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# CONTENTS



## BREAKER

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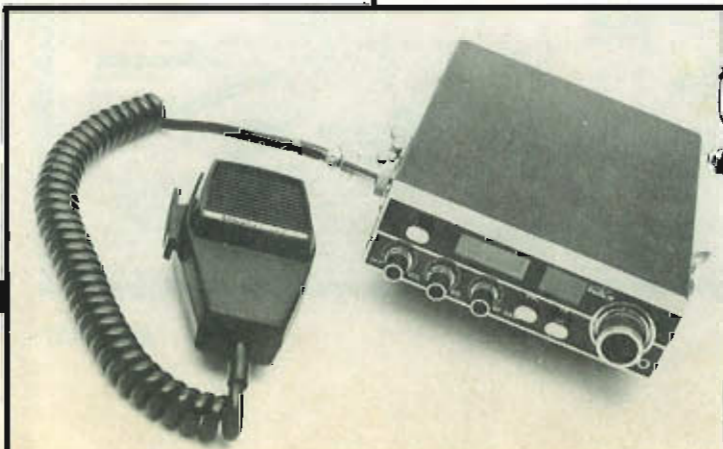
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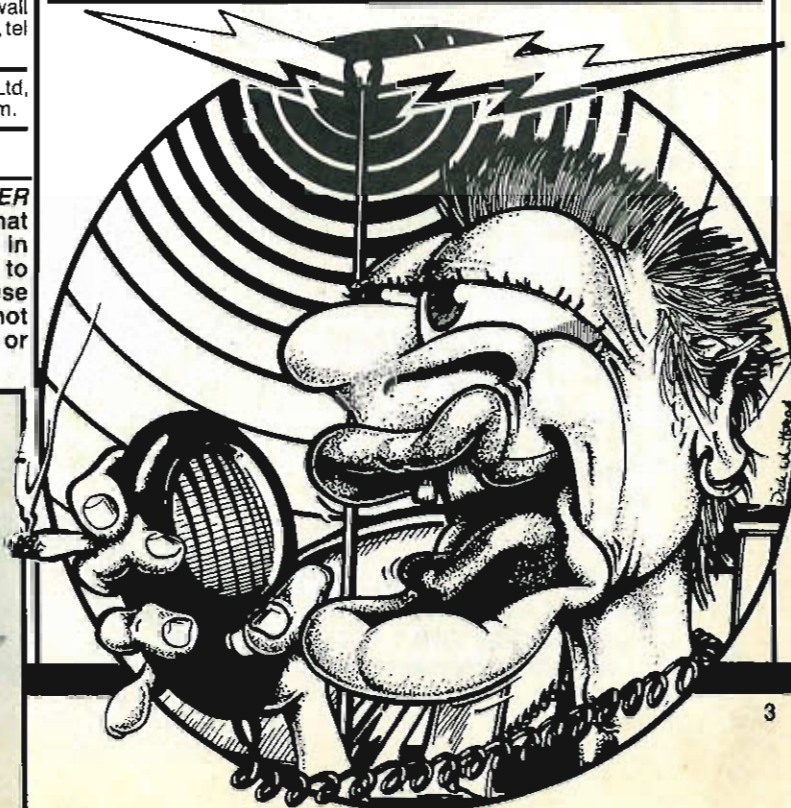
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The publishers of **BREAKER** would like to make it clear that CB radio is at present illegal in this country, whether it be to manufacture, own, install or use such equipment, and it is not our intention to encourage or approve of such practices.

Pix by Norman Hodson and Roger Phillips. Rigs courtest of Sandbagger. Whoever he is.

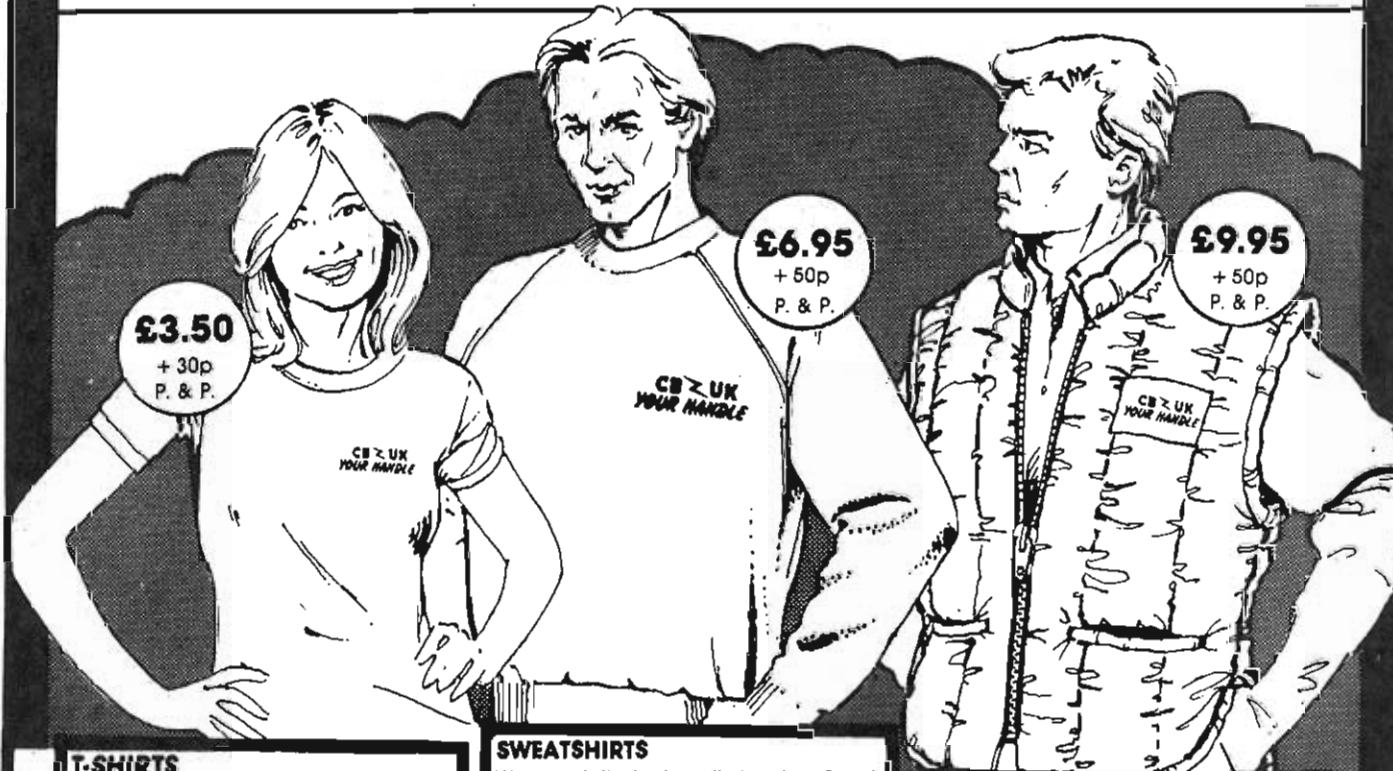


Soapbox/All in a lather .....	5
Rabbit/You got your ears on? .....	7
Rabbit/Chatty lot aren't you? .....	9
Rabbit/What is this? Warren Peace? .....	11
News/We play Lou Grant .....	13
News/Part Two .....	15
FM/Initial reaction .....	16
Census/Because you all count .....	21
Making waves/In a bad mode .....	23
O! Yeller/Lapping it up .....	32
Clubs/News and venues .....	37
Skipping/Jeux sans frontiere .....	42
REACT/When I'm calling yo00000000 .....	46
Protest/Banner headlines .....	48
Alarm/Feeling the pinch .....	51
Twong/A star is born .....	53
Decorating/Splash it on all over .....	55
Petition/Writing on the wall .....	61



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# RATSWELL JAW

Oh, there you are. Good grief, is it that time already? My word, doesn't time fly when you've suddenly gone monthly? We were expecting at least another two weeks of sitting around wondering what to do at lunchtime, and here you all are again. Oh well, on with the show.

It seems that instead of making everything crystal clear (pardon us) the announcement for FM has done little more than stir up a true hornets' nest of angry CBers.

Part of the problem is that the announcement was so vague that nobody really knows what to expect in the autumn, so nobody knows what to think or do. We've spent a little time canvassing opinion this month, and you'll find it revealed in later pages.

The situation appears to be divided in several main ways, with occasional points of contact between factions. This may not have been the intention behind the announcement; it's quite possible that your Government acted in good faith and genuinely believed that they were at last giving you that for which you have striven all these years.

But it's not possible, especially for our cynical minds, to entirely dismiss the theory that confusion is exactly what HMG wanted most from the CB campaign. They have, at a stroke, as politicians are always fond of saying, divided the CB lobby into at least two separate camps, possibly more, at exactly the moment when the whole thing was beginning to come together as a concerted movement. All the hard work of the past years may well have been undone, and it's quite likely that confusion will turn into rout, and that we will soon be landed with a rather substandard CB facility.

If this is the truth then it is a move to be deplored in the strongest terms, and one which must be countered as soon as possible. It seems very strange to us that when the announcement was made there was no mention of channel allocation or spacing, nor of maximum allowable power or even of a possible licence fee.

This seems like a fairly traditional political gambit and is called sitting on the fence. What happens now is that the Government will await developments before making their decisions on these things. In particular they will wait to see what you do. Will you just shut up, accept FM and anything that goes along with it? Or will you remain united and continue to press for the type of service

which we are anxious to see in operation as soon as possible?

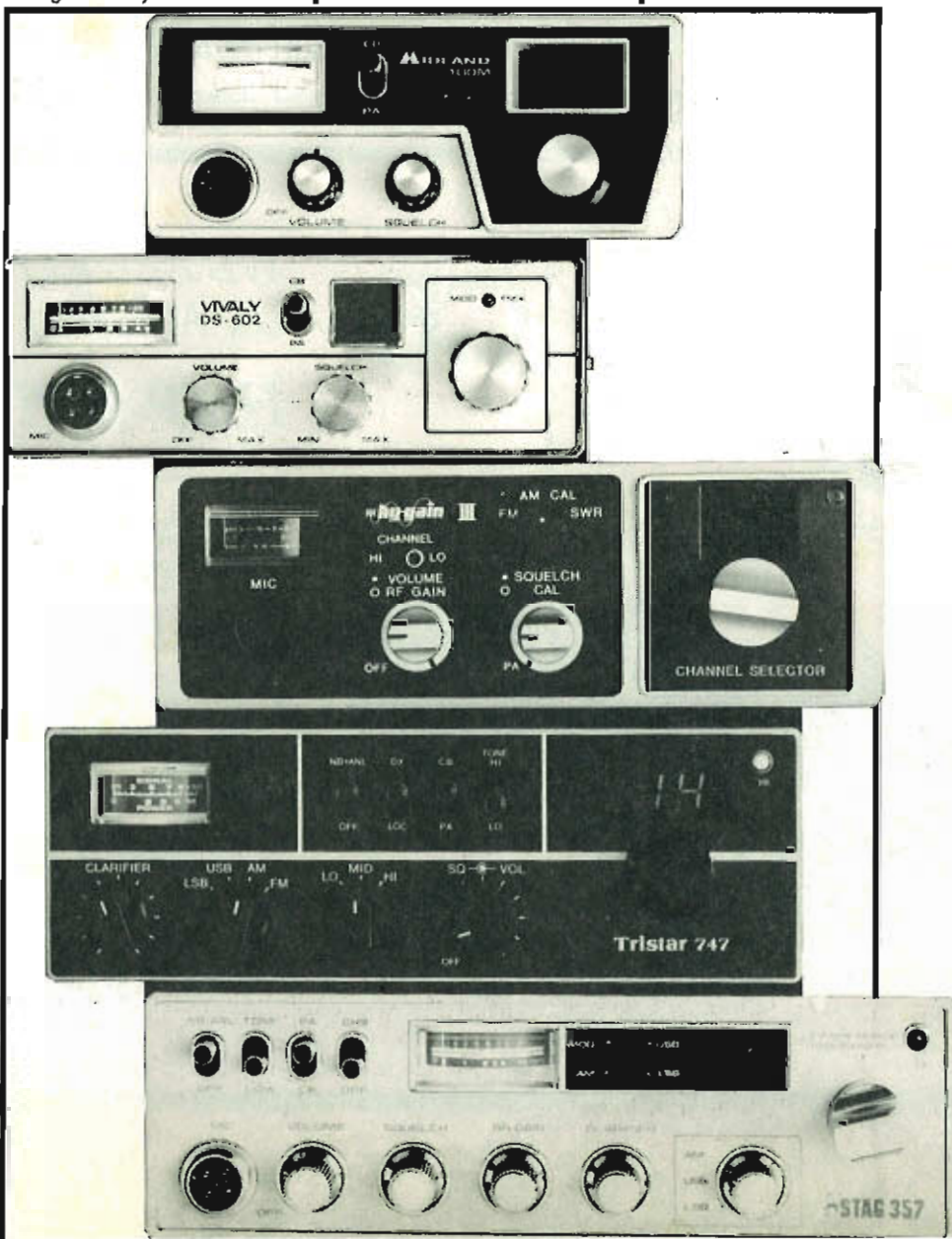
The question is whether or not you want the right to participate in the choice of specification for your CB facility or not. If you believe that your opinions count as individuals and as clubs then you must do something about it now, or the Government will take your silence for mere apathetic acquiescence and lumber you with whatever they think they'd like to.

This isn't even particularly related to the AM/FM controversy, but applies equally to channel allocation and separation and so on. You must stay together and you must let HMG know that you are committed and aware; that you are responsible, and that you regard your CB facility as being much more than a toy.

We have included a petition this month, at the back of the magazine. It's possible you may not agree totally with the

sentiments expressed, but if you want to have a say in the way that CB is finally handled in this country we do urge you to sign it. Apart from anything else we'd like to know the opinions of yourselves as breakers or potential breakers about the situation as it stands at the moment, and for that reason we'd like you to take the time to fill in the questionnaire (he's the bloke on the door with the peaked hat) as well. It's all anonymous, so you can't get into trouble, and it will enable us to represent your feelings more accurately. We won't be sending individual question forms to the Home Office, but we will be supplying them with the overall results of the survey so that they are aware of just how you feel.

Fill it in quickly and send it off to us asap, and if you're a club secretary or similar please try to make sure that as many of your members as possible fill it in as well.





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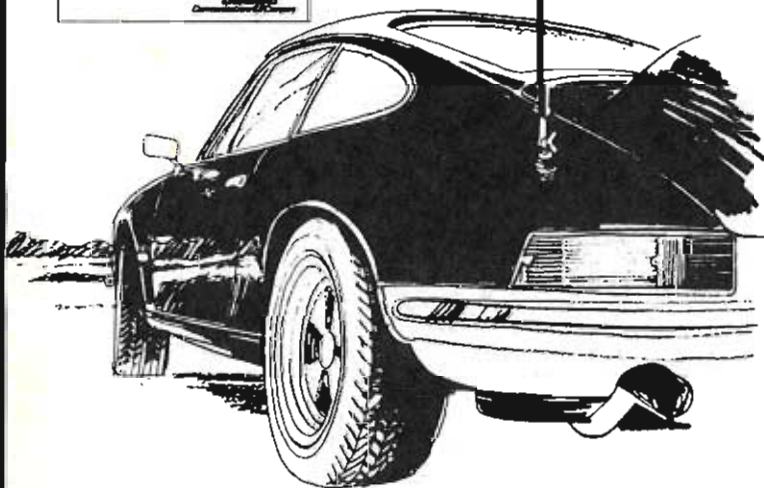
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# GIVE US A BREAK

## The rules

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

But remember that we won't publish letters unless you put your name and address on them. We won't, 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.

## Beam me aboard

Dear Breaker, I wonder how Buzby would feel about a landline CB network? The system I propose would consist of pools of telephone channels in each exchange which anyone could dial into and talk to anyone else who had dialled into the same pool. Each pool could have a maximum of four lines, giving a four way conversation, but an exchange could have any number of these 'pools' depending on demand.

It could be called 'Linepool' and if Buzby introduced it, you could talk anonymously or just listen in on any of the Linepool channels anywhere in the country. Of course, if this facility was extended worldwide you could talk to strangers on the other side of the earth.

Looking at the number of crossed lines we suffer from, I see no technical reason why such a hook up should not be feasible. Linepool would have the same social benefits as CB.

If this system was tied into a few of the CB channels you could talk worldwide from your car. This concept, if pursued, may be the very last straw in persuading the Home Secretary to introduce a radio service.

*Nigel Longbotham  
Northumberland*

*(A link between CB and the telephone system is nearer than you think.)*

## Moral

Dear Breaker, I got my rig on the Friday night. I spent all day Saturday fixing it in my wheels. Sunday morning, SWR'd the antenna. Sunday at 10pm, I was in the garage earwiggling, and giving the occasional copy to the local good buddies (without, of course, giving away my 20 on the air), as I was disguising the rig. As I was fixing the final touches before going for my first cruise and ratchet, a beige Granada Estate, festooned with electric twigs pulled-up in front of

my garage.

Fortunately, upon receipt of my rig, I had been warned of the dreaded 'Gus' of Hazzard County. Sure enough his partner walked into my garage and flashed his HO luncheon voucher. I asked him politely to get off my property, and asked him if he had a warrant or a Smokey with him.

Yes he did have a Bear with him, who to give him his due, backed me up when I stated that they couldn't enter my garage without a warrant.

This was by now 10.15pm on a Sunday night, so I pointed out that it would take some time to produce a warrant, but as soon as they got one I would, of course, allow them into my garage to search the car. There upon the dreaded 'Gus' rides off into the sunset. The Smokey warned me that my wheels were marked and I may be stopped and searched if he sees them on the road.

This story has 3 morals: a) Don't be tempted to modulate too long from one 20 in Hazzard County, I got caught by my inexperience in this. b) Keep cool. CBers are protected by the same laws that oppress us; know your legal rights. c) If the authorities were as efficient at tracking down real criminals as they are at tracking down good buddies, then the world would be a better place.

*Tiger One  
Colchester*

## Silly billy

Mr Headhitter, Please tell me summat. Why 4 is it, that I wear me a T-shirt wiv REACT on the frunt, CB UK on the back, a patch on me grotty jeans wiv a plccy of Busbee wiv a rig and keep walking round saying 10-4 all that supportive jargon, yet when it do come to getting info on all aspects of CB etc I get ignored or no response just coz I aint got a naughty radio.

I'm sure I'm not the only supporter that is classed second rate coz I aint on the air yet. So come on CBers, remember the guy who stands in the rain giving you cheers and one fister commy salutes. Let's help each other.

*Night Shifter  
Millford Haven*

*(Maybe no-one can understand you.)*

## Lost cause

Dear Breaker, Thank you for the information and an open minded mag. I read your first issue, cover to cover on holiday in Spain last year after being busted on the way to

the airport (pity I didn't read it before I was copped).

I feel that I must write to try and get a word in edgeways. Why, why, why, do all those lunatics want 27MHz?

Do these people not want a CB service they can use during daylight hours or do they want only want to wally around on the way home from the bottle shop?

If you stick out for 27MHz then the consequences are your own fault. At the moment it does not seem to matter whether 27MHz is legal or not — rigs are cheaper than they could ever be if it was legal and in the last few months public opinion has swung behind the breaker, so why chase after legality on 27?

We've won that battle so I'll hear you all on 41MHz. There may not be too many people to talk to at first but nobody listens to me anyway.

*Silver Surfer  
Herts*

*(Next.)*

## Damn Yankee

Hello my friends, Just got hold of your third Issue of Breaker and must say it's great.

I was very happy to see my name mentioned on page 38 in the Medicman's article Easy as QSL. Seeing as I was mentioned, I would appreciate it very much if you could print this letter to let all your readers know a bit more about myself and my club, 'Keep In Touch' Int'l DX-QSL Club of New York. Medicman is a friend of mine

and he is also a member of my English chapter of KIT that is run by very good friend Tony 'The Duke'. He's an excellent DXer and QSLer and is doing a fine job with the club there. There are over 150 members in the English chapter and total membership is over 600. There are members in almost every state of the USA, most provinces of Canada and in 36 other countries.

In just over a year 'Keep In Touch' has become a well-known and well-liked club throughout the world. Tony and I are doing our best to make it one of the biggest and best DX-QSL clubs in the world.

The club package contains a very nice membership certificate, ID card, club rubber stamps, QSL's from other members, applications to other good clubs around the world, my personal QSL cards and I also try to put postcards and tourist information in if available.

Also available to members are a very nice club patch; New York stickers (for car or radio shack wall) and a list of members.

I have spoken to hundreds of UK stations and QSL'd with even more, so many of you know me, or of me. I hope to meet you all on the air sometime, I stand by 27.785 LSB and I QSL 100% anywhere in the world, so feel free to send for a card.

*Your friend in New York  
Tom Sowden (FIT ODI)  
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**NEWS FLASH**

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# GIVE US A BREAK

## These boots

Dear Breaker,  
I have been on 27MHz for very nearly 2 years now and am delighted to hear that on this side of the channel we are legal beginning this week. We have been given 27MHz 4WRF and will have to move to FM from AM over a two-year period, although the Minister for P&T has said we can have AM if we can prove it does not cause any more interference to other services than FM.

There has been a great relaxed atmosphere on the Irish CB scene for a long time due to full co-operation. All the reports of TVI and hospital interference reported to both sides have been looked into.

But there is one major difference between the Irish and British scene that I can see and that is that we want and practically have a total and rigorous ban on linear amplifiers here. (I think an Irish writer to you stressed this point before.) Looking through the pages of Breaker, I see linear amplifiers to 1KW openly advertised. If somebody uses a burner here, he will do it at 4am when everyone is asleep, or he will be ignored by other breakers. We actually want people using linears to be busted as the interference caused by them is vastly greater than that from 4W, so the sooner they are banned everywhere, the better. One can work the whole world on 11m on 4WRF output.

Here's wishing you well with your excellent magazine, and hope you are legalised shortly as well.

John Hearne  
Eire

*(Can't help but agree. Maybe we ought to ban advertising which contains burners...?)*

## Swiss cheese

Dear Sir,  
While in England visiting friends last December I picked up a copy of Breaker and found it very interesting to know that there is a CB following in the UK while the rest of the world is at the moment operating on 27MHz.

I note with interest that HM Government is considering 928MHz, which apart from being a totally useless frequency for voice communication is totally incompatible with any other CB system at the moment in use anywhere in the world.

In Switzerland we can operate only on CH4 through to CH15 with a maximum permitted output of 0.5 watt RF. My call is DORSET 62: the last numbers denote the city of residence. Zurich is 79, Berne 77, Basle 62.

So each town or city has its own CB records and office to deal with problems arising from operations.

This office is part of the Swiss Post Office System, and the licence runs for 12 months and is renewable each year at a cost of about £3.00 per year.

With a CB population of around 5 million with PTT permits plus about 1/4 million without, this puts a strain on the 12 allocated channels and with SSB totally forbidden all serious operators have had to expand, hence most operators now use 40 channel units.

With the Alps just a few yards away, forming a very effective screen for radio transmitters, we got over this by using a line power amp (Burner) which can deliver about 50w.

When band conditions are good, I can work DX as far away as Brazil, USA, Sweden or Botswana. Whether operating local or DX we always use the Q code which makes it a lot easier when talking on skip to the USA.

I hope this has given British CB operators an insight into the workings of CB in Europe and, in particular, Switzerland.

Dorset 62  
Alfa Tango 77  
Thunderbird 77  
Switzerland

*(You always did have to shout loud to make foreigners understand.)*

## Kids stuff

Dear Breaker,  
Every evening on the way home from work I and all my good buddies seem to get blasted off the channels by those screaming school kids who have just come home from school and are playing with their dads' big home base rigs.

How about if we let them have their own kiddies breaking channel and leave us grown-ups to our own fun?

Biggles  
Sutton Coldfield

*(Sounds fine. We definitely, and still, need to do something about putting people in their places on channel...)*

## Hello sailor

Dear Breaker,  
As a long distance lorry driver and a member of the CBA, I think it is about time the war with HMG ceased. A majority of breakers wanted 27MHz and now they have got it. Anything to make my job, and other truckers', safer is a Godsend.

Personally, I don't care if we get CB on 27MHz FM, AM, UHF, VHF, or the BBC! As to your question of truckers getting their own channel, I think we should

stick with channel 19. Can you give a mention in Breaker, to Tug Boat, who is still in hospital after a bad crash on Asphalt 6. Good numbers to all who work for Breaker.

Red River  
Tipton

*(Hope you're on the mend, Tug Boat.)*

## Fruity

Dear Sirs,  
I agree wholeheartedly with Little Ferret (Issue No 3) about all the good that lady breakers can do for CB but please no ladies page or, as Little Ferret suggested, 'scantily clad males'.

Just for once let's have a mag that sticks to what it sets out to do with no side tracking or discrimination. After all, breakers the world over have one thing in common, CB. Please stick to that.

Spangles  
Doncaster

*(What colour's your wrapper?)*

## Miss Piggy

Dear Breaker,  
Here's a quick warning to all you mobile breakers out there. Keep your vehicle straight when transmitting. If you don't know where all the controls are, find out before you take to the road.

I passed a weaving car the other night and sure enough he had a mike in his hand! You never know who's watching!  
Kermit  
Bath

*(What's green and smells of pork?)*

## Damn lies

Dear Sir,  
I have just finished reading Breaker No 3 and I thought it was very good. It is almost

impossible to get copies of Breaker Nos 1 and 2 so can I obtain them from you?

J Perkins  
Newton Abbot

*(Issue No. 1 sold out and is as rare as Richard flashing his fags, these days. But send us £1.20 for No. 2 and maybe he'll buy a packet.)*

## Come dancing

Dear friends of Breaker,  
From a friend in Germany, I became a number of your magazine. It is a lovely one (sorry for my bad English).

Will you be so kind to publish something about our QSL SWAP CLUB, who is the greatest of Belgium at the moment. Maybe some English friends and QSL-ers would like to join our club.

Hoping on a favourable response on my question, I send the best, 51, 73, 88.

Tamango  
President AQSC  
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*(It takes two Tamango...)*

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# Dateline



# GIVE US A BREAK

## Cross-channels

Dear Breaker

In reply to the sidebar item in 'Lowdown' (Issue No 3) I'd like to say that we Truckers are very much around although we have to adopt a low profile as we are easier to bust than the rollerskate brigade due to sheer size, lack of speed and the ever-increasing number of smokies and other officials already crawling all over our vehicles.

You say 19 is the truckers channel in the US which is correct, but so it is here — and in every other CB country.

Although it's called the 'Truckers Channel' it's for all highway users to use for passing on vital information and for truck convoys to stay in touch on. It is vital to have an exclusive channel for this purpose because two trucks approaching each other at 60mph on a motorway have a closing speed of two miles a minute so there is precious little time to pass info.

There's nothing more infuriating than to be giving out a 10-42 or a smokey report to maybe a dozen other truckers only to have some wally walk all over you with 'Clear the breaker channel' without even a please or thank you.

Very often these people are home base and are doing nothing more urgent than asking for radio checks and 10-36's. Why not do it on 14? What's the big problem? In out-of-the-way places this problem doesn't arise, but in areas that have major highways passing through, the problem can only get worse. Many areas are now changing to 14 or even 30 (ourselves included, Haverhill and Bury St Edmunds are now 14).

We don't want a 'private' channel, anyone can get on for a ratchet or to find out about road conditions. As for old habits etc, well there's not that many breakers who have been on channel for so many years that they can't say 14 instead of 19 for a copy.  
*Blue Max  
Suffolk*

*(Yes, it sounds as if 14 for a nationally accepted calling channel and 19 for a traffic channel is probably the best answer.)*

## Crooks

Dear Breaker,

It seems to me that a lot of people write to your magazine saying 'I can't wait to get a CB when it's legal.' What a load of crap! If people want to get this thing legal we've got to be honest. A lot of people have rigs and won't own up.

We must come clean and apply pressure and show the power to be our strength, or else we'll be kicked about like a football forever. Myself and all the other good buddies I know on the slab won't move up frequency so there's a start.

Also a lot of people moan about the lingo, but surely if they've been on channel any length of time they should know that after a small piece of lingo a conversation usually takes place in the Queen's English. The lingo only helps the chat tick over briskly.

The people who moan about CB usually know least of all about it. After all, if you don't like what you hear, turn it off.

Finally, how on earth can crooks and prostitutes use CB? It's not personal, like Buzby's line and any amount of people can listen in. And when it's legal, the Bill will be monitoring (if they're not already) anyway, so you'd have to be thick to use it.

*Hawkeye  
Northchurch*

*(Can't help agreeing with you Hawkeye.)*

## The Rules

Dear Breaker

Your magazine seems to be making me pick up my pen every five minutes. I only wrote to you yesterday. I've just noticed an article in 'Lowdown' headed 'Sidebar', asking for info on the side band calling frequency.

It is noted that the official side band calling channel in the US is 16LSB, which must be cleared on contact to channels 35 to 40 on upper or lower.

This is a little out of date because you'll find that those 40 channels are so crowded with AM and high-power Italian lessons that it is unworkable. Most sideband sets sold in this country now seem to be of the 80 channel variety.

In my own area, channel 59 LSB (27.635) seems to have become a calling frequency. This was because it was the Delta Tango Club net frequency, but as the club grew we just had to change the frequency before the nets became too large.

To have a calling channel for sideband is a bit of a nonsense while the skip is running but it makes sense on those dark and quiet winter nights when you can work a station 100 miles away.

So the golden rules are: always use LSB when above channel 40. Never, never, never go above 27.999. You might hear the odd South American operator in amongst the dah-di-dah-dits, but never answer him.

Don't whistle — it just shows you up as a wally. The Belgians

and Italians have already got a bad name for whistling so we don't want British stations to be thought of as the new CB wallies of the world.

Another tip is when chasing skip have patience, listen to the QSO before breaking into it just so you can get a postcard; find out the person's name and call sign before carving him or her up.

British DX stations are just not rare anymore so don't think that a couple of American farmers are going to be that hyped-up to get a QSL card from yet another limey when all they want to do is discuss the price of used tractor parts! If you've got something to say about used tractor parts, then by all means get in there, but don't ask for their AD on the first over.

DX hunting is like fishing: half the fun is sitting by the side of the river watching it all roll by.

By the way, AM stations, keep out of the high channels because you don't know what you're carving up — especially late at night when the tellies go off. We'll keep out of your way and that's a promise. We're all good buddies together so let's make the best of what we've got. Yours till we do it again.  
*Silver Surfer  
Royston  
Herts*

*(It gets more and more complicated, this business about calling channels, and channels for this that and whatever. Our considered opinion appears next month in full, so you've got 7 days to put your thought on paper to us.)*

## Strine

Dear Breaker,

I am writing to say that I have just finished reading your magazine and I found it very interesting reading. It was sent to me by a good friend, Mike Newbold. He also sent me the Home Office report on your Open Channel, which I also

found very interesting, although I must admit some of it was a little far-fetched.

Here in Australia we have 18 channels SSB and we operate on 27.015MHz to 27.225MHz. We are, at the moment, trying to get more channels, hopefully up to 100 but I feel that this is asking a little too much.

I run a QSL swap club and I would be very grateful to you if you could mention my club in the next issue of Breaker. I am trying to get as many members from the UK as I can, so if anyone is interested in joining, all they have got to do is send me 10 or more of their cards with their FULL address on each card plus £6 for membership. A rubber stamp is £2 extra.

Each member will receive 20 different cards from around the world and an ID card with their club number. They will also get postcards with Australia's wildlife on them. I will also be very pleased to send cards to anyone who wants to swap with other countries, for a fee of £1.

I look forward to receiving the next issue of Breaker from Mike.  
*Paul Dunster  
Freemantle 6160  
Western Australia*

*(swod 'i i o i og)*

## Ace

Dear Breaker,

I think that CB is a great way to enjoy yourself. There is always someone on a channel to have a good talk to. I think it is disgusting it is not legal.

I have not got a CB but I might have one for my birthday. I am only a young CBer. I am 12 years old but I know a lot of jargon. My dad is an Asphalt pilot. Because I have not got a CB, I go with my friends. I usually talk on channel 19.  
*Woody Woodpecker  
Salop*

*(Keep your pecker up.)*

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The organisers would like to make it clear that CB radio is, at the time of this exhibition, illegal in this country: whether to manufacture, own, install or use such equipment, and it is not our intention to encourage such practices.



# LOWDOWN

## Avro

Seen those enormous recovery vehicles? The ones that tow trucks? Are they tough or are they tough? If you're stranded in the wilds with a dead 42-foot arlic, they're a very welcome sight. So an exhibition coming up should appeal to people inside and outside the road transport world.

The recovery industry exhibition will be held on May 9 and 10 at the Chateau Impney Hotel (sounds posh, dunnit?), one mile off Junction 5 of the M5. Behind the scenes are the Association of Vehicle Recovery Operators Ltd (AVRO) who are taking over the hotel complex and ten-acre grounds for their biggest exhibition yet.

It's open to the public from 9am to 6pm on both days and exhibitors are expected from all over the world to fill the 150 stands, with every product and service connected with the industry.

## Andromeda

There must be more independent (oh, all right then, illegal) radio stations out there, we said. There are, you said, there are.

Operating in the Manchester/South East Lancashire area is Radio Free Manchester on 232 metres medium wave each Sunday. And on Wednesday nights Andromeda Independent Radio takes to the air in the same region on 94.6 MHz VHF from 8.30pm until midnight — Home Office permitting, say the operators. Though not to us, of course. My word, no.

In Liverpool, Radio Jackie North — sister to the famous London station — is still going strong every weekend. And on the old 'Wonderful Radio London' wavelength of 266 metres (medium) you can find Merseyland Alternative Radio, also on Saturday and Sunday.

Every Sunday on the 48 metre band (6235 KHz) and in some cases, simultaneously on the 41 metre band (7325 KHz), there are four free radio stations forming the 6235 Network taking one Sunday of the month each: European Music Radio, ABC Radio, Radio Zodiac and Radio Zenith International.

In the Republic of Ireland there are 35 unlicensed stations on the air, some 24 hours a day with hourly news reports and paid advertisements. A legal loophole means it is not against the law to advertise on pirate stations.

As the law stands, the courts must hand back the equipment after cases are brought and the

maximum fine is £50.

Radio Dublin broadcasts on 253 metres (1188 KHz) and runs through from 7am until 3.15am the following day. Radio Condor International relay some of the Irish medium wave Free Radio stations on short wave every Sunday. The frequencies are 6243 KHz and 1164 KHz.

Condor usually transmits the Irish Free Radio Campaign programme from Southside Radio, which is based in County Wicklow. Alternatively, it comes through on 300 metres medium wave.

Some of the former Radio Caroline people are involved in Sunshine Radio, a fairly new Irish station, which can be picked up in the UK on 539 MW.

While the Irish stations are on shaky ground, pirate stations in the UK are Very Illegal Indeed and we include the frequencies on which they operate only so you can avoid them. Here ends the exemption clause.

And as I said at the beginning, there must be more . . .

## Crane

And we're not winding you up . . . Everyone knows a few buddies in high places but we've heard of one breaking from the top of a construction site tower crane.

We can't really tell you his 20 because he's a little more conspicuous than the rest of us, but he's up there in the clouds with a rig and antenna. Another reason we can't say too much is that he's worried about upsetting his neighbours — the crane towers over a police station.

## Search

Yet more news of breakers giving a helping hand to our friendly boys in blue. And yet more confusion over the police's attitude.

Breakers joined in the search for Mrs Barbara Waite, who abandoned her two year old daughter Cheryl on the steps of Folkestone police station last month. Superfly, a member of the local Rural Breakers Association, put out a 10.33 after hearing a TV newflash at 10pm and within 10 minutes 60 breakers were combing Folkestone and the surrounding areas.

The numbers soon swelled to more than 100, organised by Firefly, who relayed developments from a home base. With police and other volunteers, they searched for four hours.

Mrs Waite was found unconscious the following day on private land, inaccessible to the

breakers. But no-one can dispute the valuable part they played. Or can they?

Local breaker Honey Monster claims the police said they would "turn a blind eye" for that night. Not surprisingly the police now deny this and won't admit the breakers took part at all.

They are in a tricky position, of course. If they're out searching for a missing person, it's difficult to refuse help from tens, or even hundreds, of volunteers linked by radio. But the book says they should all be busted.

The fault doesn't lie with the police, who are only doing their job, however trite that may sound. What we need is a new book. Give the AM operators an amnesty, at least, and who knows how many lives could be saved? Our thanks to Pip (hope the cold's cleared up) for the details.

Luddites want to say thanks to all the breakers and radio hams who took part in a search for a three year old girl in their home 20 of Huddersfield.

A 10.33 brought in volunteers from Wombwell to York and at one time 300 people were involved, with more asking for information and directions.

The search ended in tragedy the next day when the girl was found dead on private ground. But again the part played by the breakers and hams shouldn't go unrecorded.

The Big H Luddites want a special mention for Signalman, Blue Eyes, Magnum Force, Pint Size, Rooftopper and all Huddersfield breakers, hams and home base operators who helped in directing the operation. Our pleasure.

## Tripping out

Forty cars full of kids might well be your idea of hell but anyone

who can cope with that lot and organise a successful day out, at the same time getting good publicity, deserves a pat on the back. Or, at least, a bravery award.

The Pendle CB Supporters Club provided food and transport for a day trip to Blackpool for forty children in care. And their organisation provides a good example for any clubs considering a similar venture.

They started with a send-off by Mike Harding who joked with the kids, signed autographs, said things like 'what a good do' and got in on the all-important photographs.

They also organised a police escort for the Burnley to Blackpool run, which impressed the avid 'CHIPS' viewers among the kids and meant a smooth journey. The club even arranged a sunny day but they're not letting other clubs into their secret.

After consuming mounds of sandwiches and gallons of lemonade, the party descended on the Pleasure Beach. And several thousand rides on the Wild Mouse later, they challenged the kids to a game of football and returned to Burnley. Feeling rather worse than on the morning after a conventional club meeting, I suspect.

They've all recovered now, though, and would like to say a special thank you to the kindly smokies who provided the escort. Consider it said.

## Boom

Word from the clubs is that, far from breakers junking their AM sets following the FM announcement, more people are taking to the illegal service. Are they trying to tell somebody something?





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# LOWDOWN

## Hospitals

Public-spirited bunch aren't you? Remember we ran a piece a while back about breakers keeping off channels which interfere with hospital paging system? Well, it seems you're doing just that. It doesn't cause problems in all areas but channels, 8-20 or 20-26 seem to be the most common offenders where it does.

If you're connected with a hospital which is still suffering from Interference, drop us a line and we'll pass the message on. Breakers don't go out to upset people, in most cases they simply don't realise the problem exists.

If you're a breaker and aren't sure of the position in your district, ask around. And if you do know, tell us so we include the no-go areas in a calling channel guide, or similar.

And do stay off the channels banned locally. Remember, you might be in hospital yourself one day and be very grateful that the doctor can respond to his call. Here endeth the sermon.

## Eyeball

A word of warning before you all start dashing around the country attending CB rallies, or eyeballs as the organisers are apt to call them. It's inevitable in these times of economic recession (etc, etc) that British business will seize on any opportunity to make a few quid — at anyone's expense. And the current boom area is CB and its many spin-offs.

We've heard from some breakers who attended what turned out to be an open-air market selling CB gear. But the organisers charged a pound admission. We're not saying all these events are the same. Just suggesting that you check what you'll get for your money.

If you don't think you're getting value, stick to your local club events. They want your support and not just your money.

## Certificate

I've got a DX certificate that says I've contacted CB stations in ten different countries. Not that I've done any such thing but the North Ireland Shamrock DX Club sent me one with 'specimen' written in the corner. What you might call a dead cert. Such are the perks of the job.

But you can get one without 'specimen' written on it, emblazoned with your name. Seems a better deal to me and all you have to do is contact ten stations, draw up a checklist

with the names of the stations contacted, country, date, time and frequency and send it all with £1 sterling (incl. p and p) to PO Box 25, Newtownards, BT23 4XE, County Down, Northern Ireland. And mark your envelope 'award'.

The committee reserve the right to see the relevant QSL cards if they want to check all those wild claims, so best keep them at hand.

Now, if I change my name to Specimen . . .

## Rumours

Rumours about CB are a bit like pre-election polls. They're interesting enough, provide food for thought and are, almost without exception, totally inaccurate.

The perpetrators might claim to have informed sources but when it comes down to it, only the Home Office really knows, so suddenly everyone has a boyfriend/mistress/uncle/neighbour working there. Or knows someone else who does. Still they have been known to be wrong and even we have been a little off the mark. Alright, that's enough of that. Quiet at the back.

Now that the government think we want 27FM (and everyone is claiming that's what they told us all along) the latest subject of speculation is the specification. You'll notice the opinions of several people are expressed throughout this issue and while you might like to take it all with a pinch of whatever you think appropriate, we think it only right you should hear their views and then you can make up your own minds.

'Spouse you want to hear what I think now? Our most respected contacts (notice how I shift the responsibility?) reckon on a maximum output of 2 to 4 watts and the number of channels being somewhere in the high forties, so that's my bet. But then again, I've got money on Willie Hamilton being best man at the Royal wedding . . .

## Baron

You can't displease all of the people all of the time department . . . The Red Baron, one of the original gang of four breakers in the Gosport area of Hampshire, has opened fire on the 'cowboys' who are still fighting for 27AM.

He has stopped transmitting following the Government's decision to legalise 27FM, a frequency he calls 'ideal', and hopes other breakers will follow suit.

'True CBers are very pleased

Indeed with the waveband offered, it's only the cowboys who have criticised the government's choice', he told a local paper.

'Proper CBers have always campaigned for reliable communication between vehicles, free of daytime interference, and which has a radius of 20 miles. 27MHz FM does all that', he claims.

'I believe about 50 per cent of the operators are riding on the backs of the true CBers and are getting us a bad name by constantly hitting out at all the government is doing to try and help us. CBers only took to the air in the first place to protest until the network was made legal, and now we have achieved that aim we should stand down', he says.

True CBers? Proper CBers? CB cowboys? Perhaps some of you would like to comment?

## Plug

Half past ten on a Sunday morning, huh? Desperately need an SWR meter? or maybe a DV27 at a cheapolux price? But all the shops are shut, right? Wrong.

Try Auto Aid In Whitehorse Road, Croydon. They're open until noon on Sunday and 7pm during the week selling all sorts of CB accessories.

It's only just round the corner from us so you can pop in for a cup of sludge. Or rather you can't because it's a Sunday and we're all at home, right?

## Thanks

You can call us a lot of things and you do, believe me, you do — but one thing we're not is ungrateful. We might not actually pay for things but we're ever so grateful. So, we come to

the Thank You Awfully bit.

You can't fail to notice there are a number of rather tasty . . . er . . . electrical items in this issue. Thanking him by name would be a bit like running credits on a porno movie at the vice squad annual dinner but suffice to say all the rigs came courtesy of Sandbagger.

Not that I've any idea what that means, of course.

## Cargo

Remember not so long ago we revealed that our spies had been active in the Essex hinterland, and had come back with hot reports about the new Ford truck destined to replace the D Series?

We even supplied an artist's impression of the new super-truck, together with a few details of what it would be like.

Ford have now released the news about the 'Cargo' truck, which bears an uncanny resemblance to the thing we were talking about, as our picture shows.

The Cargo is all set to outsell the phenomenally successful D Series, there are several good reasons why this should not be too difficult.

The whole range consists of as many as 27 basic models at different weight and engine breaks, and the overall appearance is satisfyingly close to that which our artist, Little Ian, predicted not so long ago.

Our sage words on the subject of suspension were not so far out of line either, particularly with regard to the multileaf setup at the back.

And exciting news from the world of high technology leads us to the point where even trucks are built by computer and welded by laser, etc. Good job they're not going to be driven by morons, eh?



# What do you th

Here it is, then, or here it isn't. We know very well what our reaction to the FM announcement was, and we know very well the reactions we've heard from breakers around and about. But however well we cover ground, and however much we get about, there will always be that person we missed, that little bit of opinion we've failed to take into account.

From conversations with existing breakers we got the very definite opinion that not a lot of people feel inclined to bin their expensive AM rigs in favour of equally expensive FM rigs which may or may not be an awful lot better.

We've heard that various companies are thinking (or indeed *are*) marketing reasonably-priced conversion kits which will turn your staggeringly illegal 27AM rig into an equally staggering and staggeringly expensive but legal FM rig for sums not totally unadjacent to £20.

But what is the situation? Who will go for 27? Who will stay on AM and knickers to the legalisation of FM? We thought that rather than inflct our own (somewhat hackneyed and definitely biased) point of view on you all we'd have a little bit of a natter with as many people as possible and get as wide a reaction as was available. What we got was fairly comprehensive and fairly widespread. It lacks only the reaction from the breaker in the street, principally because you're all such an elusive lot of chapples, as Buzby knows only too well.

But from the pits of the CB establishment comes this little roundup, fresh from the typewriter of *Breaker* rubber-bander Martin Foster. . .

We British (and British subjects etc, etc, — if in any doubt check with the

immigration office) seem to have become adept at accepting our lot lately. OK, we might moan a bit, curse the Government and drop spiteful notes into the boss's suggestion box, but generally we eventually settle down and make the best of a bad thing. Or, at least compromise and take second best.

It's become the British way. As a nation it may be a realistic attitude — we're just not up to bare-knuckled fisticuffs with the world powers anymore. The unfortunate side-effect is that some of it rubs off on the individual and we just drift along on a wave of apathy, but before you go under for the third time, take heart.

There is an exception to every ruler and despite the government's demoralising tactics, some people are running around heady with 100% British spirit. Then again, some of us are crawling around heady with 100% Scotch spirit, but let's stick to the positive side.

CB might not put us on the road to economic recovery or bring about instant racial harmony but in these times of depression, it does represent a victory for the campaigners and a bit of good news among all the shock horrors.

Our opinion of 27FM is no secret of course, but Willy Whitelaw will claim he's given the breakers what they asked for. 'You wanted 27MHz, you've got it', he might say. Though not half as succinctly, I suspect. Joe Public could also be forgiven for thinking he's re-lented. What you and I know is that 27FM and 27AM are very different buckets of haddock and I wonder just how many of the 18,000 letters to the Home Office demanding legalisation of 27MHz actually specified AM. Everyone has suddenly become very aware of the need to be explicit and lobbyists are adopting names like Campaign for the legalisation of CB on 27MHz AM. It

is argued in some quarters that they are becoming too fussy — at least in the eyes of those not directly involved with CB — and could lose a lot of public support.

On the other hand, it's counter-productive to introduce a system which is markedly different to that used by the pirates. But back on the other hand again, the Tories aren't renowned for pandering to the whims of minority groups.

While the battle becomes more involved and we all try to remember which side we're on, it's on the cards (even if they did deal from the bottom of the pack) that 27FM is our lot, at least in the short term. So are we going to make the best of it?

We'll start with the suppliers because it's no good telling you who will be out there listening if you can't speak to them. We're hot on logic here at Breaker.

All the firms we contacted had a less than favourable opinion of the government and most still hold the view that good sense, or public pressure, will prevail and 27AM will eventually be legalised.

So to their individual reactions and subsequent action. They're in no particular order but Big Ears is last because Terry was out when I called. Serves him right for taking long lunch breaks, I say.

John Woolfe Racing supply CB accessories to about 100 outlets, as well as retailing themselves, and already import equipment directly from Japan, so they are just a hurried line away from actually buying in rigs.

The stumbling block is obvious but that's never stopped us before so I'll go on anyway. Until the specification is announced (maximum wattage, number of channels, separation and the like) no one can sign any contracts.

Our guess is that the small print won't



# think of it so far?

be published until the last minute, to avert illegal stockpiling of rigs in this country, which would mean the government missing out on all the money made from import duty and the like. Not really their style.

Cynics might suggest that HMG will tip off the British manufacturers to give them a head start over foreign competition. Not that it ever occurred to me, you understand.

It's worth mentioning the AM/FM rigs currently being used by some pirates in this country. These give the user the choice of AM or FM at the flick of a switch, effectively doubling the number of channels available. The AM facility will still be illegal come The Great Day and it seems likely that the FM facility will be useless.

The problem is one of separation. This is nothing to do with your marital status but simply means the spacing between channels. Illegal (US) sets in this country use 10KHz separation and unless the new FM in the UK is run on the same lines, any existing FM sets can safely be recycled into baked bean tins. This fact virtually guarantees that the spacing will *not* be 10KHz.

Some retailers and wholesalers are taking a gamble — unless they know something we don't — and are placing advance orders.

JWR have several different sources willing to supply the goods as soon as they get the word. In the meantime, they're selling accessories like they're going out of fashion (which they're not of course) because most bits are common to AM and FM.

On the subject of AM, their Brian Taylor points out that AM pirates will be more difficult to detect after legalisation of any system, particularly since antenna, mike and so on, are identical. He also has little faith in the Government's anti-AM propaganda. 'Fitted with the right filters, interference would be re-

duced to a minimum. Existing electrical goods, and even cars themselves, would cause problems if they were not fitted with suppressors', he says. 'Personally, I am not impressed by the FM proposals, but at least it's nice to know where we are going.'

John Nuttall at Shellpost in Bury says they will stock HMP and Hi-Gain rigs and are already committed to 60,000 FM units. The Government announcement seems to have sparked off more rumours than it's quashed, and he's heard the maximum output will be 2 watts and channels will run out at 22.

Steve Flynn at CB Equipment Specialists in Walton-on-Thames expects 4 watts and 40 channels but calls the FM proposal a joke. 'Getting on for two million people have spent between £50 and £350 each on sets and they're not going to throw it all down the drain', he says. He was in Australia when the government there was forced into 27AM and says the British movement is like watching a slow action replay. He has had a visit from agents representing US manufacturers and plans are under way for an agreement to import their hardware.

Some ill-informed punters seem to think CB is legal now and Steve has been pestered by people wanting FM rigs and conversion kits. He blames coverage on TV and in the national dailies — the Sun in particular, but I'm not saying anything.

Conversion kits are being churned out like Royal wedding souvenirs (without the coat of arms) by the technical department at Breaker One-Four in Edgware. They should be on sale by now priced at around £20. Howard Jackson called the FM proposal 'pathetic', but he has 6,000 rigs waiting overseas, ready to be flown in within 24 hours of an announcement. If 40 channels and 4 watts gets the Home Office stamp of approval, his US-made rigs

would retail here at around £50, about the same as the AM rigs, but you should expect to pay more if they have been specially made. 'British equipment would be too expensive. Home-produced mini-cab gear costs around £500', he says.

Terry Newell's (of Big Ears fame) opinion is best summed up by a poster he's had painted: AM — A lot of Miles, FM — Few Metres. 'The government should have acted 18 months ago, but now they've lost the battle', he says, 'and AM is here to stay. The people have made their choice . . . AM is here, available and cheap. And breakers know it and accept it. FM is not here and will not be cheap. The government is out of touch with the situation.' He expects the specification to be different from anything available in other countries, which would mean dealers approaching manufacturers with money up front.

Given that the purpose of CB is to give users the ability to communicate with each other, it can be split into its more serious function, to alert the emergency services, and its more light-hearted function, simply to chat.

On 27FM the success of the latter can be assumed since any legal service will attract thousands of operators, but we can examine the practical side.

In the US, channel 9 is reserved for emergency messages and motorists' assistance. It comes under the protection of the Federal Communications Commission (FCC), who can come down like a ton of prefabricated structural development material on any cowboys sodding around on the air. The channel 9 facility is common to all countries with CB who took their lead from the USA but there's no reason why we shouldn't adopt an alternative. In fact REACT UK, who are ready and waiting to monitor, are having discussions with the authorities now to find a



frequency best suited for the purpose. (A full update on the emergency monitoring service is elsewhere in this issue.) Suffice to say here that there is expected to be interference around channel 9 from firms putting out computer waste. If they can't be stopped, an alternative will have to be found. And it will almost certainly be protected by law — with very stiff penalties for the nards who try to foul things up, I suspect.

So, wherever they eventually settle, REACT UK will be out there to hear your lonely cries for help.

Receiving your distress call isn't much use if they can't pass it to the relevant authorities though, so a good relationship with the emergency services is vital. REACT claim to have just that but what is not so encouraging is the reaction of the Metropolitan police at Scotland Yard. Not surprisingly they are reserving comment on the actual system until details have been released, but on the question of an

emergency channel, they just don't want to know. You might think they'd appreciate its benefits, communication being a vital tool of the trade. Along with big sticks and tear gas. But they told us they don't need it. Their system is adequate, they say. Remember that, when you're searching for a 'phone box to make a 999 call.

To prove their point, they have turned down offers of co-operation from several organisations, including an Army nursing group and REACT UK, welcomed by most constabularies in the country. And neither do they intend to monitor it themselves.

The reason for their complacency is that their 999 system in Scotland Yard is currently being computerised — the perfect argument, I would have thought, for getting in on any other back-up facility available.

They did say they would review the situation later but they sounded pretty adamant to me. I suspect a lot of people

will review their immediate reaction when they realise just how popular CB will be — or, as in the case of breakdown services, how lucrative. There's nothing like the smell of ackers to bring out the public spirit in people.

The AA intend to monitor channel 9 'on an experimental basis' for a year or two. If at the end of this period it proves to be a non-starter they will drop the scheme.

A CB transceiver will be installed alongside their existing radio equipment at their control centres, so if you break down out of range, just hope there's a REACT monitor out there.

The RAC are less far-sighted and have no intention to monitor, implying that their own low-band frequencies are enough to keep them busy. They did read me a statement in which they say something about hoping safeguards will protect 'essential services' and that vital communications 'including traffic broadcasts' will be maintained 'without





interference'. Thank you, RAC.

The average motorist/breaker is often desperate for assistance at a breakdown and it's here that the garages, windscreen replacement services and the like can help out and cash in at the key of a mike. While you and I might recognise this golden opportunity, the firms themselves don't seem to and comments from those I contacted varied from 'we'll consider the situation after legalisation' to 'we're not interested.' They'll learn, my life, already.

Finally we come to the views of the campaigners themselves. Or, at least, some of them. A more extensive survey attempted one lunchtime was curtailed when Sandra called time and threw us out. We also come back to making the best of things. Many feel that those campaigning for 27AM or nothing won't be listened to if, or when, FM goes ahead. The result, they claim, would be a duff FM system, which has got to rate on the bad side of a good FM system.

James Bryant and the CBA are lobbying for 27AM but they will fight for a good FM system when they feel the AM cause is lost. This may seem a fatalistic attitude but they say that this way they get a better deal for all breakers, now and in the future. He maintains that 27AM should be legalised though, not because it's the best but because it's 'too late for anything else'. FM may be the right choice technically, but politically, it's a disaster.

'Those too timid to break the law and those who would lose their job if prosecuted (civil servants, for example) will take up FM but most people on AM will stay there — and attract others', says James. 'The result will be a mess which I don't think the Government will be able to sort out.'

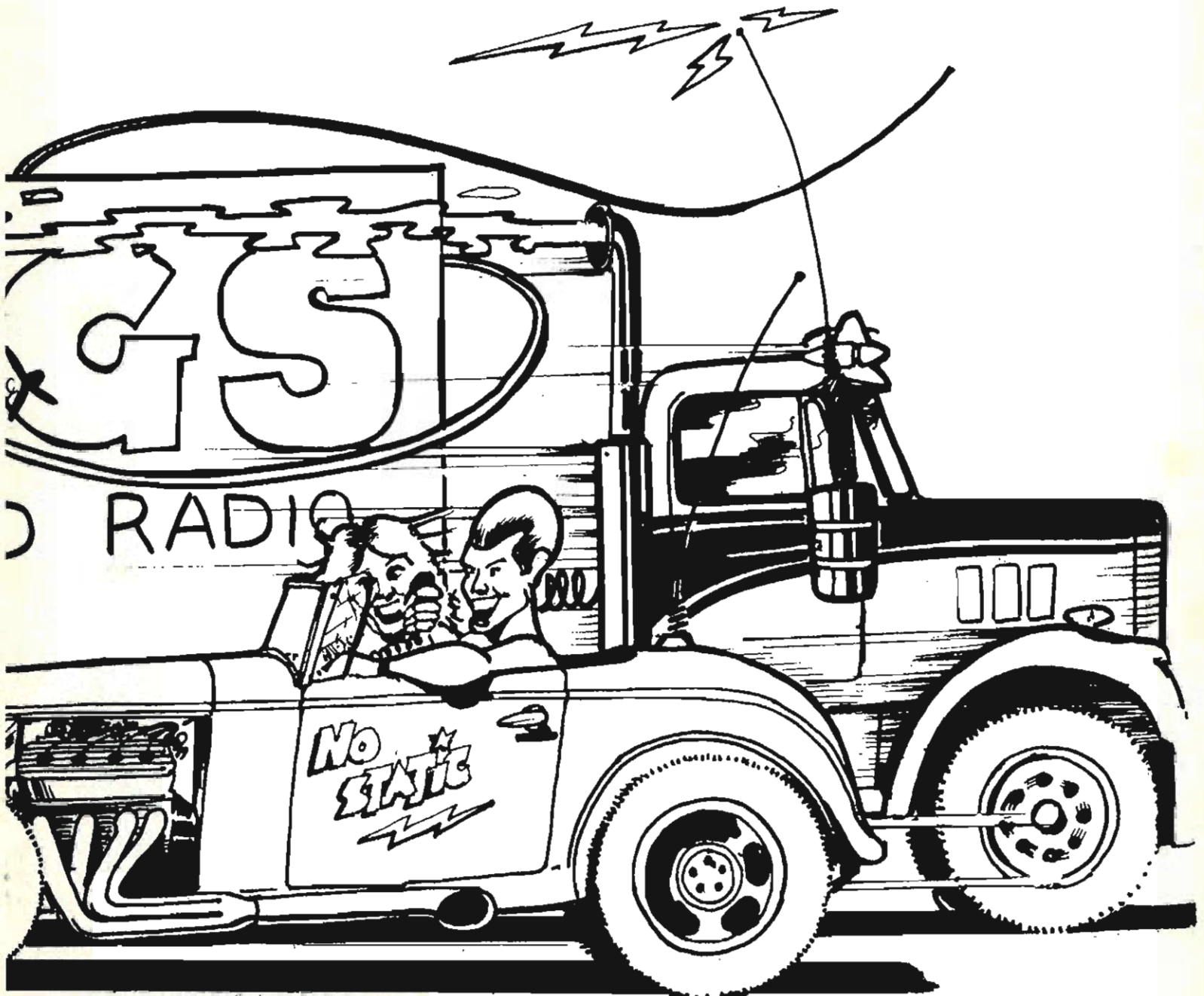
Everyone currently running on AM naturally feels they've got a raw deal from the Government's proposals — a view shared by Richard Town of the GLC, National Committee for the Lega-

lisation of Citizen's Band Radio and the Parliamentary working party.

'The grass roots breakers have spent a lot of money buying equipment, and they contributed enormously to the campaign. There should be a fade-in or amnesty for these operators, as in Ireland, which might also encourage them to buy the new rigs.'

If 27FM is adopted, the National Committee recommends an 8 watts output and a minimum of 40 channels — but fears only 22 channels. However, Richard makes the point that Irish rigs use 40 channels and standardisation would be necessary to allow breakers to cross the border.

So the pro-AM lobby continues with support from retailers, breakers and the campaigning groups. But they all seem to think that, given the right specification, an FM facility would get off the ground. The question is, how long before it gets shot down by public demand?



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# FM Survey

## it's make your mind up time.

All you've got to do with this is tick the things you agree with and put in a couple of one word answers to some simple questions. If you've got anything to say over and above that please do it on a separate sheet of paper — write us a letter, in fact — so that we can read your answers easily. We'll let you know what the response has been and what the majority (and minority) opinions are as soon as we can — probably, publishing schedules being what they are, in Breaker 7.

Complete forms should be sent to: Survey, Breaker, Link House, Dingwall Avenue, Croydon, Surrey CR9 2TA.

I am/am not a breaker on 27MHz AM

I am/am not a Radio Ham already

I have/have not used any kind of radio for any purpose previously and that was .....

I am/am not a member of REACT UK

I read 1/2/3/4/5 CB magazines regularly

I am/am not a member of any CB club or organisation which is .....

I live in a major town/small town / rural area

Apart from everyday social purposes I expect to use CB for:

(tick box where appropriate)

Traffic information .....

Emergency purposes (road accidents, reporting crime, etc) .....

Road directions away from home .....

DX work .....

In connection with my hobby .....

(which is ..... )

I will run a mobile unit .....

I will run a home base .....

In connection with my job .....

(which is ..... )

I believe that this country requires at least 40 channels .....

less than 40 channels .....

a power output sufficient for a 25 mile range .....

less than 25 miles range .....

I believe that a 27MHz FM system will:

never replace the American AM system .....

be perfectly acceptable to most people .....

exist alongside a pirate AM system .....

Would you accept FM after a 2 year amnesty for AM users YES/NO

Would you be happy with whatever CB facility was made legal YES/NO

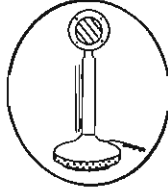
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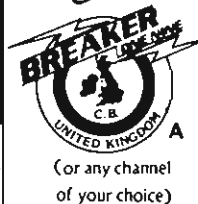
DESIGN: A	<b>BREAKER</b> <small>ONE NINE, ONE SEVEN, ONE FOUR (or your regional breaking channel)</small>
DESIGN: B	Topical 10/4 - 27MHz.
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# FM

## -will you give it a break?

Okay. You've heard that 27 will be legal in the autumn — October 1st seems to be the date in question — and you've heard that it will be on FM, not the existing illegal AM. What exactly does that mean? How will it affect you, and why?

Before you can understand that you'll need to know what the difference between AM and FM is. Working on the principle that CB is supposed to be straightforward black box technology we'd rather keep it simple. Many of you will already know the difference between the two types of signal anyway, and the rest of you won't care. If you do you should learn not to, otherwise there's a distinct possibility you'll end up as committed radio hams, and that could be dangerous . . .

What we can do is explain the rudiments of the situation, so you'll know how much of your CB facility is affected by the decision. What follows, then, is not a faultless technical dissertation, but should be enough for our purposes.

Let's start with radio waves. Never mind where they come from, or how, let's just be happy that they exist. Radio waves travel like waves in a pond after you've just thrown in a stone. Except that they are evenly spaced and are symmetrical above and below a centre line. The distance from crest to crest is always the same as well, and they look just like our first picture, which represents the carrier wave. This is jolly

bar every second produces a regular beat in the carrier wave, while random prodding at it produces a jumbled wave. The jumbled wave can be unscrambled by a receiving station and turned into an audio signal. In the case of Morse that will just be a series of bleeps, long or short, and will sound rather like an electronic Percy Edwards impression.

It gets more complicated when the electronics of your rig allow your voice to be converted into a series of electrical impulses which will excite, and therefore modulate, the carrier wave, producing a varied pattern like that in the next picture. Notice, though, that whatever you do to the radio wave, it still retains its symmetry, and the top half always matches the bottom half.

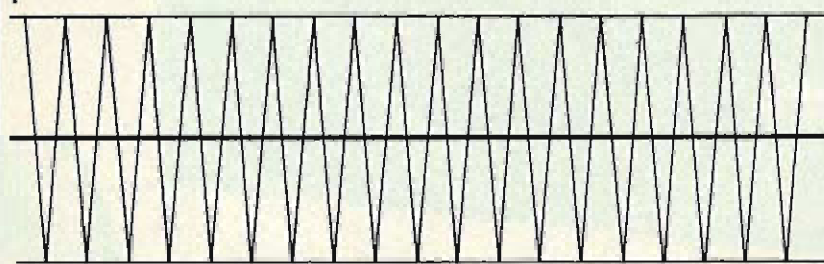
A receiving unit has the electrical gubbins necessary to change the radio signal back into audio and allows you to hear it through the loudspeaker of your rig as speech, music, or whatever was put in at the other end. Such is science.

The distance from crest to crest of the unmodulated carrier wave is its wavelength and its frequency. The CB signal we're talking about has a wavelength of some 11 metres and its frequency is 27MHz. In the same way as its wavelength remains the same, its lateral size — the distance it travels above and below the centre line — remains the same all the time it is unmodulated. That may be called the bandwidth.

When the carrier wave is modulated

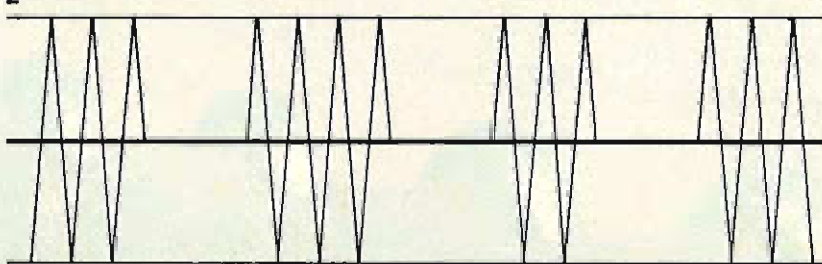


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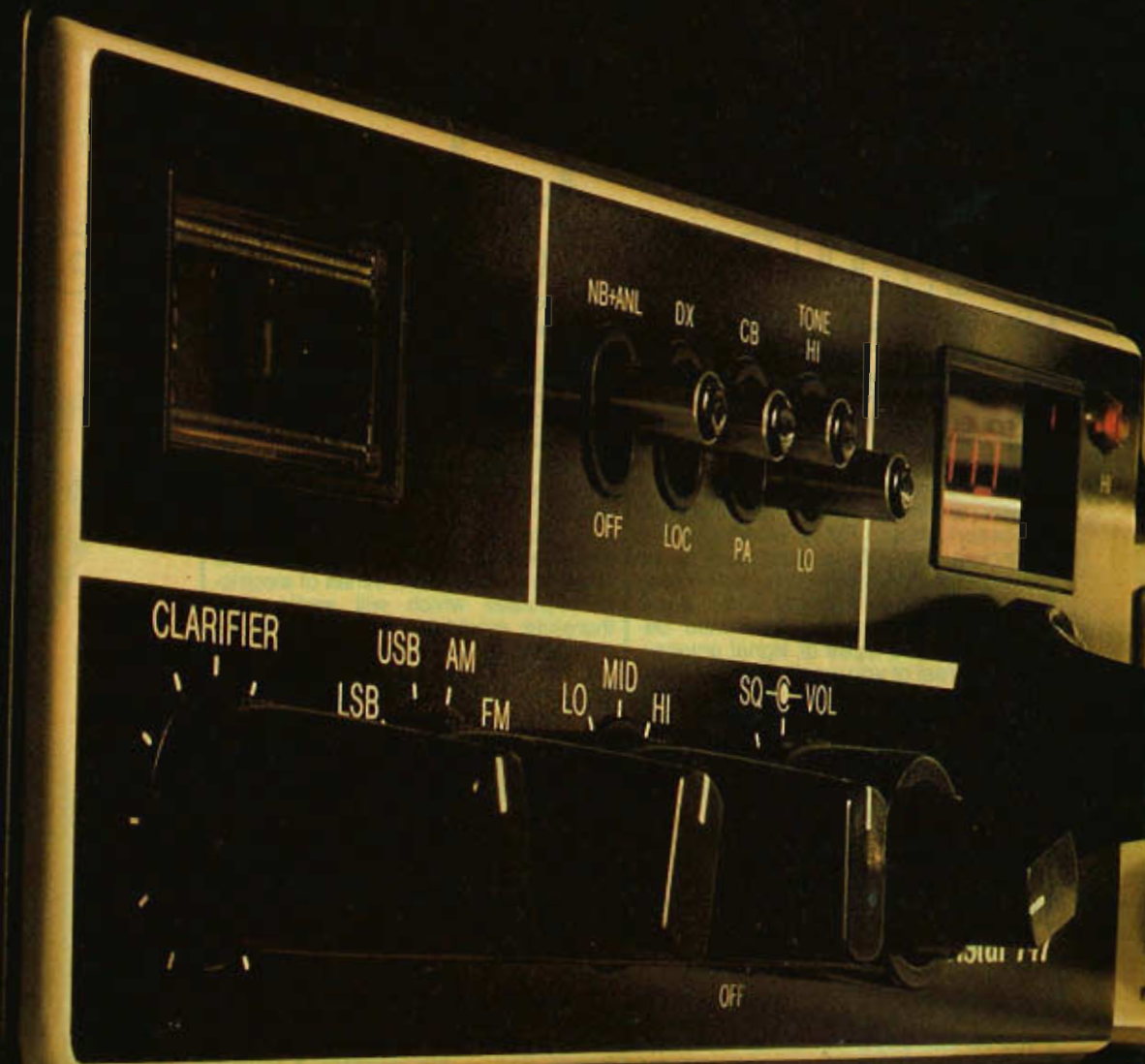
boring and really does nothing at all except you know it's there. It's how you use it that counts, and to use it you must excite it in some form or another and make it change its basic shape. This is called modulating, and is easy or difficult, depending on what you want it to do. Basic modulation is like Morse Code, and changes the shape of the waves somewhat, but only slightly, like in the second picture. This sort of modulating very often is done by the dead key merchants who just thumb the button from time to time. Hitting the PTT

2





# BREAKER

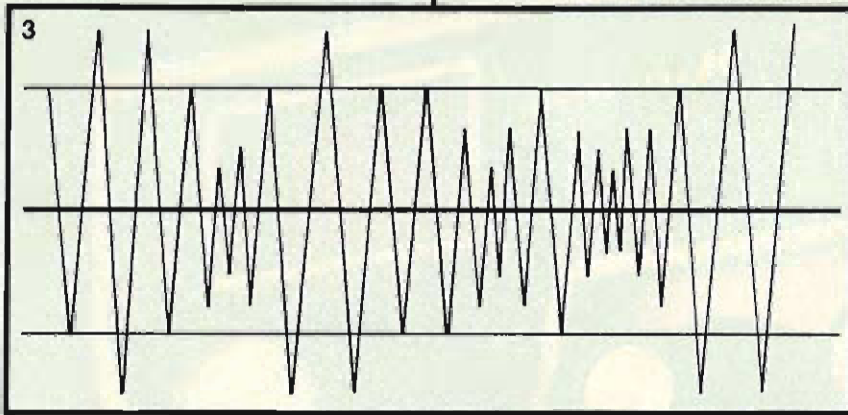




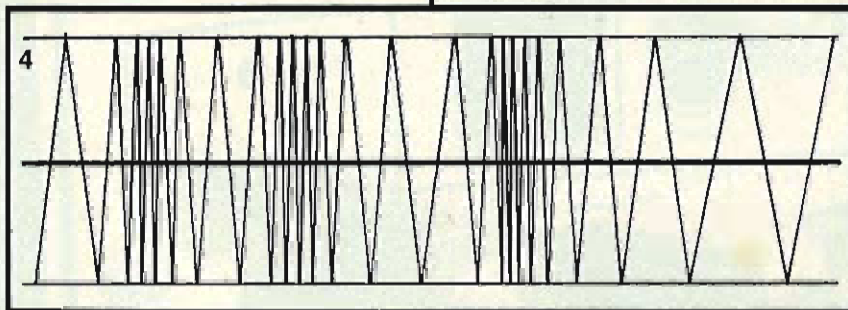




with the voice both of those factors of measurement are subject to change. Amplitude Modulation alters the lateral size of the signal quite appreciably — the waves get taller or shorter in response to the audio frequencies of



the human voice. This clearly means that they can grow out of their bandwidth fairly often, as our picture shows. With Frequency Modulation what happens is that the radio waves get closer together or further apart at amazing speed, vibrating millions of times each second, but they do not grow out of the bandwidth. Look at the



fourth picture for confirmation of this outstanding fact.

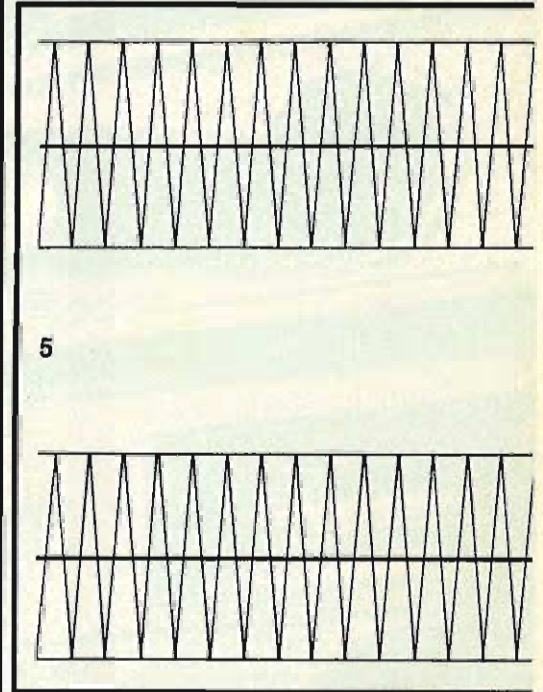
The result of all this is that an FM signal sticks more closely to its allotted frequency than an AM signal, with the obvious result that it is less likely to interfere with neighbouring radio devices.

Let us be quite sure that *all* radio signals are capable of causing interference to a greater or lesser degree, and in our sophisticated electronic society it is the question of degree with which we are concerned. One of the most important factors affecting interference is that of proximity; the nearer you are with your transmitter to another radio-sensitive device the more likely you are to interfere with its operation whatever the frequencies involved. Thus it is quite possible for a taxi operating in the low band of the PMR frequencies at, say, 89MHz, to screw up your enjoyment of *Coronation Street*, being broadcast in your area at, say, 600MHz, provided that the taxi is right outside your house. 200 yards down the road they won't notice a thing.

An FM signal, by virtue of being a 'clean' signal, is less likely to do this than an AM signal. If you like it would have to be nearer to your telly, which means the risk of interference is far smaller.

And when a radio frequency is allocated for a specific purpose, like CB, all this is taken into account. The channel

spacing is decided upon, and it allows sufficient space for the lateral width of the signal, plus a reasonable margin for it to 'bleed' into before it encroaches upon neighbouring channels. Commonly, with crystal or, lately, synthesiser, controlled frequencies, this spacing is 10KHz, which allows, say, 5KHz for each bandwidth plus a 5KHz margin for error to soak up any crosstalk between channels. Picture 5 show roughly what we're on about.



Now, because FM is cleaner than AM, and doesn't grow out of its allotted bit of space in the same way, you can see that it's possible to have more FM channels in the same amount of space which AM uses. Let's imagine that this benefit is in the order of 50 per cent, and you can see that we could have 60 FM channels in the same space previously used for 40 AM channels. Alternatively we could leave the spacing alone and have the same number of channels with less interference.

HMG have said that they propose to introduce an FM service in the autumn, and it's not difficult to see that purely technical reasoning could make that the sensible choice. We've already dealt with the political arguments to this decision elsewhere, so we won't bother with them again here.

It's interesting to note, though, that throughout the 'Open Channel' Green Paper one of their primary bugbears was the question of possible interference; it's a subject close to the heart of the Home Office, and they have always been haunted by the spectre of TVI, which plagued America until the new FCC specs came into force in 1977.

We could be forgiven, then for assuming that when the final decisions about our forthcoming CB service are made they will reflect this concern somewhat. However this is a crowded little island, and it is reasonable to believe that anything less than 40 channels would constitute nothing short of a disaster. It might be fine to have 20 channels in rural areas, but can you imagine it in London? Or Birmingham? Manchester? Even with sideband it's a

# F M



service which would soon be over-subscribed.

The choice is thus obviously between 40 channels or a higher number in the same space which using FM would allow.

By the same token we have yet to hear what power output will be allowed. This is fairly safe ground, because the Home Office is aware that one of the principal reasons for the wholesale rejection of the 'Open Channel' propos-

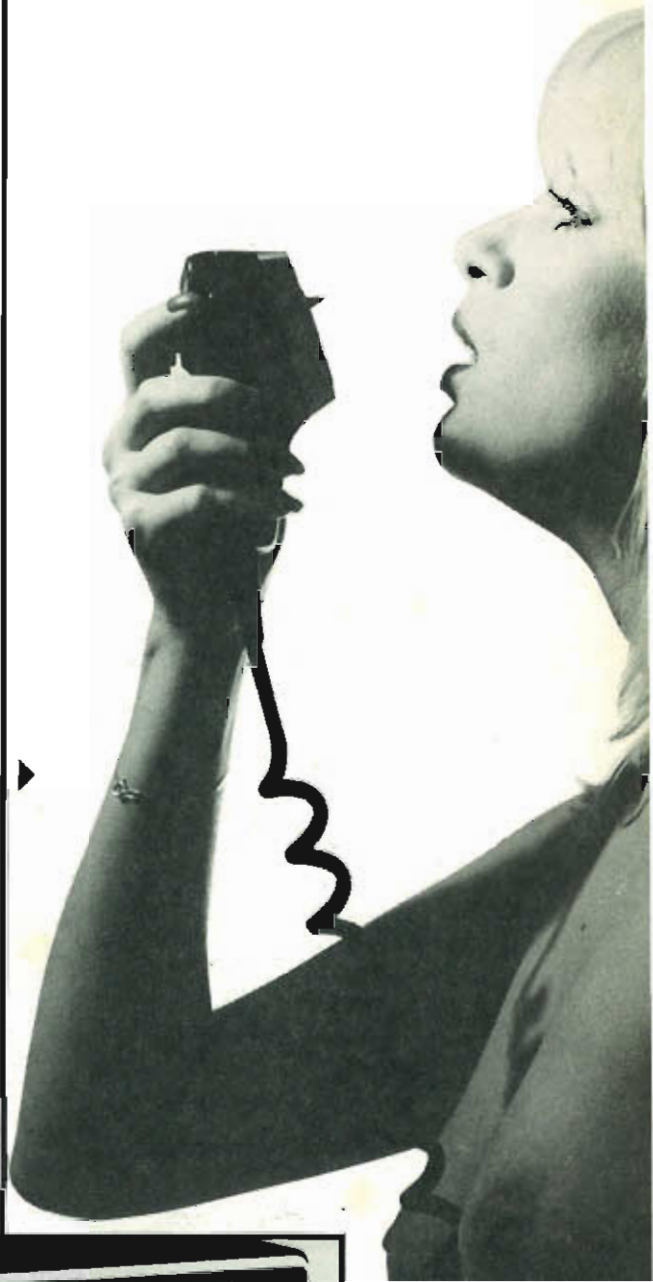
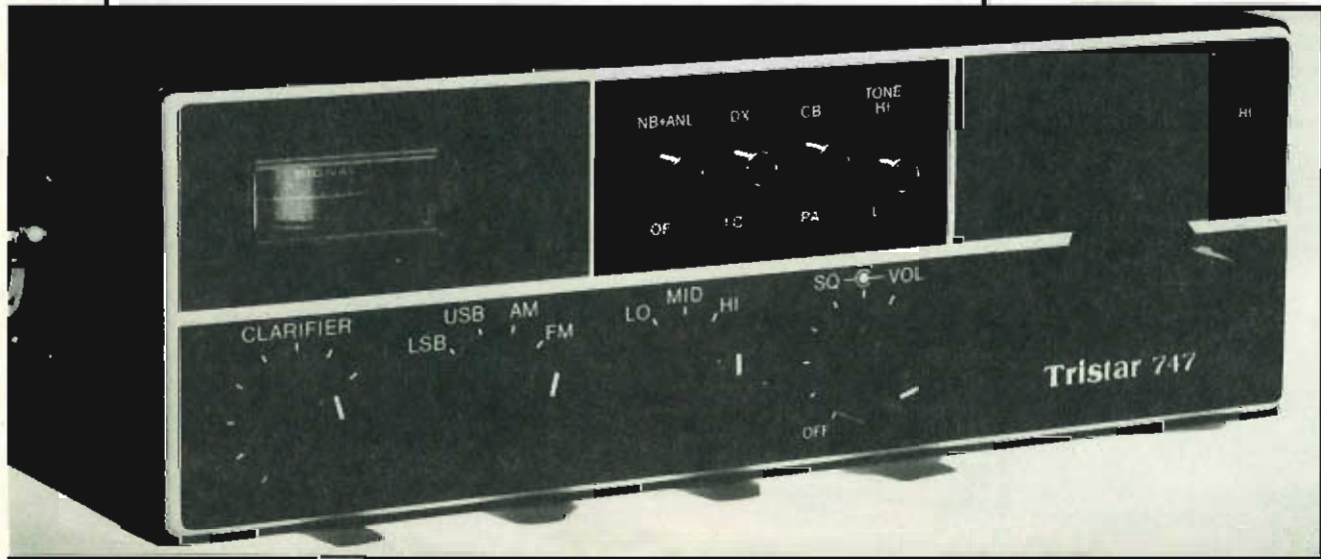
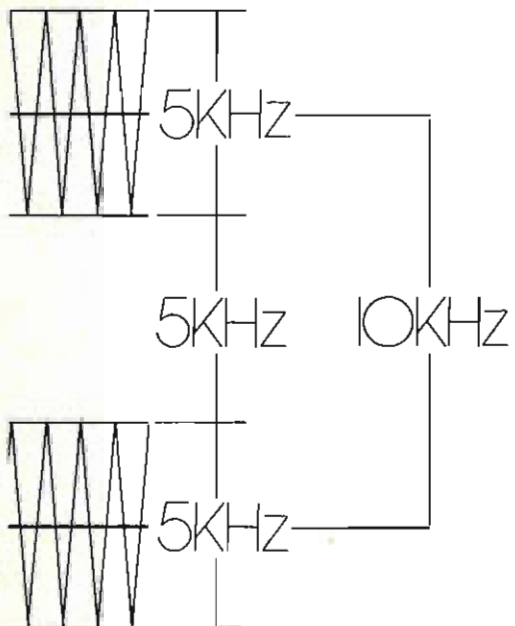
al was that the attainable range between mobiles was so pathetic — possibly as little as 300 yards. In order to gain acceptance the range must be more than that, more than a couple of miles, otherwise mobiles passing in opposite directions on a motorway are only going to have a few seconds in which to establish contact and pass on information. The power output of an FM service has got to fall between 4 and 6 watts to be workable.

What we've arrived at so far is an FM facility which will offer between 40 and 60 channels, with a power output of between 4 and 6 watts, with a channel separation of up to 10KHz. Ignore the fact that this will still be incompatible with the AM system in use by the existing pirates (who have done all the legwork in getting CB made legal in the first place) and still largely incompatible with the bulk of CB systems in use around the world.

Nevertheless it would work, and work very nicely, thank you, without, let us add, the free Italian lessons we're all getting at present.

But this announcement has not yet been made. We don't subscribe to rumour very often, but when we do we like to know what we're on about. One of the more disturbing rumours we've heard is that when the final announcements have been made later this year we'll find that our FM service is nothing like the one we've just described. The major difference we're worried about is that of channel separation.

The problem is, you see, that much of the pirate gear can be altered after all, for about £20 or so, and will work very



nically on FM instead of AM. In fact in many cases it can be made to work on both, so the pirates won't actually vanish after all. Neither will they be detectable. And worse still, they won't be providing British industry with the sales boom it's been looking for, because our little yellow friends will be churning out 27 FM rigs faster than you can say 'ah so'. We're afraid that the channel separation is far more likely to be something stupid, like 12KHz, which is totally unnecessary for practical purposes, but will still make British CB a totally individual thing.

This will not affect its ability to provide a reasonable service, unless HMG wish to hold it within the space currently occupied by AM users, in which case there will be less channels — say 30 to 35 — but it will make several differences. AM users will not have the facility to convert their illegal rigs into legal rigs. They will have to choose between staying pirates or binning their rigs and going legal, which will then of necessity put money into the pockets of British industry — where, we have no doubt the Government and British industry believe it belonged in the first

place. There has been no intimation that AM pirates will enjoy the benefit of any kind of amnesty during a transitional period; quite the reverse. In fact the Government have given as little as possible away. And it's easy to think that they might be sitting on the fence a while longer, in order to assess the strength and direction of the public reaction to FM before they take a final decision and decide on the rest of the details so far not announced. Far more likely that they have already given their specification to industry and are allowing them time to get their manufacturing machinery into gear so that they can have a head start over the nasty foreigners.

If in the autumn of this year a system was announced which was remotely compatible with the American standards then rigs from abroad would begin flooding in within weeks; we British need time, plus a head start, and it looks as if we're getting one.

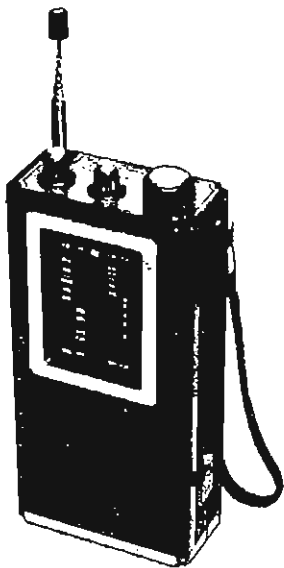
There's a very real possibility that in order to compensate for the inability of this country to compete in open markets *you* will have to pay the price, both financially and technically. The prospect is not that appealing.

# F M





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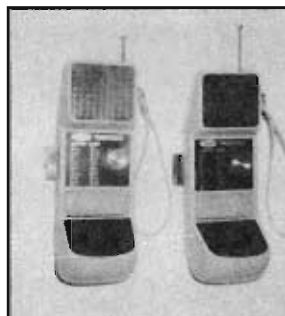
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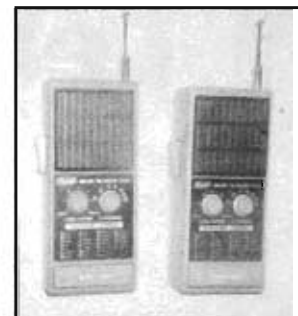
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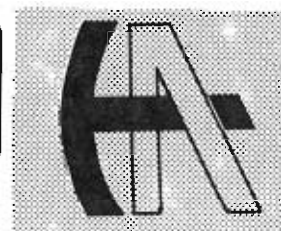


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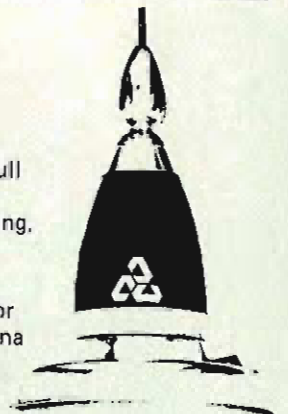
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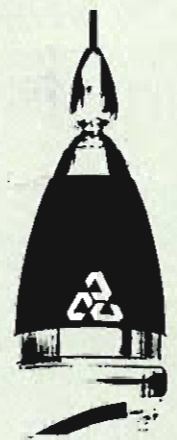
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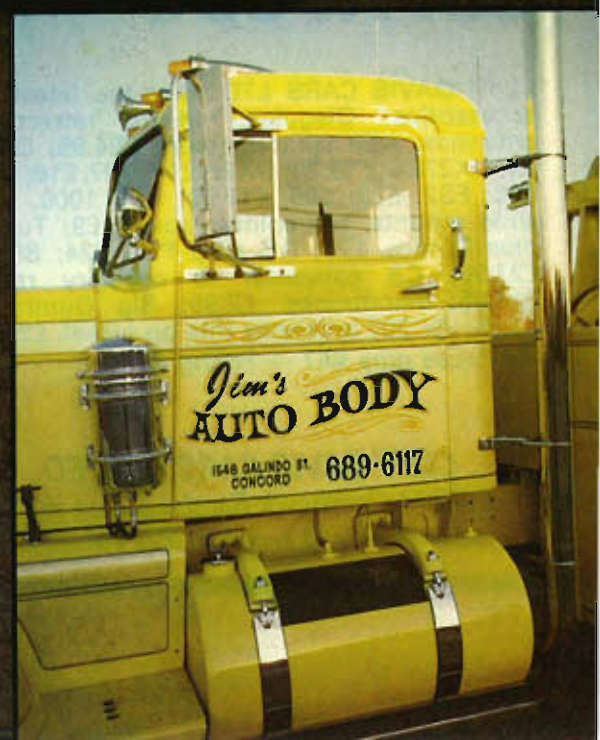
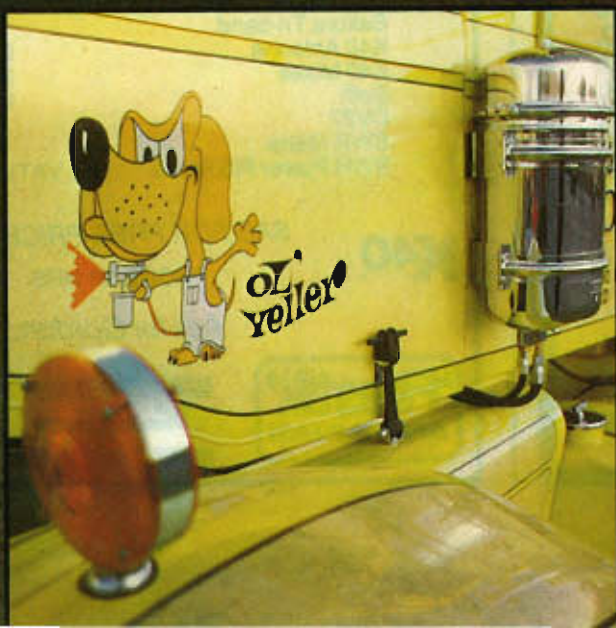
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**BREAKER**









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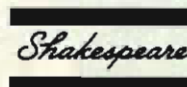


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# AIR WAVES



My word. Or rather, yours. Have we had a big response for the club list? Well, yes we have, since you ask. And I should know because I had to type them all out. There was no mention of that when I was invited into the racy, romantic world of Breaker.

But then, you've all taken the trouble to put pen (or ink-dipped spiders in some cases) to paper so it's the least I can do. There's still room for more though — we can always put them on microdots — so if your club isn't in, nag your secretary, press officer or whoever, into sending us the relevant details. Talking of which, remember that the more you tell us, the more we can pass on. We know some of you are still meeting behind bus shelters after midnight, but if you can't give us an address at least tell us you are around. And where. Ish.

Brevity is all well and good but some people have forgotten to tell us what area, or even the name of the club. So if you sent in details in time for this issue and they're not included, maybe you're one of the... er... wosname. Forgetful ones.

One more thing. Also include your local calling channels for AM and sideband.

If you produce a magazine or newsheet, put us on your mailing list and we can glean snippets from therein. If you don't, drop us a line and we'll do all the work for you. Free too. Subject to a pint or two when we

see you. If your club has featured in a local or national newspaper, send us a cutting. In fact, send us anything you think will interest your fellow breakers, up and down the country. Bit like Nationwide really, without Sue Lawley. But give us plenty of warning for events.

We've started the ball rolling this month but we're not psychic, so keep it coming in. Send in pix, too. Go on, really mess up my filing system. It'll be as good or bad as you make it.

Meanwhile, guess what's been happening...  
**How** do you get maximum publicity for CB, raise £400 for the elderly and do your reputation no good at all? Take your clothes off. Tunbridge Wells CBA breaker, The Groucho, streaked through the streets of the town and collected the money in sponsorship. Now that's what we like to see. Or at least, our lady readers might. News got to us a bit late but we thought it might give you a few ideas... **The Sleeping Beauty** fund has been launched by the Gwent Breakers to raise £6000 for Sharon Hawkins, who has been in the Law-

rence Hospital in Chepstow since she was involved in an accident five years ago. The money will buy a special bed for Sharon who cannot move or speak. Send contributions to the secretary W. Morgan c/o The High-ground Three Club, Catsash, Newport, Gwent... **The GK 13 CB** club in West Germany are looking for a sister club in the UK, so enter into the spirit of the EEC and write to: Lutlicher Str, 13/4, D5 130 Geilenkirchen, West Germany. Their letter to us was in perfect English so put away the phrase book. The same club told us of a CB display they staged at a local youth club. UK clubs might like to do the same here — after legalisation of course... **Most** unusual club name must be The Frog and Nightgown Breakers Club in Welwyn, Herts. Unless, of course, you know different... **The Highland Breakers** Clubs are catering for all ages by forming a junior branch. We'd like to hear of any others... **County Area Breaker CB Club** in Scotland are staging a convoy demonstration against the Government's FM proposals for April 26. All are welcome and it will run through Inverness, Nairn, Forres and Grantown to Aviemore, where Andy Donovan from the IUBA will address a meeting. More details from Vice-Chairman Tony Blues at 4 Corbett Gardens, Ardersier, Inverness. Tel: Ardersier 3120... **Not** content with your membership, the Glasgow CBC are after your blood. Apparently the Blood Transfusion Service is finding it a bit difficult getting hold of the red sticky stuff because of factory and works closures so all willing breakers in the Glasgow area should contact George Ferguson at 361 Hallhill Road, Glasgow on 041-771-6149. Maybe others could organise something on a similar vein... **Blackpool Breakers** have broken away from the 'eyeballs at the local' routine, with a treasure hunt to the Lake District and an open air Bar-B-Q on the shores of Lake Windermere. They also entered two rafts in a RNLi race but water pursuits have always seemed a little unnatural to me... If you've interest in swapping British and foreign QSL cards, have a word with the Coastline Breakers at 19 Rhoda, Maen Gwyn, Rhyl, Clywd... **Club** fundraising for charity is going from strength to strength and now the Telford CB club are after your change. They are out to raise £5000 to pay for a US liver transplant operation for Gareth Payne, aged 20 months. Events are being lined up locally but they hope the campaign will spread through other clubs. Call their PR man 'Stetson' on Telford 603474 for more information... **Like** the sound of this one. The Pendle CB club in Nelson, Lancashire are staging a 'Miss Pendle CB' competition. Like a lot of big clubs, they have split into six regional branches and each will put forward two finalists. Now, if they, or any other clubs running similar competitions, were to send us pix, we could include them in Airwaves. Dress optional. Preferably without... **With** petrol now costing around £86 a gallon, you might all soon be forced to sell your rigs to get to work. Or the UBO. But King Crimson of the Cathedral Breakers Club in Lincoln could have the answer. He's tied a Firestik to the back of his bike, plugged into a handset hanging around his neck and he's out breaking on the streets — and cycle lanes, presumably — of Lincoln. We await news of other unusual applications...





**BREAKER**



**Australian International QSL Swap Club**  
PO Box 855  
Freemantle 6160  
Western Australia

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

**Beech Breakers Club**  
123 Willingale Road  
Loughton  
Essex

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

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

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

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

**Boulevard Breakers Club**  
56 Kirkdale Drive  
Glasgow GS2 1ET

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

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

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

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

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

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

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

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

**Bristol Breakers**  
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St George  
Bristol 5

**Bruggen Bandits CBC**  
On Channel 14  
West Germany





**Campaign for 27MHz AM CB Radio**

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**Cardiff & District Breakers**

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**Carlton & Langold United Breakers**

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Langold  
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**CBA Central Scotland**

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Harrow  
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Sunderland SR3 1EZ

**CB Radio Action Group**

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London SE23

**Cheesy Breakers Club**

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Glamorgan

**Cheltenham Breakers Assn**

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Cheltenham

**Or: The Crown and Cushion**

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**City Circle CB**

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**Clog Town Breakers Club**

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Bolton BL1 6PY  
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New St  
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Ayrshire

**Clydeside Breakers Supporters Club**

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**27 Coastline Breakers**

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Clwyd  
North Wales

**County Area Breakers Club**

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Ardersier  
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**Copy Cats Club**

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**Crewe Breakers Club**

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Crewe  
Cheshire

**Derwent Valley Breakers**

10 Prospect Terrace  
New Kyo  
Stanley  
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Lanchester

**Deveron Valley Breakers Club**

Turriff  
Aberdeenshire AB5 7PQ

**Don Valley Breakers**

15 Roseberry Avenue  
Hatfield  
Doncaster

**Dragon Breakers Assn**

96 Leafid Road  
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Liverpool 25

**Driffield CB Association**

c/o 22 Haworth Walk  
Bridlington  
East Yorkshire

**Dukesville Breakers Assn**

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**East Antrim CBRC**

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**Edinburgh CBRC**

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**GK 13**  
D5130 Geilenkirchen  
West Germany

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Ardersier  
Inverness IV1 2RY

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Croydon

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Preston

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

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

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

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

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

**REACT UK**  
28 The Coots  
Stockwood  
Bristol BS14 8LH

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

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

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

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

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

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

**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 Street  
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

**Swindon CBC**  
3 Heddington Close  
Penhill  
Swindon  
Wilts

**Telford CBC**  
Tel: Telford 603474

**Tunbridge Wells CB Association**  
PO Box 319  
Edenbridge  
Kent

**Untouchables**  
299 Manchester Road  
Kearsley  
Bolton  
Lancs

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

**Wessex 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 Church 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

**Yorkshires Elite Breakers**  
Fairway Inn  
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Please allow extra engraving  
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# THE MEDICMAN

## Molesey Open Breakers



Give us a  
MIKE NEW  
187, WALTO  
EAST MOLE  
SURREY KT  
GREAT BRIT.

Hello again fellow QSLers. It has been a very busy time since 'that' announcement and I foresee a vast increase in the numbers of QSLers in Great Britain, and extend a big welcome to all you rookies.

What a busy few months it has been. Sitting at my office desk trying to do a little work between the QSLing, I had a telephone call from one of my earliest QSL contacts, Bayern Bob, (alias Bob Wigg of Haus Hay Wain, 8752 Glattbach, West Germany), telling me he now has a CB radio programme on British forces network in Germany and he was coming over to Britain for a few days to collect material and recordings for the programme. An eyeball was arranged and he duly arrived in his Bedford Blitz (CF) Van with 'I monitor Channel 14' painted on the back doors. We spent an enjoyable evening with the local CB club, the Molesey Open Breakers, where information was recorded for his programme. Just a little example of the friendship QSLing brings. Incidentally, our troops in Germany welcome news from home, so drop Bob a line and keep them informed of your club news.

News this month of rare opportunity — something for nothing. Well, almost. Send a QSL club called Lucky Seven, run by Rita Mandola, of 604 Sizemore Street, East Gadsden, Alabama 35903, USA, seven different new, unused postage stamps (preferably commemoratives) and seven of your own signed and dated QSL cards, and you will receive a membership card, roster and 25 members' QSL card. What a bargain!

It seems that some of you are experiencing difficulty identifying the origin of various overseas addresses (never forget to put your country on your address however obvious it may seem!) so to help I have compiled the following list for your guidance:

- Germany: Prefix D + 4 digits
- France: 5 digits (no letter)
- Austria: Prefix A + 4 digits
- Netherlands: 4 digits (no letter)
- Switzerland: Prefix CH + 4 digits
- Norway: Prefix N + 4 digits
- USA: State abbreviation + 5 digits EG: Ca 95437
- Canada: Postcode Eg: R3M 3S3

And don't forget the obvious. If all else fails; look at the postage stamp!

Further QSL clubs have folded up within the past few months, namely *Coffee Break*, *Hellenic*, *Golden Gate*, *Canadian Pacific*, and *Big Foot — Washington*, so if you have any membership applications please destroy them.

Had a letter from my friend Gene Chelbourg of the Redwood Country QSL club of California. His business is growing globe artichokes, and he has asked me to let him have some British corms to strengthen his own stock. It really never fails to amaze me what I get asked for, but with the help of Greenfingers (Britain's No 1 QSLer and greengrocer) from Sunderland we have managed to satisfy another QSL. That's a novel idea: let's all swap plants instead of postcards!

My favourite swap item is CB cloth patches, and I usually purchase my supply from Georgia Bulldog of 56a, Milligan Road, Leicester LE2 8FA, who sell an excellent range of printed CB cloth patches, including several incorporating the Union Jack, which are especially popular with QSLers in the States. At 50p each you can get very popular indeed! It is very reassuring to a patriotic QSLer like myself how the Union Jack still demands worldwide respect. I have taken to sticking little self-adhesive flags on my cards, which you can usually get from your local stationers. They are Ivy Series Label 16mm x 22mm 'Union Jack', about £8.00 per 1000, and they almost guarantee a return QSL and look great.

Well, it had to happen, the latest in QSLs — bookmatches. Printout Promotions, specialists in CB goods, of 28a Abington Square, Northampton, will print bookmatches with your handle in 100 minimum lots for about 11 pence each; a fairly cheap, but attractive, give-away for those special QSLs. They also do top-quality key-rings, badges, T shirts and sweatshirts, all individually screen-printed with your own handle, and it is well worth sending them a stamp for their brochure.

Until now there was only one English QSL club, of course our own now world-famous English International DX Club. But news is just in of three new clubs in Great Britain: British Concorde International CB-QSL Club, British Bulldog DX Club and Big Ben DX-QSL club. I will review each club in the next issue of Breaker and include a special list of 100% British QSLers, so if you would like to be included, please drop me your card. It's time to get QRT once again fellow QSLers, so I hope to catch you in the next issue, but I leave you with one little note that I received from Alfred Roseler, of Postfach 243, D-1000 Berlin 44, West Germany, with his QSL cards. It read 'Please send your QSL's and Tanks' — think he knows something we don't? **Very Best 73s**  
**The Medicman.**

BEST WISHES & KIND REGARDS

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QSL  
100%  
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73's ALFA F

**QSL FROM BASE STATION**

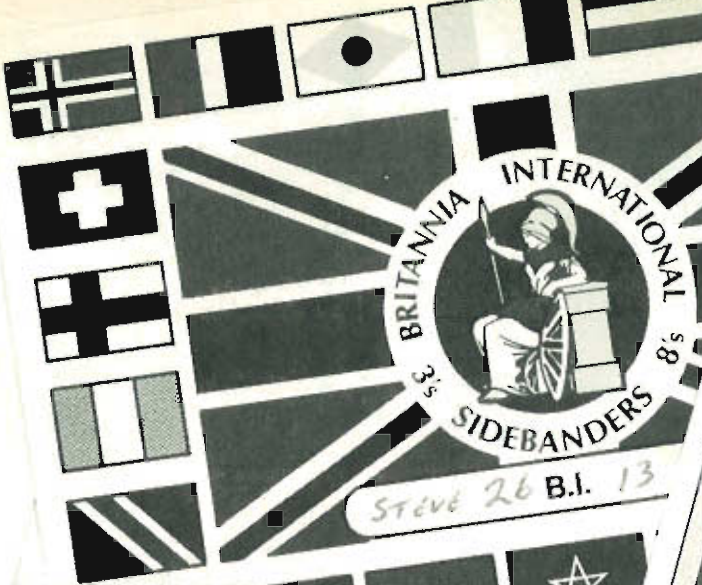
**HOBOKEN**

DX-CALL 16 ECHO SIER

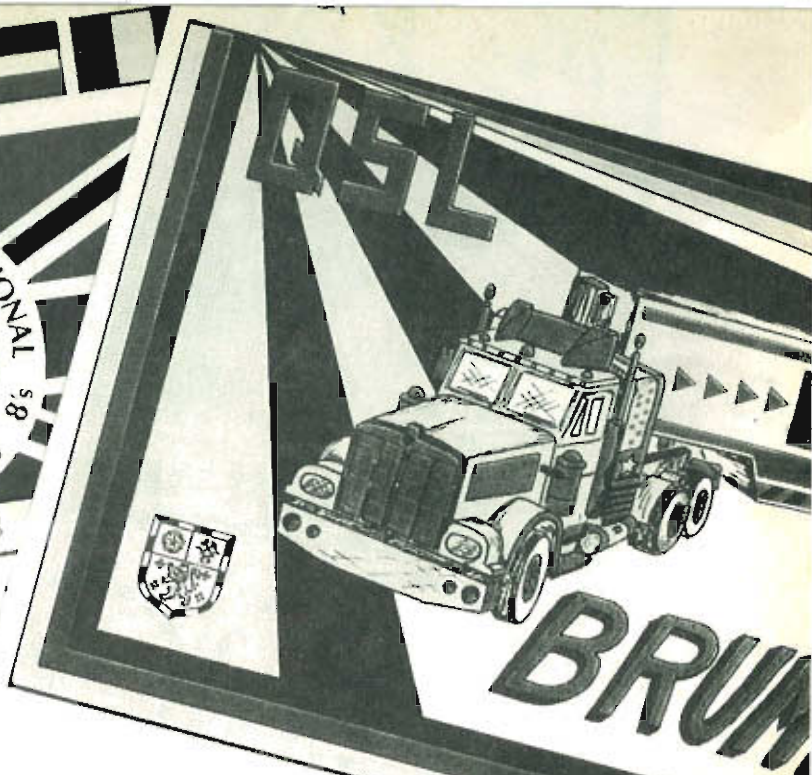




Break!  
BOLD  
ON ROAD  
SEY  
9 ODY  
AIN

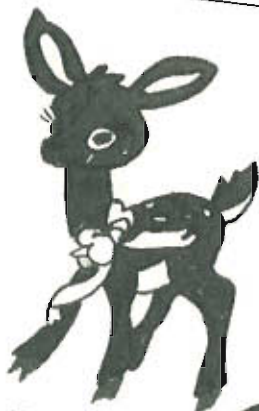


STEVE 26 B.I. 13



LOVE  
&  
KISSES

ROMEO DELTA 88's



BAMBI  
JEAN

73<sup>S</sup>

BOBCAT  
XM45-2276

Jean & Cliff Pearson  
R.R.#2 Owen Sound  
Ontario Canada  
N4K 5N4

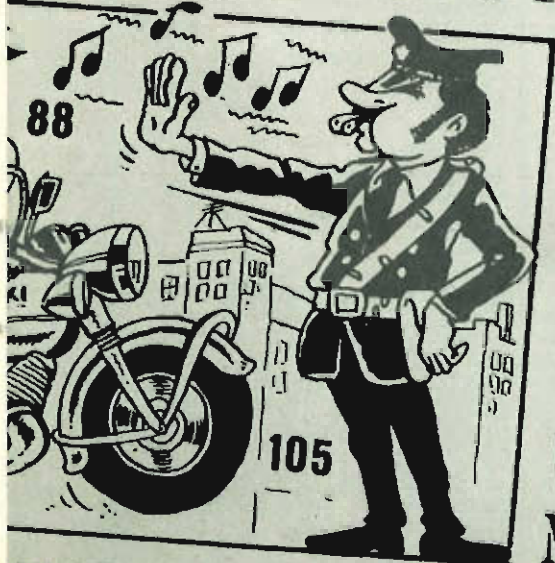
MON. 10 & 11  
USB & LSB - 37



BOBCAT  
CLIFF

88<sup>S</sup>

PINOKKIO.2



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# QSL

Norway Amateurs' Club,  
 P.O. Box 64,  
 N-4030 Hinna/Stavanger,  
 Norway.

A very popular QSL club, formed in March 1979 by the president, Andy NAC 01, and has grown rapidly, with a current membership of well over 1000 members. For a membership fee of 16 dollars, (about £6.70) you will get:-

- 1) A three-colour membership certificate, showing club emblem, your name and unit number.
- 2) A personal wallet-sized club ID card.
- 3) Your official and registered NAC unit number.
- 4) A beautiful club car window decal showing club emblem.
- 5) A list of club addresses, worldwide.
- 6) A collection of club stamp prints, worldwide.
- 7) Ten different QSL cards from other club members.
- 8) Applications from other clubs.
- 9) Club rubber stamp.

Extras available are:

- 1) 3" cloth club patch in 6 colours.
- 2) Membership roster (list of members).
- 3) Car stickers.
- 4) NAC club QSL card.
- 5) Personalised club rubber stamp.

While a little on the expensive side as QSL clubs go, the Membership package arrives very quickly and the president, being a prolific author, ensures there is plenty of reading material enclosed. Very close co-operation exists with others of the better QSL clubs, like Redwood Country of California and Swagman of Australia, and this is rated as one of the better class of QSL clubs. A special list of guaranteed 100% QSL club members is issued and, subject to your acceptance of the 100% rule, your name will be placed on the list.

A well run, highly respected, although a little over-priced club.

Australia International QSL Swap Club  
 (World Wide),  
 P.O. Box 855,  
 Fremantle,  
 Western Australia 6160.

One of the smaller, but nevertheless well-founded and respected QSL-swap clubs, efficiently administered by the founder, Paul Dunster, who emigrated from Britain a few years ago, so membership applications from UK will receive extra-special attention. An added bonus of joining Paul's club is that he accepts Sterling currency (which should of course be registered), and your membership package is air-mailing its way back to you within 24 hours of receipt.

Currently Paul has just 160 members in his club, and a great deal of his time is taken up personally writing to many of them — a very nice, if somewhat expensive, personal touch rarely found in any other club. The Club Membership package has five basic ingredients as detailed below:-

- 1) Certificate of honorary membership.
- 2) Membership ID card.
- 3) A selection of A.I. members' QSL cards.
- 4) Club QSL cards.
- 5) Rubber stamp, showing Koala Bear club emblem.
- 6) Other items as available.

Although item 6 is an unknown, I am sure you will not be disappointed. I have received Western Australia stickers and cloth badges, postcards, magazines, and supplies of membership forms. Really a lucky-dip. Paul is an avid CBER, and spends many hours each week on SSB nets, and he will always be happy to help or advise on CB problems. A very good, efficient, 4-Star Club, reasonably priced, especially when the cost of Airmail postage is taken into account.

CB.

XM 12-36000

Eagles  
 Silver



Eagles unit  
 58 Eagles 04

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 New Zealand and World Wide QSL  
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 Te Atatu South  
 Auckland  
 New Zealand

AUSTRALIA  
 Swagman QSL Swap of Australia  
 PO Box 43  
 Bulleen

WEST GERMANY  
 World Amateur Group  
 PO Box 1243  
 5439 Rothernbach Ww  
 West Germany

USA  
 Tennessee Rebel QSL Club  
 111 East Long Avenue  
 New Castle  
 Pa 16101

CANADA  
 Top Dog QSL Club of Winnipeg  
 1139 Notre Dame Avenue  
 Winnipeg  
 Manitoba

Canada R3E ON4  
 HOLLAND  
 Silly Tower QSL Club  
 Narcissenstr 52a  
 3073 cp Rotterdam

GREECE  
 VIP's Club of Greece  
 PO Box 19  
 Athens

Greece  
 FINLAND  
 Tampere Radio club  
 Ryydyinkatu 64  
 SF 33400 Tampere 40

Finland  
 ITALY  
 Amateur-Radio Italian Club  
 PO Box 13  
 Ciampino Airport  
 Rome 00040

Italy  
 GREAT BRITAIN  
 British Concorde International  
 CB-QSL Club  
 187 Walton Road  
 East Molesey  
 Surrey KT8 0DY  
 Great Britain



International

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SSB.

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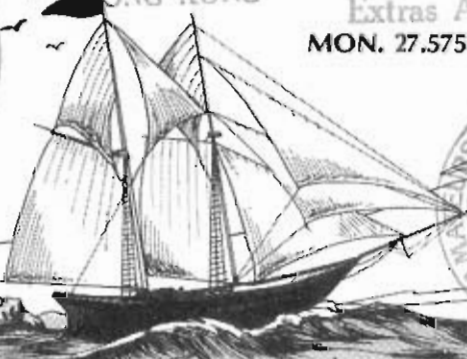
Kaye Currie  
7487 Stirling Street

Vancouver, B.C.



Russia 46

PVV 1603



Bluenose QSL Club of Nova Scotia

BCNS #107

OSL CLUB Hong Kong

Unit No. 19

TAI PO MARKET

N. T.

HONG KONG

Uwe Both  
P.O. Box 1212, D-5810  
Witten, West Germany

WE QSL 100%

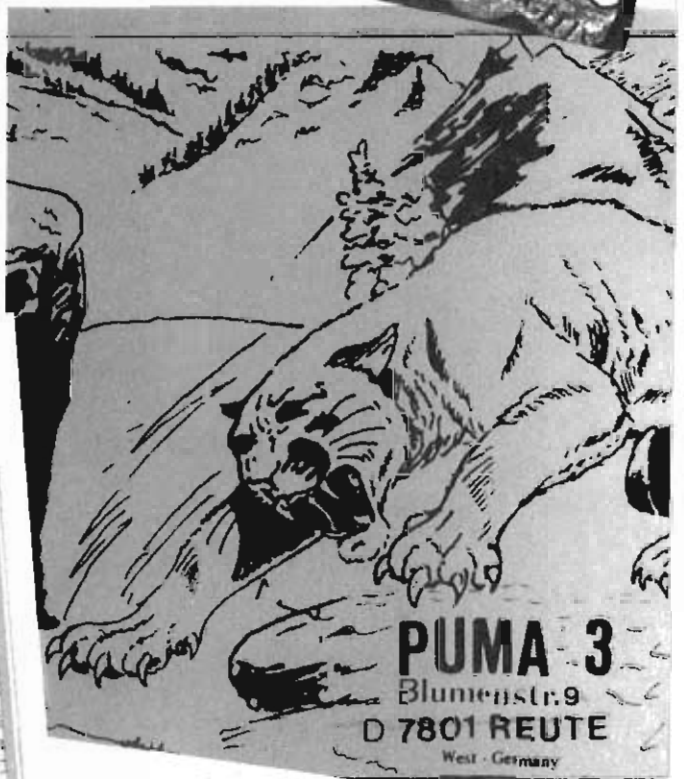
Extras Appreciated

MON. 27.575 USB/27.855 USB



PAUL DUNSTER  
PO BOX 855,  
PREMANTLE 6160  
WESTERN AUSTRALIA.

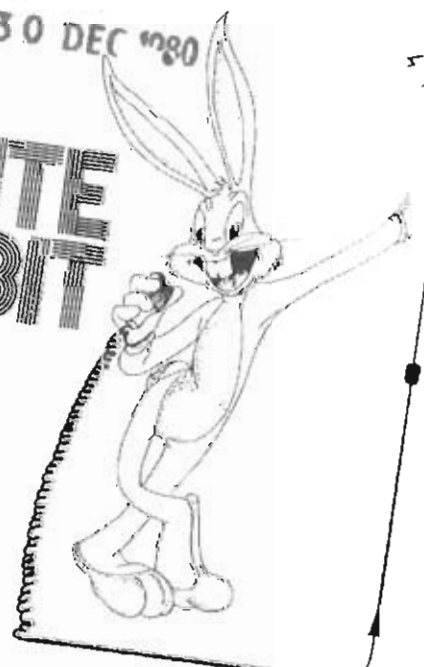
AUSTRALIA INTERNATIONAL QSL SWAP CLUB  
World Wide



PUMA 3  
Blumenstr.9  
D 7801 REUTE  
West - Germany

30 DEC 1980

WHITE  
RABBIT



# REACT

If you've been campaigning for the legalisation of CB in the UK — and if you haven't you deserve 928 — you probably think that the old adage about banging your head against a brick wall was designed especially for you. You might even still have the headache.

And if you're a member of a club or lobbying group you'll soon have to decide whether to go all out for AM or cut your losses and fight for a workable FM system. But if you think you've got problems, put yourselves in the shoes (or the rather nice jackets, hint, hint) of REACT UK.

While you might prefer one frequency to another, their unenviable task has been to attract enough support to get a nationwide monitoring network off the ground and on the air after legalisation. REACT's work with the authorities will not stop with the introduction of an acceptable CB service, as will the campaigners'. It's then that their work will really start.

By calling themselves a supporters' club they stayed within the law, which says (as I'm sure you all know by now) that it is illegal to encourage or condone the use of illegal CB. But now Big Willy has spoken in favour of a UK facility, they can, at last, be called REACT UK. Or, in this feature, just REACT because I keep forgetting the UK bit.

Some pirate groups threw caution to the wind and decided to operate illegally on AM on a local basis. REACT UK, affiliated to the influential REACT International, decided to keep their outfit national, legal and all above board.

That way, they argued, they would get the respect, and hopefully co-operation, of the established emergency organisations which are so vital to their success.

The national committee of police chief constables has come out strongly in favour of REACT, which was discussed at a special meeting last month. The Metropolitan police gave them the thumbs-down, however, and say that their own system is adequate.

RAYNET (Radio Amateur Emergency Network), the radio hams' equivalent of REACT, also called a special meeting last month to discuss ways in which the two services could work together.

Their Mr Clean policy seems to be paying dividends — the organisers claim to have the "UK-wide respect" of emergency authorities and private community services — and they've attracted some Very Important People to their ranks. So important, in fact, that we can't say who they are but they will come out of their official closets on CB Day.

But there are a couple of new members to the committee that we can mention. One is Inspector Campbell of the Devon and Cornwall police, who attended REACT's first AGM to get information for a survey being conducted by his constabulary, and stayed on to become Emergency Services Director. His job is to bring together representatives from all emergency organisations. And Nuneaton councillor Alasdair Mackay comes in as PR and promotions director.

Although channel 9 is recognised internationally as the emergency channel, we might have a bit of a problem here in the UK. Don't we always? Word has it that computer waste is bleeding onto 27MHz around the channel 9 frequency — or where it will be according to REACT guesstimates — so REACT's technical chaps are looking into the problem and any possible solutions.

They were, I suspect, quietly grateful for the government's initial delay, giving them time to boost their membership, get local training schemes under way, based on the REACT International monitors' guide, and plan the registration of monitoring teams. They've had so much breathing space now, it's just fortunate they're not agrophobiacs.

So that's the latest on the UK movement but it's worth looking at how things are going over t'water.

While the 27AM lobbyists turn to the US for an example of a workable CB system, so REACT UK can point to their American counterparts, REACT International, to show just how successful emergency monitoring can be.

A two-year survey, conducted by William Trabold of the GM research laboratories and Gerald Reese of REACT, describes the network as a 'major public service resource', which is what the Americans say when they think something is jolly good.

I don't want to bog you down with heavy statistics but these are actually very revealing. And I had to plough through them all so it's only fair you at least hear the interesting bits.

We'll start with the Ohio State Highway Patrol's involvement in things, because the police role is very topical



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### Call reports by type of road-related incident

Incident	Total Calls	Percent
Accident count	3,476	23.57
Vehicle count	6,618	
With Injuries	579	
With fatalities	56	
Stalled vehicle, occupied	2,497	16.93
Stalled vehicle, unoccupied	817	5.54
Abandoned vehicle, no plates	94	0.64
Road obstruction or traffic hazard	1,216	8.24
Major traffic jam	310	2.10
Traffic control equipment malfunction	707	4.79
Reckless or drunk driver	351	2.38
Request for road information	2,611	17.70
Vehicle fire	134	0.91
<b>Total</b>		<b>82.82</b>

### Sources of call reports

Source	Total Calls	Percent
Calls involved in incident	1,354	9.18
Passerby	7,212	48.89
REACTer	3,751	25.43
Police	259	1.76
Base station	273	1.85
Truckers or commercial vehicle	269	1.82
<b>Total</b>		<b>88.93</b>

### Call reports by type of non-related incident.

Incident	Total Calls	Percent	Incidents	Total Calls	Percent
Aircraft accident	9	0.06	Natural disaster	4	0.03
Alarm ringing	35	0.24	Non-vehicle fire	87	0.59
Animal on road	91	0.62	Persons fighting	52	0.35
Boating emergency	14	0.09	Railroad accident	9	0.06
Civil disturbance	43	0.29	Red Cross business	22	0.15
Crime report	175	1.19	Relay personal call	568	3.85
Dead animal	73	0.49	Severe weather	116	0.79
Explosion	17	0.12	Street lights out	59	0.40
Family emergency	86	0.58	Telephones out	59	0.40
Flood	39	0.26	Unconscious person	44	0.30
Gas leak	10	0.07	Vandalism	137	0.93
Industrial accident	5	0.03	Water leak	32	0.22
Medical emergency	103	0.70	Wires down	80	0.54
Missing child	116	0.79	None of these	1,090	7.39
Missing person	64	0.43			
			<b>Total</b>		<b>21.96</b>

over here at the moment. You ask the Metropolitan lot.

Apart from gratefully and enthusiastically receiving the REACT monitors' calls, their own posts are equipped with CB, and patrol dispatchers monitor them on a voluntary basis. Although calls directly received by them weren't included in the findings, their support of the scheme 'continues to be a source of encouragement to REACT volunteers in Ohio' says the report. Jolly good, as we Brits might say.

The monitors were asked to fill in forms giving details of calls received and the results were logged. A total of 14,750 calls were documented (not all monitors religiously recorded their calls and not all monitors took part) and 82 per cent of them were road related. Over 70 per cent of these were for accidents, stalled vehicles and requests for road information.

It's also interesting that more than 76 per cent of all calls originated from a passerby (including mobile REACTers and truckers) and 85 per cent of the transactions were completed in five minutes or less — say an average of 17 minutes in detection time — on the Detroit expressway system. A quick, life-saving public service at no cost to the community. Now, where have I heard that before?

I'll leave you to cast an eye over the tables for any more information and draw your own conclusions. Whichever way you, or the Metropolitan police, look at it, it must represent a major contribution to road safety. Jolly good, I say.

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# Northern Lights

**Breaker's undercover man, Clark Kent, tucks his cape under his mac and takes a look behind the scenes at a protest rally . . .**

The initial meeting was almost like something out of a Len Deighton novel: Three people known only by aliases, a lady making tea, and a journalist, who had been promised a scoop on the story, all meeting to discuss a highly illegal show of strength. "We'll show the buggers" was the most often heard statement.

It was just like it must have been at the turn of the century in Northern Ireland, immediately prior to the Easter Uprising. But this wasn't Ulster, it was Warrington. No, don't laugh, it really was. The event being planned, was, in its own way, almost as illicit as the Irish thing, though. It was to be a massive flexing of muscles to show Timothy Ralson and the Home Office why the 27MHz AM frequency should be freed for the use of CBers.

What was planned was a massive rallying of the troops, to result in a systematic clogging (no pun intended. Much.) of the North West's two major cities, Manchester and Liverpool — hence Warrington's significance, for the town lies (usually sleeping) midway between the two. Warhol said, "Everybody should be a star for fifteen minutes of their life" and Saturday March 21 was to be Warrington's turn. And for more than a quarter of an hour too, as the town was to be the focal point of the exercise.

The plan was for everybody — and there was expected to be a thousand cars — to meet at the M62 services just outside town by 10.30am and head into Manchester via the centres of Warrington (yes, it has got one, sort of) Irlam, Eccles and Salford. Once in Manchester it was hoped that the ensuing jam would clog the city centre for at least an hour. Then on to Leigh, St. Helens (this is getting to sound like an Eddie Waring rugby report . . .) and finally Liverpool, where it was hoped that the same degree of discord that has been wreaked in Manchester would be repeated.

One last fling around the horribly

1984-ish town of Runcorn, and then back to the service area for a goodbye eyeball. The aim was to ensure that nobody (for which read the police) would have any inkling of this event. Surprise was to be the biggest weapon.

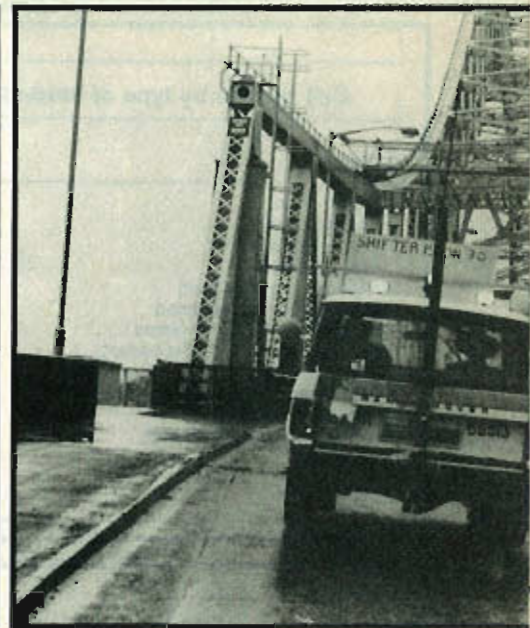
Thus I found myself sitting in the coffee shot at Burtonwood Services at nine of that Saturday morning, awaiting the masses. When I got there, there were only three arrivals, a bunch of breakers who had heard about the protest from far away at their home in Leicester.

I wanted to travel incognito, wander round and say nothing, just take it all in and steal a pic or two while nobody was looking. I couldn't find a cognito anywhere, so ended up travelling in a battered Ford Consul with an old mate, Mad Hatter, one of the three that had first put me on to this story.

One of the first things that we discussed, over a cup of what the owners of Burtonwood service area laughingly pass off as coffee, was the featurette that I had been shown on my arrival from London the previous night. It was from the local paper, tucked away neatly between the Womens' Institute reports and the preview of the horse show, and gave, in graphic detail, an account of what was to happen that day; where the cars were going to, what they were going to do, and what they hoped to achieve. Smashing. So much for the veil of secrecy, the element of surprise, the impact. It transpired that this was merely the work of a well-meaning club member who had taken it on himself to get some publicity for the cause. Ho hum.

Slowly people started to arrive. By ten, the car park was looking decidedly full and word was coming from the opposite side of the service area that a similar number were waiting on the opposite carriageway too. The other two organisers, Tennessee and Capricorn, were looking pleased. Maybe they would get the cars, the thousand cars, they hoped for.

Then came a warning of bandits at twelve o'clock. A Smokey was on his way through from the service road. All eyes were on him, a fresh-faced young Constable, as he slowly cruised into the



services car park. He tried hard to look cool, I'll give him that. Looking cool in a Range Rover patrol car is one thing, but in a little Chevette Panda? He surveyed the scene for a moment, decided he was ever-so-slightly outnumbered, and cruised out again. Five minutes later he was back, with another Panda following close behind, this one with stripes on the side. Now the Sergeant, he knew all that there was about looking cool. He was cool as he got out of his Chevette, and he was cool as he put on his cap and strolled over towards the main gathering.

"Who" he asked in a manner befitting Clint Eastwood, "is organising this?" He swept his arm across the sky, pointing towards the several hundred parked cars.

"Nobody," came a reply from the crowd. "Nobody is an organiser". "Somebody must be organising it — you cannot tell me that you are all here by a strange coincidence." Eventually Tennessee and Capricorn agreed to go and talk to the man, "as representatives, officer, not organisers".

The three of them — the original constable had stayed with his car, totally confused by the whole thing — went off to a quiet spot and discussed matters. It turned out that Sergeant Smokey was a bit peeved at not being let in on the little secret, and had had to read the *Warrington Guardian* to find out the real story. They had struck a compromise though, regardless. The cruise could go ahead as planned, but he insisted on giving a police escort through to the borough boundary. Ten minutes later we were away.

Altogether there were more than 300 cars, and it was some sight as they spread out along the short stretch of motorway to the Warrington exit. Progress through the town centre was smooth, and heads were turning at the bizarre sight of all of these cars carrying balloons and placards rolling down the main street at 20 miles an hour.

"Mad Hatter for Capricorn." Capricorn and Tennessee were together in the front door car, a Range Rover.

"Mad Hatter for Capricorn, come back."

No reply. Lots of bleed from other





breakers, but no reply from Capricorn. "Mad Hatter from Capricorn, we are by-passing to get to the bridge at Woolston for photographs — keep the door open for us to rejoin later."

Still no reply. Sod them. We went on, got our pics, and rejoined a couple of miles further down the road discussing the irony of the situation as we went. Here we are, on a CB legality kick, 300-odd cars, all with rigs, and we cannot get through to a car twenty feet ahead of us. Bleedin' silly.

Irlam was terrific, and not just because of the young lady with the massive chest that I fell hopelessly in lust with outside the bacon factory. It was the wierdest thing that this pokey little town had ever seen. Our escort had departed a couple of miles back down the road and we were on our own. Just the convoy and gawking shoppers coming out of the Co-op and shaking their heads in disbelief.

Just out of Eccles we picked up another contingent of cars and carried on our merry way into Eccles, a suburb of Manchester famous for its cakes and sod all else. Much the same reaction as we had got from Irlam — nice stuff, but will it get back to the Home Office?

Between Eccles and Salford, Mad Hatter and I peeled off again to head for the far end of Manchester's Mancunian Way — the intended scene of the main chaos-making. This is a strip of Motorway a flyover-the-City-centre about a mile and a half long. It had started to rain as we cruised out of Warrington, and by the time that we got into Manchester it was jolly persistent, to say the least. We parked up behind the Apollo Theatre, and headed into the centre of the traffic island to await the convoy. Twenty minutes we waited, and nothing. Naff all. And all the time the rain was persisting down. Most of it on me. We figured that something must be seriously wrong: Maybe they had been stopped by the Smokeys — we hadn't seen any sign of any since crossing the Warrington boundary: Why not?

Jumping back into the car (and grabbing a tuna butty each in the process) we headed for the other end of the Mancunian Way. There we met up

with Brewer, another of the many Red City Breakers involved in the organisation of the convoy. He assured us that there was no trouble, just that Capricorn had thought it necessary to stop and regroup following the cock-ups caused by Eccles's hundreds of traffic lights. They were just moving off, and would be at the island in a couple of minutes.

Back into the car, a cheese butty each this time, and back to our chosen no-mans land at the other end of the strip. They appeared, I took lots of pics, got wetter than ever, and had another tuna butty as we rejoined the convoy.

The police in Manchester kept a surprisingly low profile — the only trouble we saw was one of the plod squad who'd stopped the struck travelling with us to check the driver's log sheet. He was clear, and the only Traffic Smokey that we saw, a friendly and efficient Sergeant, soon got him moving along again. Out along the A580, and to the next pickup point just South of Leigh. A Smokey in a Transit appeared about this point, asked where we were all going, and went away when we told him "Leigh". Probably not his patch . . .

In terms of PR, Leigh was a great success. Straight through the town's busiest shopping thoroughfare, there were hundred of people stopping and staring. One old chap shouted across "Where's tha' gowing? Whassit in aid of?" and was told "Liverpool", and that it was a CB protest. He wandered off non-the-wiser.

Out through a couple of small villages, and back onto the A580, heading towards St. Helens. Once again traffic lights had taken their toll, so Capricorn and Tennessee decided to stop and regroup, which was a bit silly as we were on a stretch of freeway. Within minutes of pulling up there were Smokeys everywhere. Smokeys on bikes, in Granadas, in Range Rovers, in Escorts, in Pandas. Millions of the buggers. One with lots of spaghetti on his hat eventually spoke to Brewer, the advance scout who had stopped a hundred yards further, and discovered what was happening. Having read the planned route map he declared that





# Northern Lights

there was no problem — he would provide an escort right through to Liverpool. Coo, what an escort!

Working in the formation at which they excel, the bike-mounted Smokeys were going on ahead and holding traffic lights and junctions open for the whole four-hundred-plus vehicles. Staggeringly friendly treatment, it surprised us all. We cruised on through a very wet St. Helens with few pedestrians, and in no time at all were on the outskirts of Liverpool. We had even managed to make up some of the time we were adrift through having to regroup.

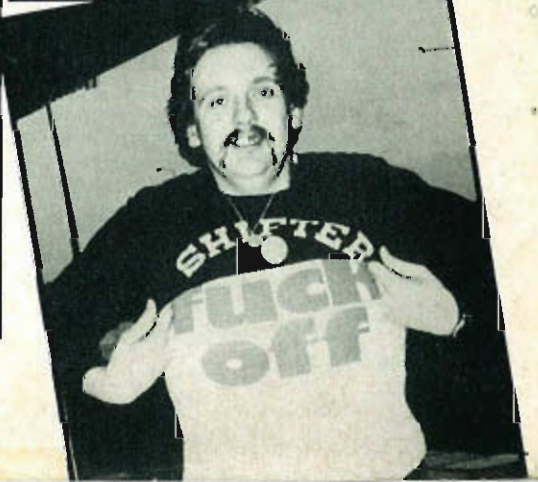
Virtually into Old Swan, we stopped again while the St. Helens division of Liverpool police swapped with the city centre branch. At one point I counted a dozen bikes, six RS2000's, and several Range Rovers, all in police livery. What really amused me about this stop was the location — right outside the police social club. But did that stop anybody using an illegal CB? And on through Liverpool city centre, to the desired amount of rubbernecking from pedestrians. It was about four in the afternoon by then, and we were all feeling a little tired. I was still wet, too. We rolled back into the Service area at Burtonwood at about 6.15.

The original plans were for a live outdoor disco and barbeque to waste away the rest of the evening, but the weather kicked that in the head. Trying to bop carrying an umbrella just isn't on unless you're Gene Kelly. Instead, it

was down to a few words of thanks from the organisers and reciprocal thanks from invited clubs. That it had pissed down all day had dampened a few spirits, but none to the point of despondency. There was still a feeling of cautious optimism that Red City Cruisers had achieved what they had set out to do, without running into trouble along the way. The Smokeys could easily have adopted a "We'll head 'em off at the pass" attitude, but didn't.

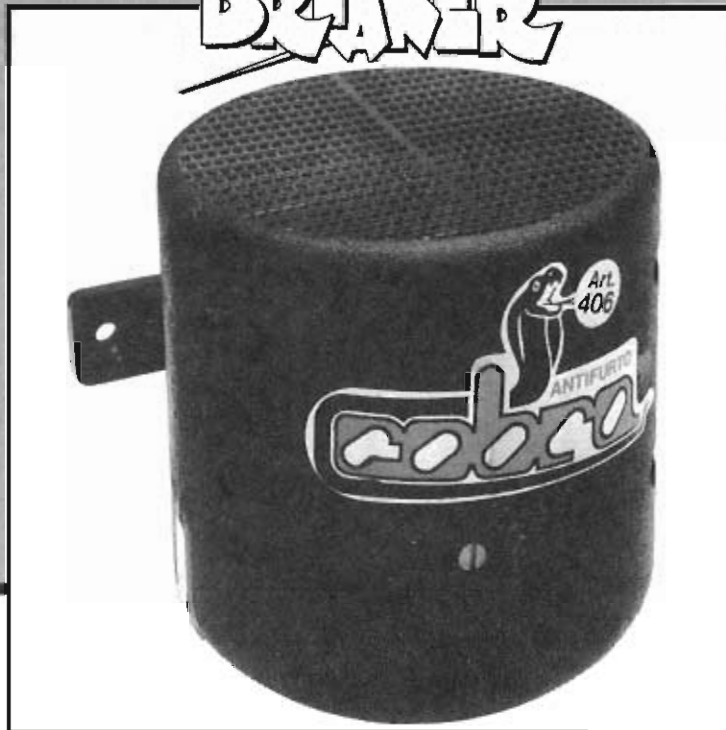
Although the four hundred cars that had turned out was a good way short of the thousand originally hoped for, it was still enough to be noticed. Whether it will ever filter through to where it counts, the Home Office, is a matter for some conjecture, and I must confess to being none-too-optimistic. But at least they didn't sit on their asses and just talk about doing it — they went out and did it. Maybe if a few more areas were to be given a similar treatment, the cause would be furthered. Or would it?

What the day did prove, in a rather bizarre manner, was that the police seem to have more to care about than catching illegal breakers. That they were cruising along with car loads of loonies openly using 27AM radios, and turning a very obvious blind eye to them, shows that. Not being a radio engineer I am in no position to comment on the technical pros and cons of this wavelength, but I reckon that we can now dispel that old one about it interfering with police radios, can't we?





# 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-locks, 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? Minefields? 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 Itai 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.

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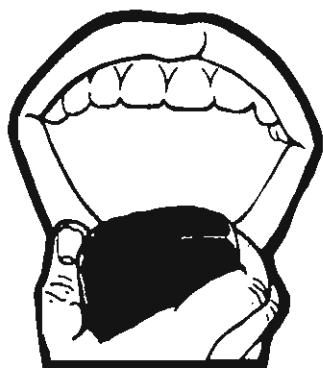
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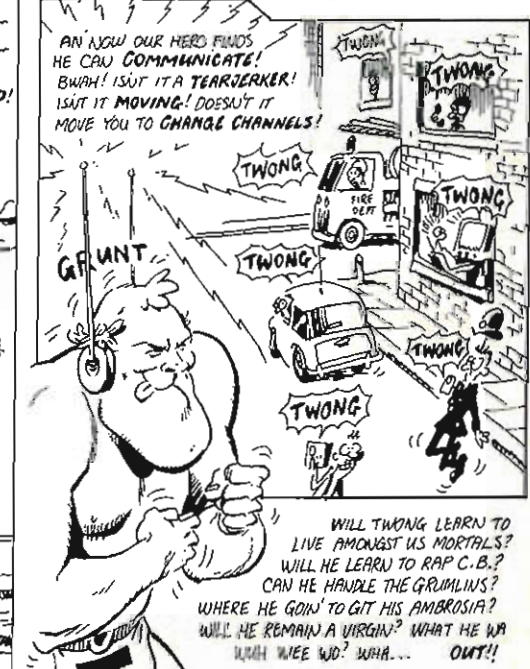
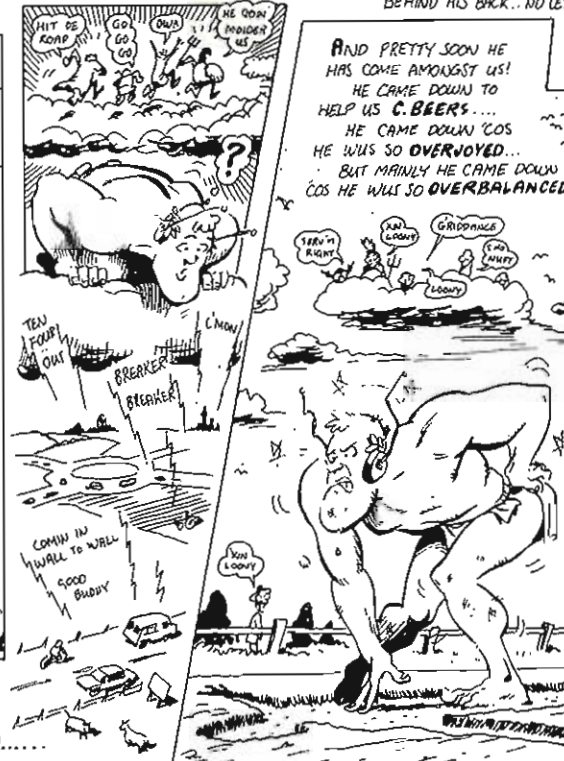
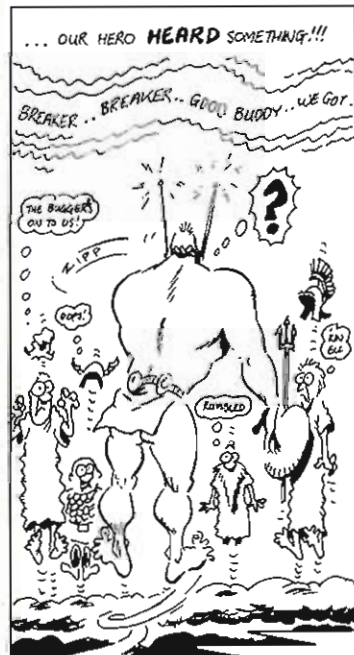


..AND SO, PRETTY SOON, TITTYANA GAVE BIRTH AND ALL THE OTHER GODS GOT REAL EXCITED!



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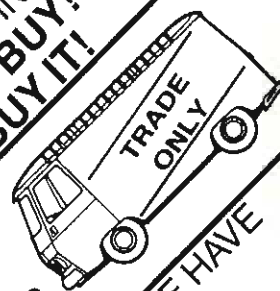
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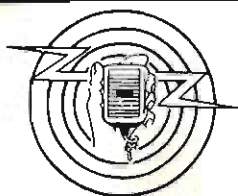
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# HAVIN' ASS

Think of decorated trucks and the USA inevitably comes to mind. They are mobile billboards for truck companies and owner-drivers and acres of flat panels lend themselves to elaborate paint, chrome and polished ally. There's a rather fine example featured in this issue.

But the USA is not unique when it comes to adding a bit of individual style to commercial vehicles so we thought we'd take a look at what other countries are up to. Wonder if I can claim all this world travel on expenses . . .

From the Philippines come the Jeeps. Originally they used WWII Jeeps but now these urban or inter-village communal taxis are based on later models. Even old Jeeps die eventually. Custom shops in Manila (really) sell every kind of add-on for what has now become a tourist attraction.

Before the war in Argentina, and particularly during the Peron regime, it became very popular to paint images of both the dirty old colonel and his notorious wife on vehicles. Will we see Charles and Di on Corgi Toy trucks perhaps?

The folk-artsy style of decoration on Sicilian peasant carts has been around for a few hundred years — and although the smelly old horse and cart is being replaced by the smelly little two-stroke three-wheeler, the same style of painting lives on.

Off to Afghanistan. The locals there paint outrageous scenes on the side, front, back, top and probably the bottom of their wood-bodied trucks. Home-made bodies may lack driver visibility but you should be able to see them coming even if they can't see you. Trucks tend to be long-nosed types because, as we all know, the engine is worked by the devil and you want him out in front where he can be seen.

Britain has a tradition of nicely painted fairground trucks but unfortunately, traditional stylshness seems to have been lost in the greedy scramble to rake in money from the new electronic side shows — showmanship, it seems, is on the way out. Still, wreckers are putting on the style.

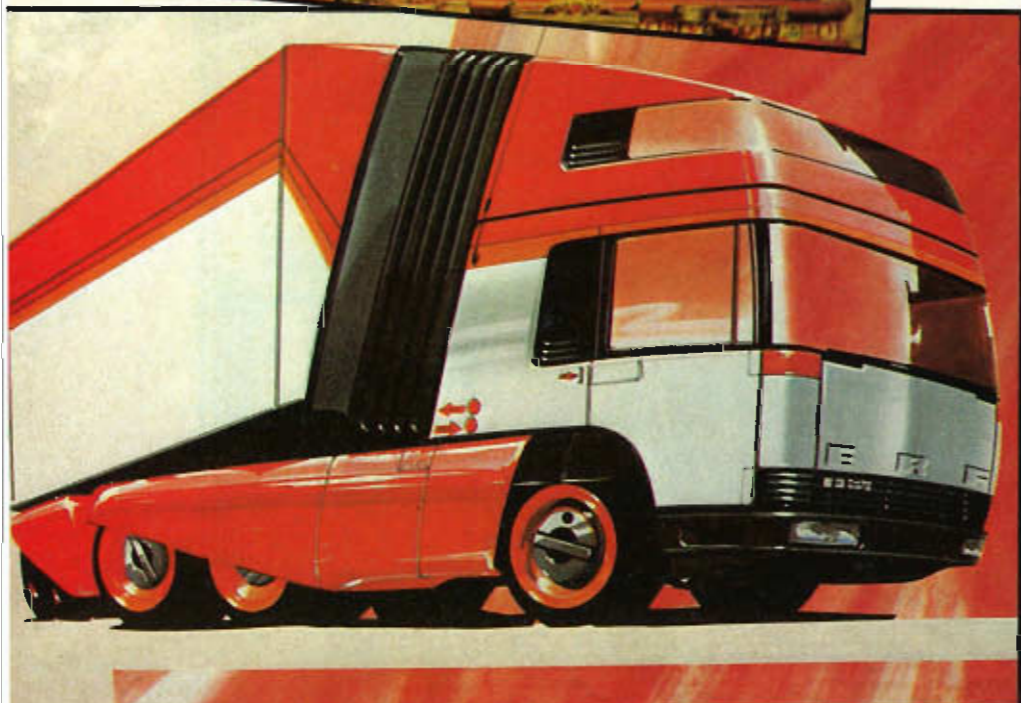
Wrought iron grilles, orange ostrich plumes, red lights at the front, green at the rear and, to return overseas briefly, it looks like there are no rules in Syria and Jordan, where fancy decoration overtakes both function and legality.

Certainly the USA remains the centre of vehicle decoration, and there is a wealth of brilliant stuff about, as David Jacobs's colour pix show.

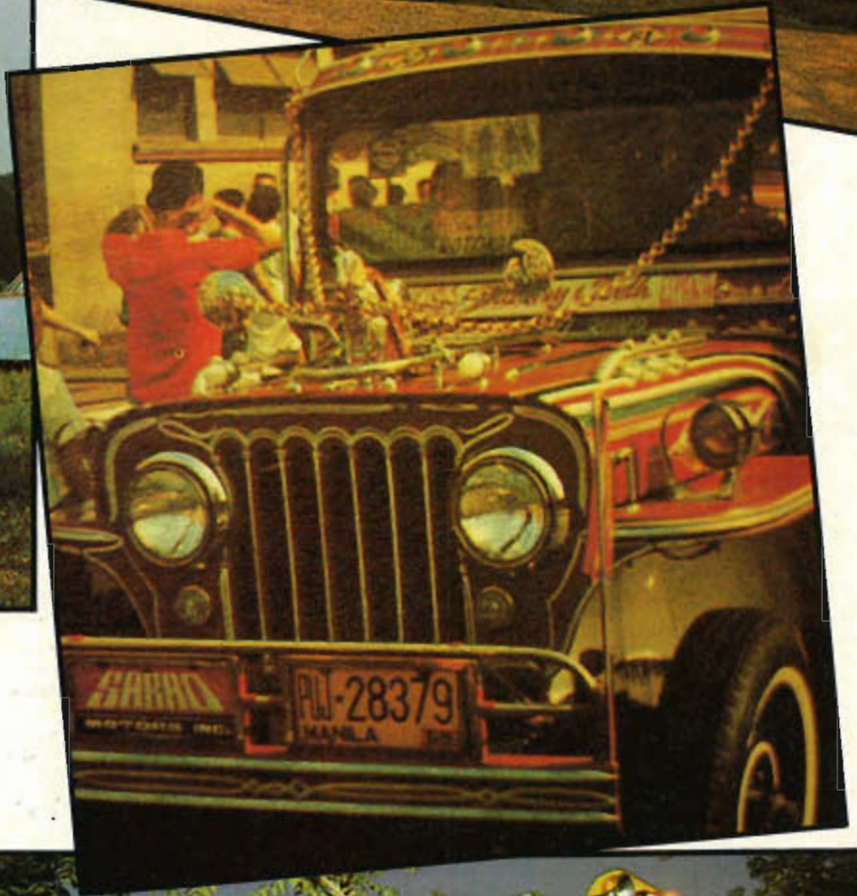




# BREAKER







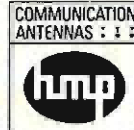


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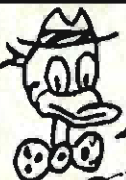
**Good Buddies Code**

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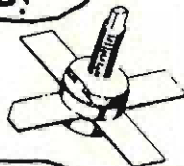
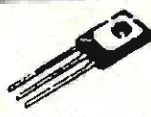
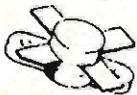
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*Exchange cards with fellow CB'ers. Everybody's at it - it's the craze in the USA and it's set to sweep the UK. Be among Britain's first, there's going to be a rush!*

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Your name and address - code name for your town or city. Your XLY or seat-covers handle if required.

Send with a cheque or PO made payable to CB Printers to:  
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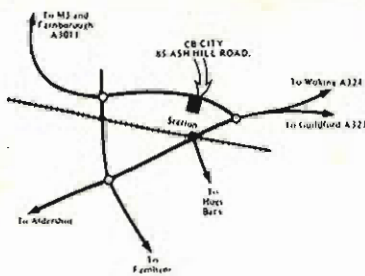
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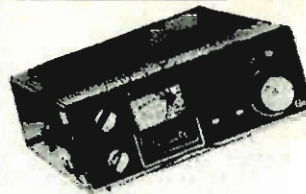
*Shakespeare*

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# Index to Advertisers

Aerial Installation & Repairs .....	58
Anglia Components .....	58
Auto Aid .....	59
B&H Electronics .....	6
B & M Trucking .....	22
Breaker Discount Warehouse .....	8
Breaker — One — Four .....	6
Breaker Twenty .....	20
Bridalr Auto Promotions .....	34
Broadstick .....	35
Canadian Instruments .....	8
C.B. Centre .....	20
C.B. City .....	60
C.B. Equipment .....	52
C.B. Printers .....	59
C.B.R.C. .....	2
Cee Bee Unlimited .....	41
Central Broadcasting Supplies .....	14
Citizen Band UK Ltd .....	58
Cliff Davis Cars .....	34
Contemporary Communications .....	40
Country Boy .....	35
Craven Electronics .....	52
Curtis Motoros B. .....	22
Custom Equipe .....	83
D.A.D. .....	58
Dales Jewellers .....	41
Dateline .....	10
Falcon C.B. Centre .....	40
Formula One .....	34
Globe Communications .....	60
Goodhead Publishing .....	34
Great British T-Shirts Co, The .....	22
Guildford C.B. Centre .....	60
Hughes, Mr .....	54
Inosec Limited .....	41
Mid Cornwall C.B. Centre .....	40
Mobek Auto Electrical .....	54
Murphy, Pat .....	12
Printout Promotions .....	4
Riggers .....	12
S.M. Electronics .....	29
Smile Recording Studio .....	58
Skips C.B. Centre .....	54
Skywaves .....	20
Sunshine T-Shirts .....	54
T.V.I.S. .....	35
Techscott Co .....	40
Ten Four Limited .....	40
Tradaparts .....	30, 31
Wheels Promotions .....	12
Wilderman .....	52
Wintjoy .....	28
Woolfe Racing, John .....	64



# BREAKER

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# PETITION

Those of you who saw the first issue of Breaker will know it carried a petition campaigning for a "CB facility of some acceptable kind". We don't believe the 27FM system proposed is acceptable and we know a lot of you feel the same way.

Unless the Government hear from you they will assume they've answered all your prayers so sign our petition and collect as many other signatures as possible.

Please only sign it once and please don't try to help by inventing names or forging the signature of someone you know. When you have collected as many names as possible return the form to us.

*Breaker*  
Link House  
Dingwall Avenue  
Croydon CR9 2TA

### To the Home Secretary

We, the undersigned, do hereby urge Her Majesty's Government to reconsider their recent decision to introduce a Citizen's Band Radio facility into this country on the frequency of 27MHz FM. While we appreciate the technical superiority of Frequency Modulation over Amplitude Modulation we would point to the existing use of the American-based system already in operation in this country and beyond control. The introduction of an FM service will not bring about the abandonment of the AM units and the only result will be chaos of a kind worse than that which currently exists.

We would also urge that this decision be taken without delay in order that we may enjoy the obvious social benefits which accrue from a working Citizen's Band Radio Service as soon as possible.

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2	.....	22	.....
3	.....	23	.....
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# BREAKER

Note to signatories: we will feel unable to pass on any forms which contain anything other than single legitimate signatures. If we suspect misuse of any kind we shall automatically invalidate the entire form.

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