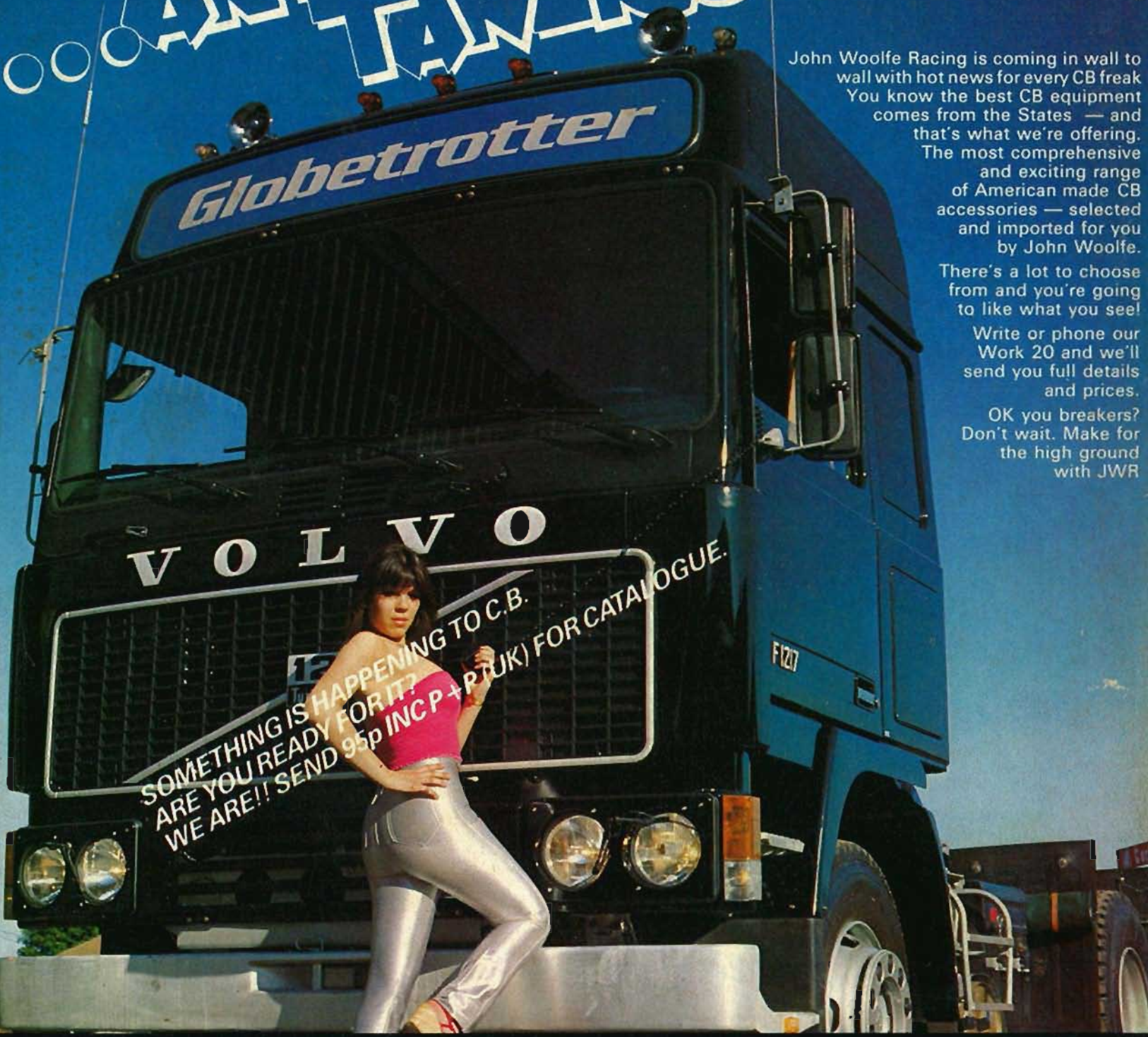
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