

# BREAKER

**FM specifications—  
on the way in?**

**CB Installation—  
on yer bike**

**New FM rigs—  
on the shelves soon?**

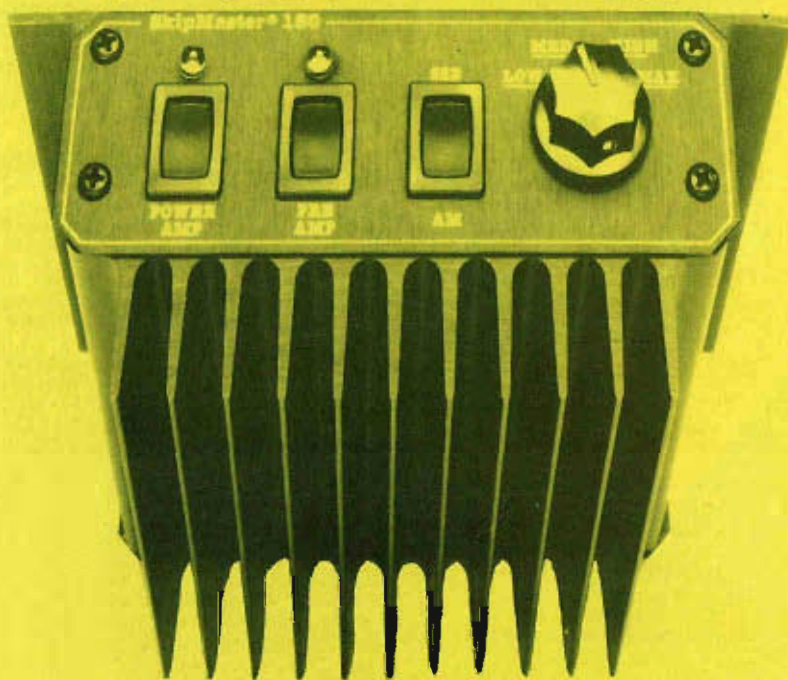


**The Citizens Band radio magazine**



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# CONTENTS



## BREAKER

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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.

Roll the credits. Truck and bike pix by David 'Parking ticket' Leigh. Rig pix by Bob 'Can I set fire to it?' Irving. This caption by Me 'Why do I always get lumbered?' Again. Thank you.



**Bulletin/Shooting off at the mouth** .....  
**Letterbox/You get in a flap** .....  
**Letterbox/That's yer slot, sonny** .....  
**Newsflash/The naked truth** .....  
**Newsflash/The bare facts** .....  
**Newsflash/Skin newsy, innit?** .....  
**FM v AM/Lost on a technicality?** .....  
**Bike talk/Putting your spoke in** .....  
**Shop talk/FM — Will you love the change?** .....  
**Copying/BJ and the Bare** .....  
**REACT/Testing, testing** .....  
**Monitors/Ears listening to you, kid** .....  
**Clubs/And no rude pictures** .....  
**American DX?/That'll do nicely** .....  
**Twong/The other man in Lois Lane's life** .....



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 HOPE WE HAVE  
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 K 27  
 DX 27<sup>5/8</sup>  
 Retractable with splitter  
 Electric retractable  
 K 40  
 Rubber Ducks  
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 3ft Firestiks  
 4ft Firestiks  
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 PL258  
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**WHOLESALEERS**





# RATSWELL JAW

We've taken, over the past few months, a great deal of advice from a great number of people on the subject of calling channels. We asked for your opinions and we got them in great measure.

There was a fairly wide variety of feeling on the subject, and in a lot of cases it was reasonably predictable. At the same time we heard the specifications for the Government's proposed FM system, and we are pleased to find a total of 40 channels although there is, at this stage, no mention of sideband.

But it does mean that the numbers will cross-relate, between the pirate AM and the legal FM, which we feel be important. The prime factor which has guided most people in their opinions on calling channels and so on seems more than anything to be memory — people like to stick with what they're used to, and although it seems an obvious fact we were still a bit surprised.

There were a number of you who had quite complex arrangements in mind for channel allocation for a variety of technical or practical reasons — like making 20 the emergency channel because it's in the middle, and so on, but all of these have been far outweighed by the fact that CB has been around long enough in this country for accepted practices to have become the unwritten rule in the minds of

most people. It seems then, that everything will remain much as it has been.

The biggest problem has arisen over the question of local calling channels: some areas, or clubs, have their own net channels. A few wanted them adopted by everybody, a few wanted them to remain private; keep the rest of the world on 14 or 19, out of our way, seems to be a fairly popular opinion. But should it be 14 or 19? The general trend now seems to be towards leaving 19 as a nationally-accepted truckers channel for use by the long-haul drivers looking for directions or traffic information, while many areas now seem to be adopting 14 (which was originally a calling channel almost unique to London itself) as a local calling channel for residents and other people staying in the area; this seems to be occurring quite naturally already, without any prompting from us or anybody else. After some reflection we've decided that this does appear to be the best answer, fulfilling as it does the requirements of most breakers as well as staying on familiar channels.

Doubtless many clubs will choose other channels peculiar to themselves or their particular area in the near future, once the FM system starts to fill up with users and the channels begin to crowd out. In anticipation of this need we'd like to ask all clubs to let

us know if this is, or becomes, the case, so that we can include the information in our club directory.

The other channel which remains to be allocated is that which will be monitored for emergency calls. Having already discovered the preference of most breakers to stick with things which have become familiar, we would be surprised if REACT, and any other groups, chose to do anything other than monitor channel 9. Although we are quite sure that everyone will continue to regard this as the emergency channel its practical value will be entirely dependent on whether or not anyone bothers to monitor it, and if REACT choose channel 38 or something then *that* will have to be the emergency channel. We are very much in their hands at this stage, likewise in the hands of THAMES and all the other services. Let's hope that they can work together; it would be awful if we had more than one emergency service operating in the same area.

Just how all this works out remains to be seen, of course. There is little doubt that FM will be adopted on a large scale by multitudes of people, and little doubt that REACT will be monitoring that facility. Whether the newer users will treat it with the same attitude of responsibility as we have enjoyed up till now on AM is not certain.

**The ever so naughty 1200FM from Lafayette, which must be illegal just about everywhere. It's got HI, Mid, Low, LSB, USB, FM and AM. I'll leave you to work out the number of channels.**





BEFORE



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05006 MARIJUANA  
NATURE'S WAY OF SAYING HIGH



05052 KENWORTH



07078 OLD CHEVY'S NEVER DIE



07071 KING OF THE ROAD



04032 BRITISH BREAKER



05054 KENWORTH



04013 LIVERPOOL



08017 SLEEP WITH A MECHANIC



06023 FORD VAN



06001 DUKES OF HAZZARD



05013 FREIGHTLINER TRUCKS



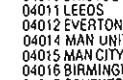
05040 FIREBIRD



08018 SLEEP/TRUCKER, RIDE ALL NIGHT



07057 OLD FORDS



04011 LEEDS



08016 WOMEN LIKE SIMPLE THINGS — MEN



02000 DON'T LET THE BASTARDS WEAR YOU DOWN



02002 MECHANICS HAVE HOT RODS



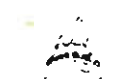
05055 PETERBILT



09001 STAMP OUT PREJUDICE — HATE EVERYBODY



05060 WHAT RECESSIOIN I VE ALWAYS BEEN BROKE



07054 IMPROVE YOUR IMAGE — BE SEEN WITH ME



05033 SUPERMAN BADGE



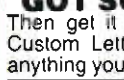
02028 LIONS HEAD



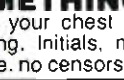
04001 FART IN A MONKEY BOX



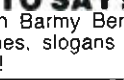
05030 I'M SO HAPPY



08010 DISCO IS DEAD ROCK IS ROLLING



02028 REALITY IS FOR PEOPLE WHO CAN'T HANDLE DRUGS



08004 SLEEP WITH AN ELECTRICIAN



07072 GEAR JAMMER



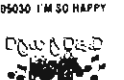
08019 SLEEP WITH A SOLDIER



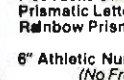
08015 SLEEP WITH A PLUMBER



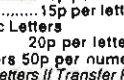
06013 IT'S NOT EASY BEING A SEX SYMBOL



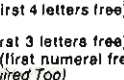
06010 IF YOU THINK SEX IS A PAIN IN THE ASS YOUR DOIN IT WRONG



08005 HAVE A NICE DAY B4 SOME BASTARD LOUSES IT UP



08004 SLEEP WITH AN ELECTRICIAN



09018 ONLY SLEEP WITH THE BEST



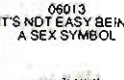
09019 THE BEST



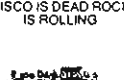
07007 SHE APPRECIATES PERFECTION



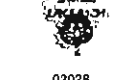
08004 MEEK-SHIT



08005 HAVE A NICE DAY B4 SOME BASTARD LOUSES IT UP



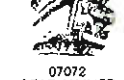
06010 IF YOU THINK SEX IS A PAIN IN THE ASS YOUR DOIN IT WRONG



08004 SLEEP WITH AN ELECTRICIAN



09018 ONLY SLEEP WITH THE BEST



09019 THE BEST



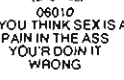
07007 SHE APPRECIATES PERFECTION



08004 MEEK-SHIT



08005 HAVE A NICE DAY B4 SOME BASTARD LOUSES IT UP



06010 IF YOU THINK SEX IS A PAIN IN THE ASS YOUR DOIN IT WRONG



08004 SLEEP WITH AN ELECTRICIAN



09018 ONLY SLEEP WITH THE BEST



09019 THE BEST



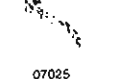
07007 SHE APPRECIATES PERFECTION



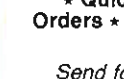
08004 MEEK-SHIT



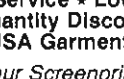
08006 EAT SHIT & DIE



07025 EYE & TEARS



08004 SLEEP WITH AN ELECTRICIAN



09018 ONLY SLEEP WITH THE BEST



09019 THE BEST



07007 SHE APPRECIATES PERFECTION



08004 MEEK-SHIT



01001 C-BEE

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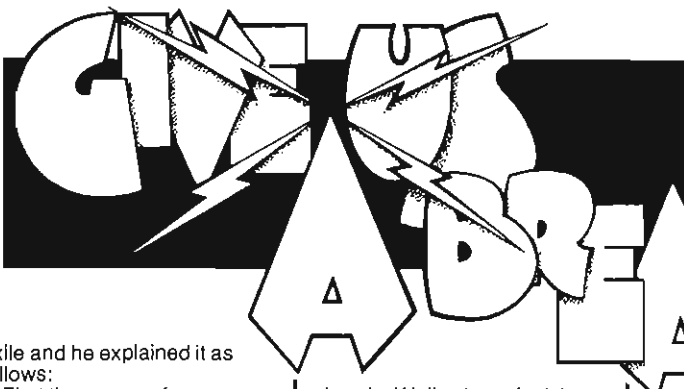
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## The rules

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.

## Memory man

Dear Breaker, In Issue 2 of your excellent magazine, you said that you were having your own Breaker QSL card printed. Where is it? Paperboy  
Kidderminster  
(Er, yes we did. Good question . . . um . . . right, what's next?)

## Thanks

Dear Breaker, I would like, through the pages of your magazine, to give people an insight into the sort of people CB operators are.

On April 26 my father passed away after having a heart attack. He was a cripple who, through diabetes, had extremely poor eyesight and CB was a boon to him. It was a means of leaving the confines of his house and meeting many people. Several breakers eyeballed him at his home 20 and he came to greatly enjoy his chats with them.

Two such breakers were Boomer and Lobster Pot. They rigged up an aerial up in the loft for my dad and Boomer was in the process of trying to convert dad's 23 channel AM/SSB rig to 40 (or 80) channels.

When the tragic news of my father's death reached Boomer and Lobster Pot, they rang my mother and offered sympathy. Boomer said he would like to come to the funeral and he then said that the local Breakers had had a collection for my mother.

Later that day, my mother rang me, overcome by the breakers' gesture and, believe me, she felt a lot better for it.

So, heartfelt thanks to Boomer and the rest of the breakers for making a difficult time a little easier.

L J Singleton  
Somercotes

## King angry

Dear Breaker, Willie Whitelaw has announced the frequency for those new FM sets, 27.6 to 28MHz. OK, that sounds fair.

It goes on to say that he's

going to give us 40 channels. Great. What a nice chap. Then the crunch! Two watts! What's he trying to do? A transmission limit of three miles is not on. And neither will we be.

Who wants a set that can only reach their house when they're parked outside? Nobody.

I'm staying neutral at the moment but if HMG carry on trying to con the media about FM, then I'm afraid it's going to be a case of: What a nice AM set, how much?

Mr B King  
Bournemouth

*(We await the results of field tests with bated breath.)*

## Much binding

Dear Breaker, Now you are monthly, why not market a hard back binder for us avid readers to stash our back issues?

Peacemaker  
Manchester

*(Funny you should mention that. They are on the way, do not fear. Now you think it's a cod letter, don't you? No faith, some people.)*

## Ireland's lesson

Dear Breaker, These are my views on 27 megs FM. They are not extreme views, in fact I am convinced that things will go roughly along these lines.

No matter how many breakers are on the air now on 27AM, within one month of 27 FM legalisation we will be a minority, outnumbered 10 to 1 by new legal breakers. There are millions of people out there just waiting for the legalisation of any system. Companies will buy wholesale for their fleets, car manufacturers will fit them as extras.

Within a year the craze will be over, with millions of rigs no longer in use. I see the future of CB as 90% a motorists aid, and the present important use as a social tool for meeting new friends will fade as CB society gradually goes from close-knit good buddies to "everybody's got one".

To all of you who are by now thinking "what a load of rubbish", take a week's holiday, as I have, in Ireland, where they have had CB without restrictions for three years. In seven days' touring I had four decent copies; not one day went by without at least one encounter with a bucket mouth and all this, of course, was when I actually managed to get a copy. The Irish airwaves are very quiet.

I take into account the fact that my English accent can't have helped but I did do a lot of ear wiggling. The only guy that eyeballed me was an English

exile and he explained it as follows:

First there was a few enthusiasts gradually increasing in number through word of mouth and within six months the papers were full of it and there were a million breakers on the air. Then, gradual loss of interest, fewer and fewer people on the air until it became a shadow of its former self.

It is easy to draw a parallel with the present state of affairs in the UK. Although it must be stressed that the UK breaker is a different animal to the Irish breaker. We have fought a lot harder for our CB than they have and that accounts for a lot of the complacency over there.

In conclusion, let's not get carried away in the present euphoria and let's stop and take stock, not only of what's happening now but what is going to happen.

Matador  
Middleton

*(A drop in demand after the initial boom seems likely. Whadya think?)*

## Sorry dad

Dear Breaker, I am 15 years old and have been on the air for about three or four months now. I attend a boarding school in Berkshire, and have nearly been busted by the bears and the bobbies. If caught I would have been fined £100, which would have gone straight to my father because I'm too young.

I understand about CB being illegal but I can't see why. I hope the HO gives us a two year phasing-in period because I don't think anybody wants to throw their £70 or £80 AM sets in the bin.

I'm sorry if I'm ratchet jawing but this is the first CB mag that I've written to and I hope you print it. My pen's running out of ink so I'll have to go. Good numbers to Breaker and all breakers.

Little Squirt  
Bracknell  
Berks

*(And he can spell . . .)*

## FM rules-soon?

Dear Breaker, I couldn't agree more with SilverSurfer's letter, Lost cause, in Breaker No 5 — 27MHz (especially AM) is a dead loss. (A small pause for riots etc).

Half the time it's full of Italians or Yanks, making local contacts very difficult. The only reason so many people want 27MHz AM is that they've gone and spent £60-£100 on AM equipment

already. Well, whose fault is that? They should have waited, as I was prepared to do, and helped to push for 41MHz FM which would be clear 24 hours a day for our exclusive use. As it is, they have caused the Government to hastily introduce 27MHz with all its drawbacks.

My second point is the use of burners (linear RF amplifiers). CB is for personal, short range communication, not DX work. 4 watts is enough for any responsible person, and even this amount can cause considerable TVI etc.

I cannot understand your magazine's bias against FM. Don't fight HMG, you'll make it worse for us genuine CB'ers who want a reliable short/medium range radio service.

A J Howlett  
Cheshire

*(We're not so much against FM as against scrapping AM. In the end, the decision is yours.)*

## Boing, boing . . .

Dear Breaker, I am just dropping you a line to say thank you for putting my last letter to you in Breaker No 5.

I have had a fantastic response from your readers in the UK and Ireland and the club is going very well with at present 188 members.

The club package has been revised and here is a list of what members will receive when they join the Australia International QSL Swap Club:

(1) ID card and No; (2) Membership certificate; (3) Club rubber stamp; (4) 20 QSL cards from around the world; (5) Car sticker; (6) Post cards of Australian wildlife; (7) Other club application forms; (8) Australian stamps; (9) Australian coins; (10) XYL free membership — all this for just £6.00. Cash, no cheques please. International money orders should be made out to Paul Dunster. I also swap club packages with other clubs if they wish to do so.

I would like to say that I have found your magazine, Breaker, the best reading of all the CB magazines that I have been receiving from my good friend Mike Newbold.

It does you good credit, keep up the good work. I look forward to issue No 6 from Mike.

All the very best to you, from your sanddropper from down under.

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# GIVE US A BREAK

## Declaration

Dear Breaker,  
Many people have put pen to paper expressing their feelings concerning AM, and the majority of them are quite adamant about staying with the present system, with all its drawbacks. Such people should open their minds to constructive argument.

I believe that we should go for an FM service which would undoubtedly be better than AM, as anyone having listened to FM would agree.

Reduction in interference and cutting down of noise on channel are obvious advantages. 40 channels minimum is an obvious choice because the population concentration in our 'fair Isle' is quite high.

For the same reason, we don't need a system with a range of 25 miles, but I don't think that a power out-put of less than 4 watts would be satisfactory. And the FM system should stay with the present channel frequencies and spacing. There should be an amnesty for us to get our AM rigs 'converted' and registered or licenced with the minimum of fuss.

If my beliefs cannot be obtained then I will stand behind our present system as it is well established, beyond the point of total change.

Mariner  
Stourbridge  
West Midlands

## Windy

Dear Sirs,  
Whether AM or FM it's got to be at least four watts ERP and have at least 40 channels and a reasonably priced licence not like the road tax rip off.

Tornado  
Bristol

*(It won't, it will, it might have. One and a half out of three isn't bad.)*

## Star Letter

Dear Breaker,  
What a smashing mag! I buy all the others so I know what I'm on about. I love all the colour pics, especially the centre pages in Issue No2 and the rigs in No5. I love big trucks too, so keep them coming.

John Boyle  
Bircoles  
Doncaster

*(What a good letter. Succint, informative — and genuine. Honest.)*

## Black Eagle

Dear Breaker,  
I would be grateful if you could print this letter and help me out.

I have received a QSL card

from 'Black Eagle' who lives in Watlington, Norfolk. Unfortunately, that is all I know of where he lives because he forgot to give me his full address.

So if you're reading this 'Black Eagle', could you please send me some more of your QSL cards and your full address?

Thanks a lot for your help. Keep up the good work. Your mag is the best there is and the QSL articles are great.

Windsurfer  
Derby

*(This isn't a contact magazine, you know. They're illegal. If Black Eagle's out there, drop us a line and we'll pass it on.)*

## THAT photo

Dear Breaker,  
After reading Issue No. 5, which I found very interesting and enjoyable, I and a number of good buddies felt one item was in very bad taste, and we feel it lowers the standard of the magazine.

I refer, of course, to the photograph on page 50. The one of the person wearing a T-shirt with F . . . O . . . printed across the chest. You will note I do not refer to him as a breaker. A true CBer would not want to associate himself with language like that in print or over the airways.

I can swear as good as the next man, and better than some. But I make sure that I never swear in front of my wife or young daughter, in company, or in front of young children. And never over the airways.

95% of CB users are responsible people, and try to stamp out swearing and such on the air, and also educate young breakers in the correct way in which to use CB. So why lower the standards of the magazine by printing such material, just to cater for the oddball 5%?

Another point you may not have considered, and that is the junior breakers who read your magazine. My daughter usually reads the magazine from cover to cover. Not this one she doesn't.

So please, keep it clean, and long may you prosper.

Ski  
Burntwood  
Walsall

*(Whether you refer to him as a breaker or not, he is a breaker. You may call him irresponsible but he represented the rally as much as anyone else pictured in the feature. We don't condone his behaviour but it wouldn't really be right to ignore any element of CB, would it? However much in the minority, they may be.)*

## Channels . . . again

Dear Breaker,  
Further to a letter printed in your April issue from 'Blue' of 'Summer Wine City', I am particularly interested in this as we have had some trouble with local channels.

There are two clubs in Bury St Edmunds (Sugar Town) and it was put to them that they should vote on a change of channel to 14 leaving 19 for trucks and travelling conditions etc.

Our club, Eastern Counties Open Channel Club, took a vote and a majority were for 14. Within a week, breakers were going onto 1-9. Then the other club took a vote and I was informed they did not agree to change channels.

Within a month only a few were on 14, so it was put to a vote again and a majority decided on 14. Now, two weeks later, you'll only get a copy on 14 from the good buddies who stuck by their vote.

I agree with Blue, if there was a national breaking channel it would help everyone.

Caroline Kitter  
E C O C C  
Bury St Edmunds  
Suffolk

*(The channel debate continues. If you've read Ratchet Jaw, perhaps you'd like to drop us a line and tell us what channels you're all using.)*

## Mum's the word

Dear Breaker,  
No, I'm not a CBer, but the mother of sons who are fanatics. I hang on until they are at work then sneak out Breaker and sit with my feet up and have a whale of a time reading it.

I get a real good laugh and I admire the way you don't pull your punches.

CB and Breaker give the young men a keen interest and gives them a wider circle of friends, more interests and more sense, which can't be bad. So thanks a million and keep up the good work. How do I sign off?

King Monkey's Mother  
Abingdon  
Oxon

*(A. Doctor writes: This compulsion to read Breaker, Breakeritis as it's known, is reaching epidemic proportions. If you are a secret reader, consult your own doctor for advice and the address of your nearest addiction clinic.)*

## Watts up, doc?

Dear Breaker,  
As an open-minded bystander, could I make a few points on the AM or FM debate? I have used AM, FM and SSB on the

amateur bands for several years.

From personal experience, AM does cause more interference, especially with audio equipment, than FM. The difference is about 20 decibels—or 100 watts of FM is as troublesome as 1 watt of AM!

Whilst AM has a slightly greater range, FM has less background noise. But for really long distance contacts, you can't beat SSB, so why not fight for that rather than paddle around with Ancient Modulation?

You can also fit in twice as many channels per band!

Dr J H Clark  
Wirral  
Merseyside

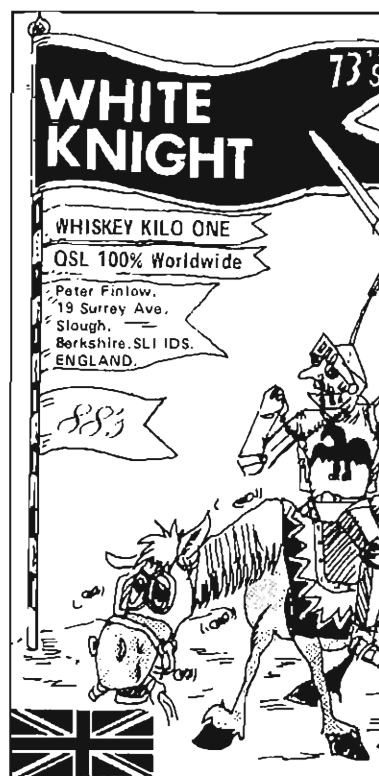
## Knight games

Dear Breaker,  
Please find enclosed my reply to your FM survey, and thanks for asking us all how we feel about FM. Personally, I would like to see CB in this country to be the same as in the US. I know this is being idealistic but that is how I feel. Whatever happens I will continue to use SSB for DX work.

I read with great interest your list of 100% QSLers, and I would like to be included on this list.

White Knight  
19 Surrey Avenue  
Slough  
Berks

*(Consider yourself included.)*



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# LOWDOWN

## Audiences

What would you say if I told you that James Bryant, president of the CBA, has had an audience with the Pope to discuss CB? That's what I said when he told me. But he sounded very convincing and he's the one who will have to watch out for bolts of lightning if he's pulling my wosname.

James flew out to San Marino with Ian Leslie, joint secretary of NATCOLCIBAR, to ask for support from the European CB Federation, who together with all national CB organisations in mainland Europe are pressing for the standardisation of US channels.

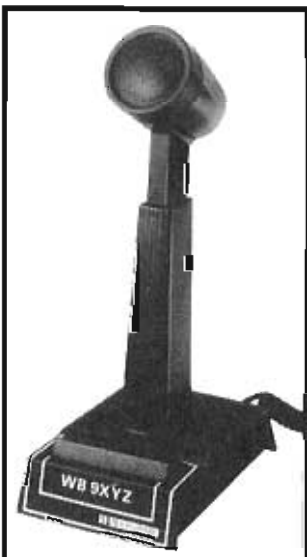
The Vatican recognise the value of CB, particularly to the disabled, and a delegation from the federation had an audience with the Pope to represent the views of European breakers.

But I still want proof when I see James. If he'll grant me an audience. . .

## Shure thing

If you're in the entertainment business, you'll probably have heard of Shure stage microphones, but you're less likely to have heard of Shure CB mikes. Well now you have, and you'll hear more of them in the future, I suspect.

They are already in use



by emergency services in the States, so they should stand up to you lot. There's a good range of hand-helds and a base station item with a preamplifier, which is widely used by radio hams in this country.

It's early days yet and you might not find them in the shops, but we'll bring you more details and prices when they become available.



## TV news

A quick charity news item which should have gone into Airwaves but arrived too late and is worthy of a line or two. The Rigby CB Club have handed a colour TV set over to the patients of Dagenham hospital. Mayor Brian Walker did the official ceremony bit and they helped him out too by taking a bundle of charity raffle tickets off his hands. And they got a piccy in the local paper.

## Antennas

Not only British companies recognise the potential of CB in this country, and foreign firms, already established in the field, are busy establishing outlets over here.

A new company, Sirtel (UK) Ltd., has been formed by Ace Wholesale and Trading Company in Peterborough and has links with the West Germany company Sirtel (surprise, surprise), who are already well-known in the antenna and accessory markets.

They are planning to import a range of FM transceivers after legalisation in the autumn, which will be available only through Sirtel distributors. More on that soon.

The Sirtel range of mobile antennas starts at

the famous DV 27 S and includes the T 27, T 27E, DV 27X, DV 27W, DV 27 WRBN and others. There is also a full range of indoor and outdoor home base antennas and a stack of accessories.

All the equipment will only be available through Sirtel (UK) and their distributors in this country, so beware of imitations that are doing the rounds. They might cost less but they are also less efficient.

You can get Sirtel (UK) Ltd. on 0733 233955 or find them at 24 Afric Square, Woodston Industrial Estate in Peterborough.

## Shopping list

In the past two years or so, hundreds of companies have sprung up throughout the UK manufacturing, importing and selling CB equipment. It may be a boom industry but like all businesses, there is an element of risk and some have disappeared as quickly as they arrived, while others have gone from strength to strength.

Without these companies, large and small, the breaker's life would not be a happy one — ask anyone who was on the air when equipment was difficult to obtain — so we thought it was worthwhile looking at some of them in detail.

We're starting with Breaker-One-Four, who were London's first retail CB accessory store, so if you're sitting comfortably. . .

The story begins in January 1980 when Laurie Mydat and Alan Stein, directors of Darryl Motors Ltd., decided to sell their fourth garage in Greenford because it was too far from their three in Watford to manage properly.

Mr Mydat's son Darryl (Disco Kid) persuaded them that what they really needed was a CB accessory store (good move, Darryl) and they opened at their present premises on July 25 last year, having registered the name Breaker-One-Four — and Come Back The

Breaker for their second shop (that's what you call confidence).

Being first obviously gave them the advantage, and customers were soon waiting for the place to open every morning. But where others lost business after the initial peak, theirs has remained steady and they were forced by sheer demand to go into wholesale.

With the pound strong against the dollar, trips to the States secured them UK dealerships and gave them what is now one of the largest ranges of equipment in the country. Their latest acquisition is sole distribution in southern England of Tagra antennas, made in Spain.

Even the chaps at Customs and Excise are impressed by their stock, it seems. They visited the Breaker-One-Four stand at Olympia and took away a couple of samples for perusal — a Stalker XX and a Colt Excalibur. I suppose you have to expect a few awkward customers.

If you're prepared to pay for anything you want to take away, you'll find they're open seven days a week at 130 High Street, Edgware, Middlesex.





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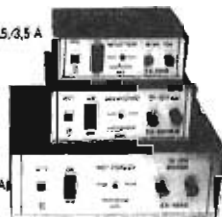


EA-3033  
0-20 V 20/30 A

EA-3002  
10-15 V 2.5/3.5 A

EA-3006 N  
10-15 V 8/8 A

EA-3030  
12-15 V 20/25 A



EA-3004	EA-3004-7	EA-3009	EA-3018	EA-3033	EA-3002 L	EA-3002	EA-3006 L	EA-3006 N	EA-3080	EA-3008-10	EA-3012-15	EA-3030
3-18 V	3-18 V	0-20 V	0-20 V	0-20 V	1-15 V	10-15 V	12-14 V	10-15 V	12-14 V	12-14 V	12-15 V	12-15 V
2 A	4 A	6 A	10 A	20 A	2 A	3 A	6 A	6 A	8 A	8 A	12 A	20 A
3.5 A	7 A	8 A	16 A	30 A	~ 2.5 A	3.5 A	~ 7 A	8 A	10 A	10 A	15 A	25 A
> 3.5 A	> 7 A	> 8 A	> 18 A	> 30 A	> 2.5 A	> 3.5 A	> 7 A	> 8 A	> 10 A	> 10 A	> 15 A	> 25 A
80 mV	90 mV	10 mV	15 mV	20 mV	50 mV	50 mV	100 mV	80 mV	8 mV	50 mV	30 mV	20 mV
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# LOWDOWN

## Bust news/1

We've had a couple of phone calls from breakers asking us to warn you about a series of busts being organised up and down the country. We realise that you're all sitting patiently at home waiting for legalisation but never let it be said that we ignore readers' requests, so...

The most blatant exercise was reputedly run by Croydon police, who live just up the road from us. The Hunter called us to say they were stopping all cars with antennas on the A3 at Tolworth. We sent out our intrepid photographer and when he arrived on the scene the assembled boys in blue hastily sent away all the cars with funny aerials and claimed they were stopping trucks for fuel tests. We wouldn't for a minute suggest that this was just a cover. They even had a DoE unit parked at the side of the road, after all. But why the interest in antennas?

We hear that breakers in Bournemouth are also having a bad time. It could be that you can expect more and more action from the authorities as we approach legalisation. Or maybe they are just making a show and hoping it will scare you off. Either way, don't say we didn't tell you.

## Bust news/2

There might be no such thing as a good bust (and I should point out here that we're talking about breakers being nabbed not ladies' bits) but some are naughtier than others.

The first case I would like to bring before you concerns a couple of Post Office workers who have been going around feeling collars in the Midlands.

The North West Breakers Association say in their newsletter that they can only show PO ID cards, whereas Radio Investigations personnel carry Home Office cards. It was the RI department that tipped off the NWBA, incidentally.

Also up on Police Five this month is the strange

case of the bogus policemen, who 'raid' houses and take away the rigs. The real South Yorkshire police, in whose patch these evil crimes are taking place, say the gangs have bagged about £50,000-worth of equipment in the county.

I will leave it to you, the jury, to pass sentence on these villains.

## Bust news/3

Just had a phone call. From a friend of ours. Says the Home Office are planning a series of raids on major CB retail outlets. We've phoned the firms, just in case they knew about it and could confirm the story, you understand. Our friend has been wrong before. But he has also been right.

## NFFMB

The FM CB system is unlikely to be as closeknit as its illegal counterpart, if only because it will lack the bond which underground activities encourage. And no, I don't mean potholing.

But a federation which is just getting off the ground should go a long way to, at least partly, recreating the feel of AM.

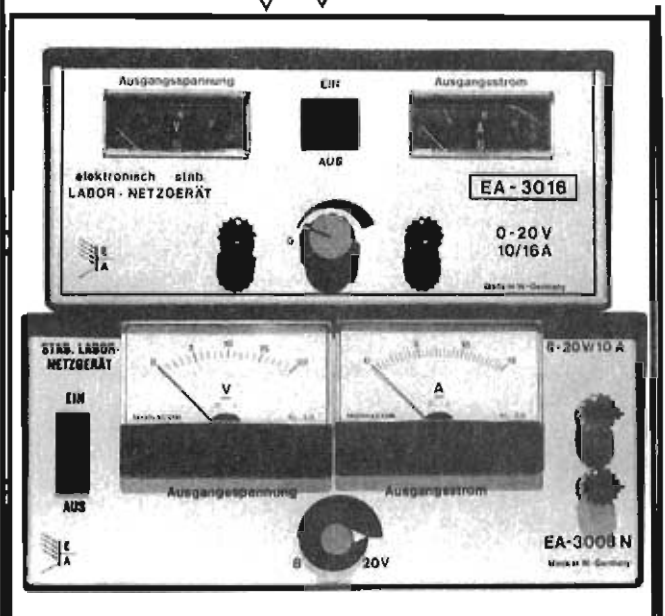
The National Federation of FM Breakers is the idea of Alasdair Mackay, national co-ordinator of REACT UK. If you're interested in getting involved from the beginning, send a SAE to Alasdair at 142 Lutterworth Road in Nuneaton.

## Power game

Following our feature on home base rigs last month, here's news of some power units, which might be useful to those of you planning to use a mobile set indoors—and don't forget not all home base units plug into the mains.

The two big chunky units pictured not a million words from this very story come from Big Ears. And aren't they tasty? The EA-3016 on top, for example, will deliver 10amps at 0-20 volts, if you deliver around £58.

There's larger and smaller units in the range and although they might be a bit pricey they are also very



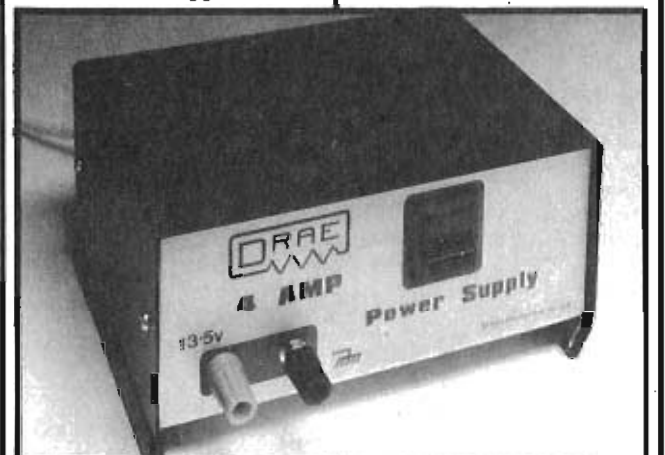
classy—and you could always wire an electric chair into the circuit to settle those little domestic disputes. For full details of the range, and prices, ring Big Ears on Leicester 546031 or look them up in Narborough Street.

The other unit is the bottom of the range four amp DRAE (there's also 6, 12 and 24 amp models) and comes with a suggested

retail price of £27.95.

All their supplies incorporate over-voltage crowbar circuits which short the power supply outputs together if it detects an excessive voltage. Thus saving you a 20-30 volt shot ripping your transceiver apart. A good idea, if you ask me. Which you don't.

If you want to ask them, phone Davtrend Ltd on Portsmouth 816237.



## Trace elements

There's so many stories going around about CB causing interference, you might be interested in the official figure, as told to the Circle C Breakers (from Crewkerne) by John Peyton MP.

In the first two months of this year, 4,000 complaints of interference were traced

to illegal AM CB transmissions—most of the cases concerned TV and radio.

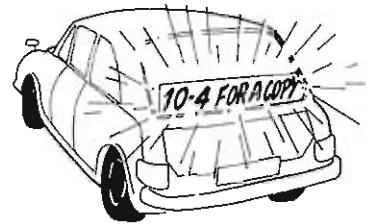
Those 4,000 complaints work out at an average of 100 per day. The chaps at the ministry must have access to a great deal of equipment and manpower—or maybe they're just very good at their job.

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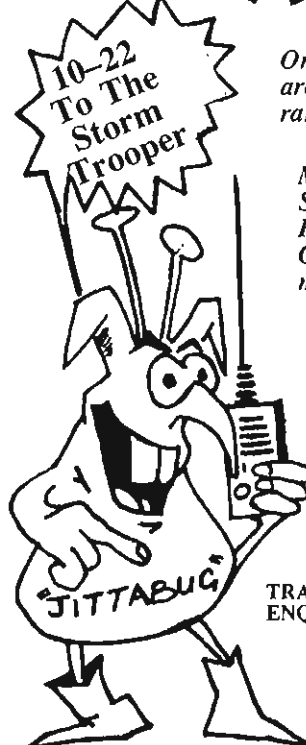
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# TWCS



# LOWDOWN

## What survey?

We really should have learnt by now. When we carried the FM survey back in issue five, we said we'd let you know the results in this issue. Foolish really.

We're going to do no such thing, of course, but it's no good considering legal action because we did say 'probably'. Bet you didn't even notice that when you read the blurb with the survey, did you? That'll teach you to read the small print.

It's all your fault anyway because as I write this, nearly four weeks after the survey appeared, completed forms are still coming in and we thought rather than chuck them in the bin we'd hold it over until next month and give an even more representative view.

By the time you read this it will be too late for you to send it in, if you haven't already, but if you've any comments to make you can still drop us a line to the usual address: Give Us A Break, Breaker, Link House, Dingwall Av., Croydon, Surrey.

## Stop Press

Since the features in this issue left our typewriters, the Home Office have told us the draft specs have been approved. We had an idea it was on the way, as some of the features suggest.

The specs stand as they appeared in the draft and as detailed by James Bryant in this issue. They will meet with hostility from a lot of people and, as we've said several times, we don't believe it was the right decision. If only for the reason it puts the UK several steps out of line with the rest of Europe and any chance of standardisation has been severely hampered. We believe that AM should, at least, be granted an amnesty.

If you still think AM is the right system for the UK you can write to your MP and the Home Office. And us. But if FM does take off—and a lot of people believe it will—they will be breakers just like us . . . er, sorry, just like those nasty illegal users.

**BREAKER**

The result would be a dual system, AM and FM, legal and illegal. But both CB. We will continue to do our bit for ALL breakers.

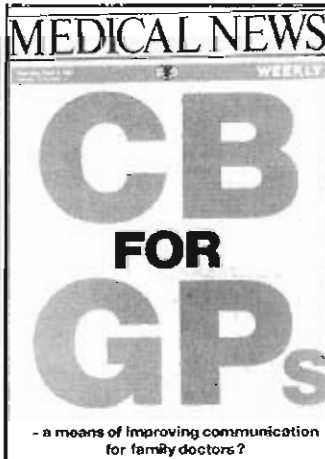
The date of legalisation has yet to be announced but you could put your money on something happening August-ish. Not my money, you understand, yours.

## Colour section

If you've got a spare minute or two, get your crayons out and colour in this cover of Medical News. The original was red writing on a yellow background. Was it loud, or what?

The feature inside came from the Suffolk Ears press conference, when they released details of their emergency monitoring service.

The medical world seem eager to use CB—particularly for getting information to and from the scene of accidents. Makes you wonder how they've managed without it until now.



## Warm gossip

We've told you before that we hate rumours—and then we've gone on to tell you the latest one. Well, forget the royal 'we', I love rumours. Nothing like a good rumour to get the emotions going, I always say. And who cares if it's untrue?

In line with this purely personal policy, I've got another one to pass on to you. I've heard, from one of those informed sources, who have been wrong before, that we can expect a 'significant development' in

August. remember you read it here first and all congratulatory telegrams should be sent to the normal address. And if I'm wrong, who cares? No one believes me anymore, anyway.

Either way I'm not going to put my name to this, so it makes no odds. So much

model—we actually ripped it out of some poor sod's car—but when time's running out, who can afford to be choosy?

You might keep your eyes peeled for a Hideaway, which is similar but doesn't run off steam. And there must be a remote control FM unit in the pipeline . . .



power in the hands of one so evil . . .

## Remote areas

Assuming you're all logically minded and read the magazine from the front, you won't yet have seen the feature on CB for bikes. I suggest you go and read it now and I'll continue when you get back.

Ok? You back now? Good wasn't it? Any questions? You want to know more about the remote control set? We couldn't get hold of one in time to include a pic in the feature but we didn't give up.

After days of extensive research, and a couple of pints to the right people, we came up with the one you see here, a Kraco 4060.

It's not the latest



Opel are breaking new ground in France by launching the first car fitted with CB. Who'll be first in the UK? The race is on. . .

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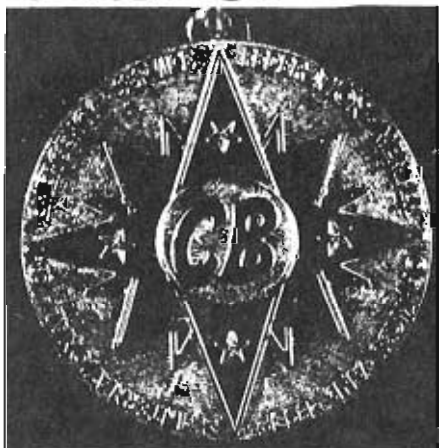


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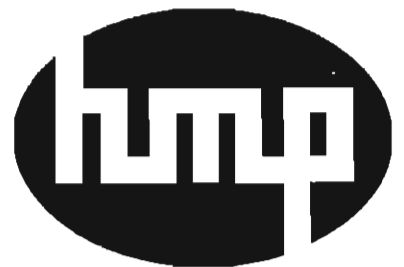
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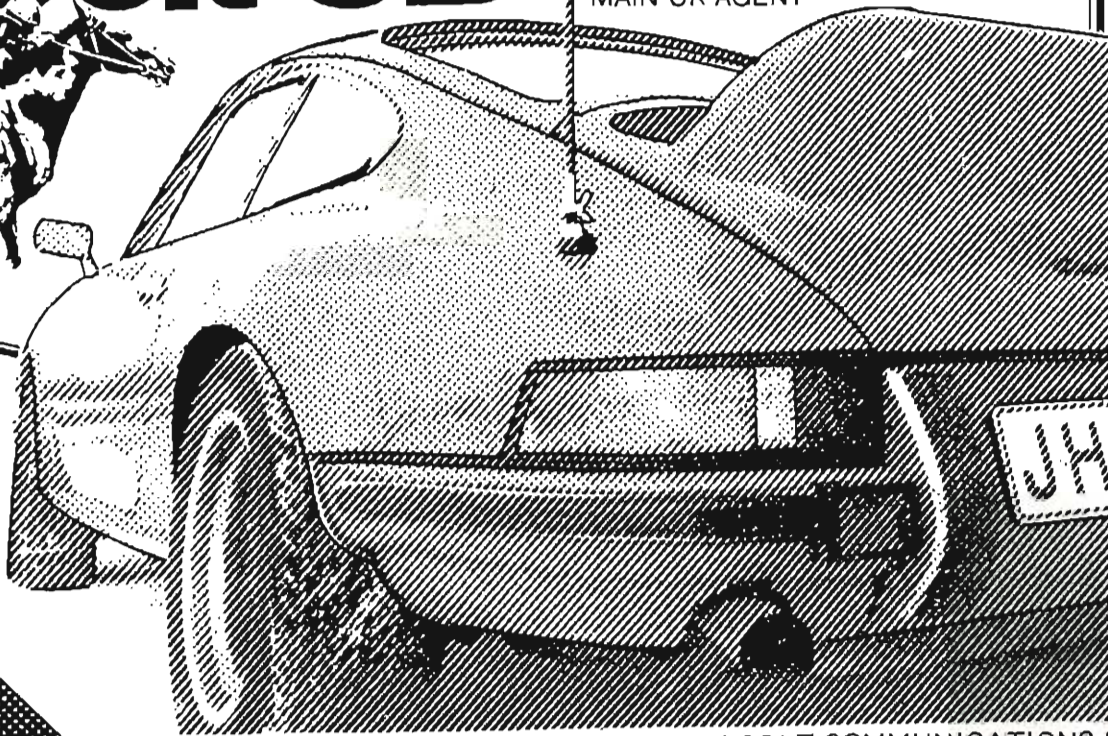
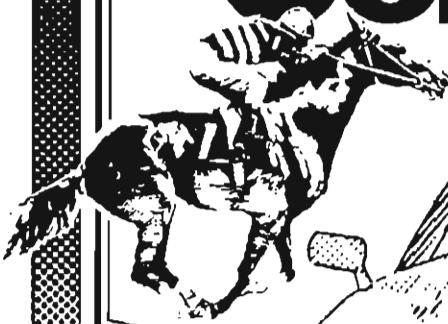
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# Will you wear their specs?

**When the Home Office released the draft specifications for the FM service, we asked James Bryant, president of the CBA, to give us a rundown on events as he sees them. He is less than delighted. You have been warned.**

On Maundy Thursday, as everyone was leaving for their Easter holidays, the Home Office mailed an undated letter to a number of persons and organisations interested in the legalisation of CB, together with draft specifications for both the 27 MHz and 934 MHz services. Some people received them on Easter Tuesday (April 21st), some on the Wednesday, and many, being away on holiday, did not receive them until the following week.

That was too late. As the letter announced, the meeting to discuss these specifications was held on Friday, April 24, and written comments on the proposals had to be received before that day. This gave people at most one working day to read, assess and reply to the proposals.

Despite the short notice the Citizens' Band Association and the National Committee for the Legalisation of CB Radio made preparations to attend the meeting on Friday April 24. But we were not allowed to do so. The Home Office told us that the meetings were only for "interested parties" and, since we did not intend to manufacture CB equipment, we did not count as interested parties.

Walter Stevenson, of Aircall and the M.R.U.A., was able to attend, however. He tells us that despite protests from those present the civil servant running the meeting refused to allow any comments on either the frequency of the type of modulation and, what is even worse, at the end of the meeting summed up by saying, "Well, we all

agree with the specification, then!" No doubt this farce has been reported to the Minister as "Total and unanimous agreement with our most reasonable proposals".

The proposals were each about 20 pages long, the majority of them being occupied with detailed technical descriptions of how the various features were to be measured. Such documents are, of course, utterly necessary to manufacturers but are less than helpful to the man in the street who requires a summary of the specification in an easily assimilated form. Such a summary was conspicuously missing from the specifications, but is published here.

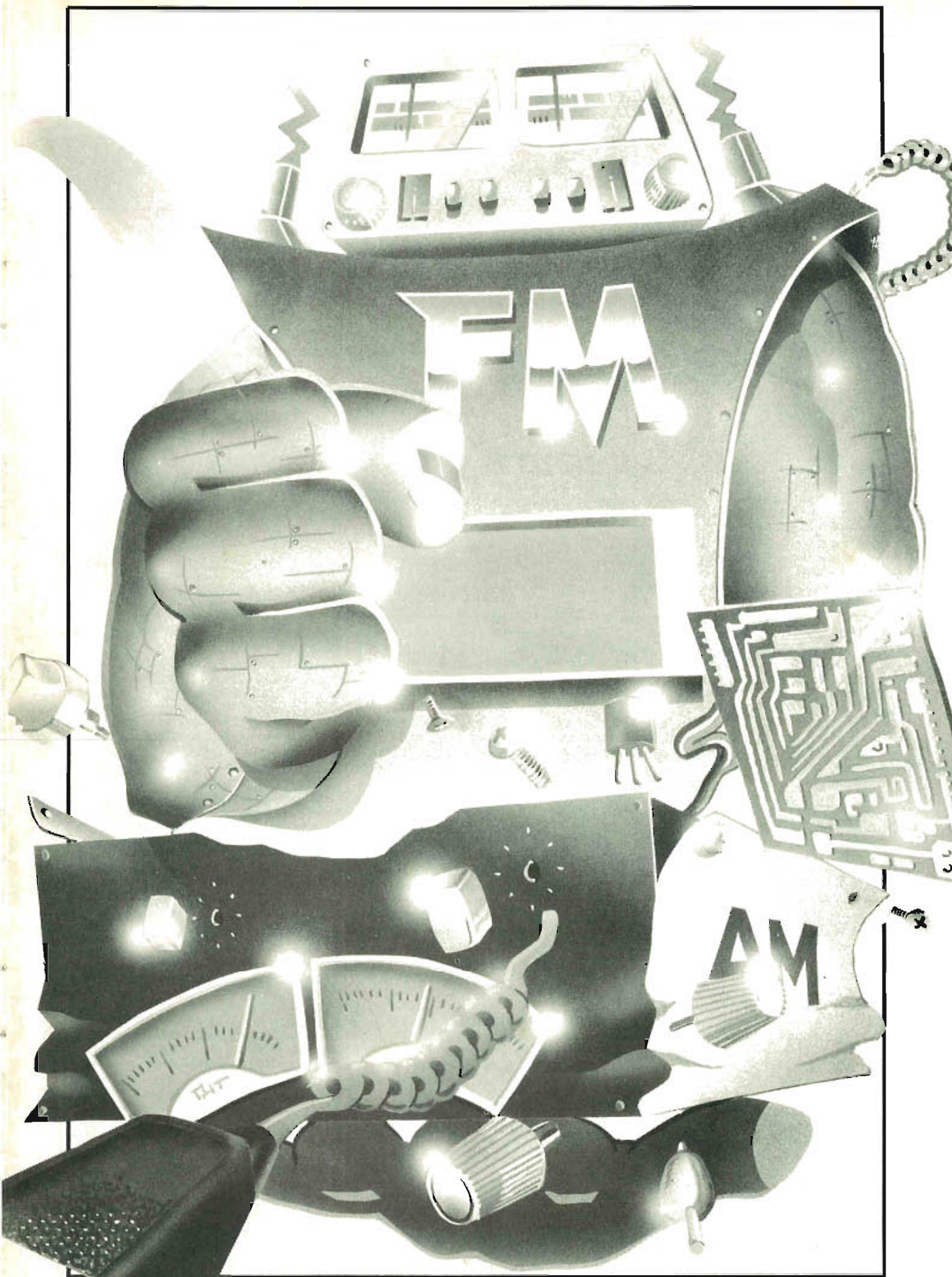
To summarise the 27 MHz summary still further we have been given 40 channels, with 10 KHz channel spacing and a permitted output power of 4 watts. As expected the modulation is FM (although the Home Office thoughtfully called it "angle modulation" in the hope that a newspaper or two would innocently publish it as AM — as several did).

The sting is in the tail — two stings in fact. The frequencies to be used are not the ones in the band 26.965 to 27.405 MHz, which are used by every one of the sixty-odd countries with 27 MHz CB, but are an entirely new set of frequencies between 27.60125 and 27.99125 MHz, which are not used for CB anywhere else in the world.

Furthermore, although a transmitter output power of 4 watts is to be allowed, antennas are to be restricted to a tiny 59" whip with no loading coils or helices of any sort, which will ensure that transmission and reception efficiency is less than 25% of that of the Firestick we all know and love.

These frequencies are a disaster. Every single 27 MHz CB system in the





world uses some or all of the 40 channels between 26.965 and 27.405 MHz which are used by the Americans. Frequency synthesisers are designed for these frequencies, antennas are tuned to them and equipment already in use uses them. More important still, there is a powerful move among CB groups worldwide to standardise a system, which would use these same frequencies and would allow the free movement of breakers from country to country without formality.

If Britain adopts different frequencies we shall never be able to join in such a system — this, of course, is what the Home Office wants. When the system comes along they will be able to say, with perfect truth, that the British system is too different to allow us to take part.

What is interesting though, is that on February 9 the Minister said, in an adjournment debate on CB: "We also have to recognise that the world has made its choice: 27 MHz in one form or another is widely used, and, as I mentioned earlier, North America and Europe are planning to introduce a service at around 930 MHz. Any other choice would be a one-off British one which no other country in the world would permit. Thus, one of the wishes of the enthusiast — to be able to take his equipment abroad — would not be met." This implies that he does not wish to have a unique British service, but he then lets his civil servants get away with a unique set of frequencies.

But they did not only get away with a set of frequencies which are incompatible with the world standard. They also gave us a set which are more expensive to generate.

Nearly all modern CB sets use "frequency synthesisers" to generate their channel frequencies. These are complex electronic circuits which use silicon chip technology to generate, very accurately, a number of different channel frequencies from a single quartz crystal, instead of having to use two crystals per channel as early CB rigs did. Present day frequency synthesisers use a technique called "mixer synthesis" which uses three quartz crystals and some extra components to overcome the fact that existing silicon chips will not work at 27 MHz — the next generation of silicon chips will work at 27 MHz and will not need the extra crystals and circuitry.

Synthesisers will become cheaper, more accurate and more reliable. Except that these new synthesisers, for technical reasons, will only work if the channel frequencies are a multiple of either the channel spacing or half the channel spacing. But our crazy new frequencies are neither — instead of 27.600 the Home Office has chosen 27.60125. The former is easy to synthesise cheaply by the new technique, the latter is almost impossible.

I do not believe that the Home Office Radio Regulatory Division are unaware of the new synthesisers which are about to become available, so I have to conclude that they have deliberately chosen these frequencies to ensure that British CB is as inefficient and expensive as possible. In the present generation of CB sets, it is no more expensive to generate 27.60125 than it

## BRITISH CITIZENS' BAND RADIO SPECIFICATIONS

### 27 MHz SYSTEM

Frequency: 27.60125 to 27.99125 MHz.  
 Channel Spacing: 10 KHz.  
 Modulation: FM.  
 Deviation:  $\pm 2.5$  KHz Maximum.  
 Frequency Accuracy:  $\pm 1.5$  KHz Maximum.  
 Power Output: 4 watts (0.4 watts if antenna is over 7m (23') high).  
 Permitted Antenna: Untuned whip or wire not more than 1.5m (59") long (base loading is permitted).

Receiver Spurious RF Output:  $\leq 20$  nW at any frequency.  
 Transmitter Spurious Output:  $\leq 50$  nW in Bands:

80 – 85 MHz  
 (3rd Harmonic)  
 87.5 – 104 MHz  
 108 – 118 MHz  
 (4th Harmonic)  
 135 – 136 MHz  
 174 – 230 MHz  
 (7th Harmonic)  
 470 – 862 MHz

$\leq 250$  nW elsewhere.

### 934 MHz SYSTEM

Frequency: 934.025 to 934.975 MHz.  
 Channel Spacing: 50 KHz.  
 Modulation: FM.  
 Deviation:  $\pm 5$  KHz.  
 Frequency Accuracy:  $\pm 9$  KHz.  
 Power Output: 8 watts (3 watts in handheld sets).  
 Permitted Antenna: Not yet specified (but ERP limited to 25 watts).  
 Receiver Spurious RF Output:  $\leq 20$  nW at any frequency.  
 Transmitter Spurious Output:  $\leq 50$  nW in Bands:

80 – 85 MHz  
 87.5 – 104 MHz  
 108 – 118 MHz  
 135 – 136 MHz  
 174 – 230 MHz  
 470 – 862 MHz

$\leq 250$  nW elsewhere.

is to generate 26.965 (except, of course that the vast World market for 26.965 allows some economies of scale) but in the next generation, which will be available in under two years, we will not be able to take advantage of the new techniques because we have deliberately chosen a set of frequencies which cannot be synthesised in the new way.

In short, the choice of a different set of frequencies in the 27 MHz band is a deliberate attempt by the officials in the Home Office to create a British Citizen's Band radio service which is less satisfactory than the ones used elsewhere, and incompatible with them. This in turn will lead to poorer market opportunities for the new system and continuation of illegal operation with American equipment, which will itself tend to split up the market and reduce the popularity of CB with the general public. In a few years time they will be able to say "You see, Minister, we told you that there was no real demand for CB!"

The antenna regulations are calculated to have a similar effect. All over the World, CB antennas are either quarter wave or five eighths wave, generally using helical coils or traps to reduce the actual physical size of the beast. We are to be graciously permitted to use a piece of wire not more than 1.5m (59 09) long. It may not be fitted with loading coils or helically tuned.

Such antennas are very inefficient. This is deliberate. The Minister told his civil servants to legalise 4 watts so they are setting out to minimise the benefit we can expect from 4 watts. What is worse, they are also reducing the efficiency of the antenna as a receive antenna so that British CB will be less

sensitive as well as, effectively, less powerful.

Another regulation mentioned in the specifications is that any antenna higher than 7m (23') above the ground must be fitted with a 10 dB attenuator. This means that base station antennas will have their transmitted power reduced to one tenth (and incoming signals will also be reduced by the same amount). Again this is a deliberate attempt to make CB as unattractive as possible. The civil servants don't care how many invalids will stay lonely, how many accident victims will die because the emergency monitors cannot work properly, with such curbs on base station operation.

However, the antenna regulations are not as serious as the frequency because they can be changed after the service has started. If we get the frequency wrong it will be wrong forever. At the time of writing (mid-May) we have still a few weeks to change the Minister's mind about his specifications, by mid-June they will have been fixed.

The problem is that the Minister has been told that the frequencies proposed will cause less interference than the ones used everywhere else (why this should be so is a mystery to me — and also, it seems, to the Home Office since they have not given me a reason despite being asked several times).

The CBA, Natcolibar and most clubs, as well as our European friends and colleagues, will continue to fight for a more reasonable specification but by the time you read this the battle will have been won or lost. If it has been lost you can be certain that the quality of British CB will be the real loser.

**James Bryant M.I.E.R.E.**

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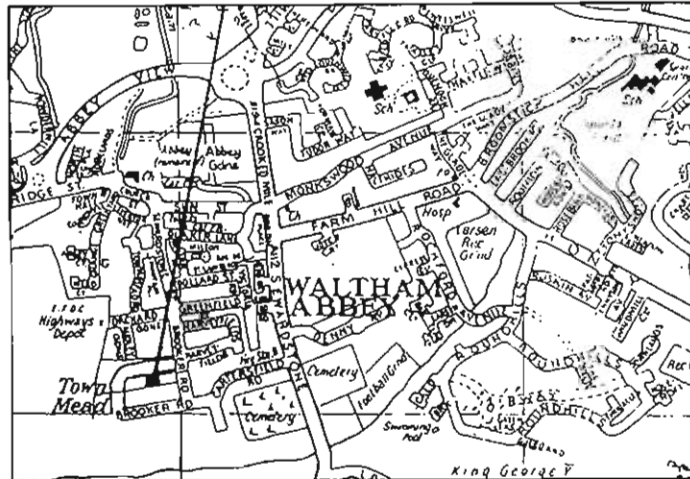


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# Two wheel conversation

Not all the CB sets that come into this country end up in cars. My word, no. Last month when we looked at home bases — hopefully you read the words too — we said about 90 per cent of the UK rigs are mobile units, but not all those go into cars.

It's because CB is so versatile that we've been known to call it communication for the masses, when we felt the need for a good, strong cliché.

After legislation, breakers will no longer feel the need for discretion and manufacturers will dream up all manner of ingenious applications. Yacht owners are already splashing out — we'll be bringing you more on that soon — and if you pick up a handset, CB knows no boundaries. Decency allowing. But however versatile CB may be, each application means different equipment,

different methods of installation and different problems. Life's never simple is it?

This month we're looking at CB for motor-cycles. And believe me, you'll soon come across problems when you try installing a CB unit on a bike. But if you're a biker, you'll be used to the hassles, so don't give in, read on.

The first headache is fundamental to all bikes — there simply isn't a lot of space to fit the unit. Car owners have got the full width of the dashboard and the glovebox to play with, but there's no wasted space on a bike. Obviously, the bigger the bike the better, but there's things like safety, security and accessibility to take into account when you're on two wheels. Don't despair, read on.

The simplest method is to strap the rig to the tank using one of the special

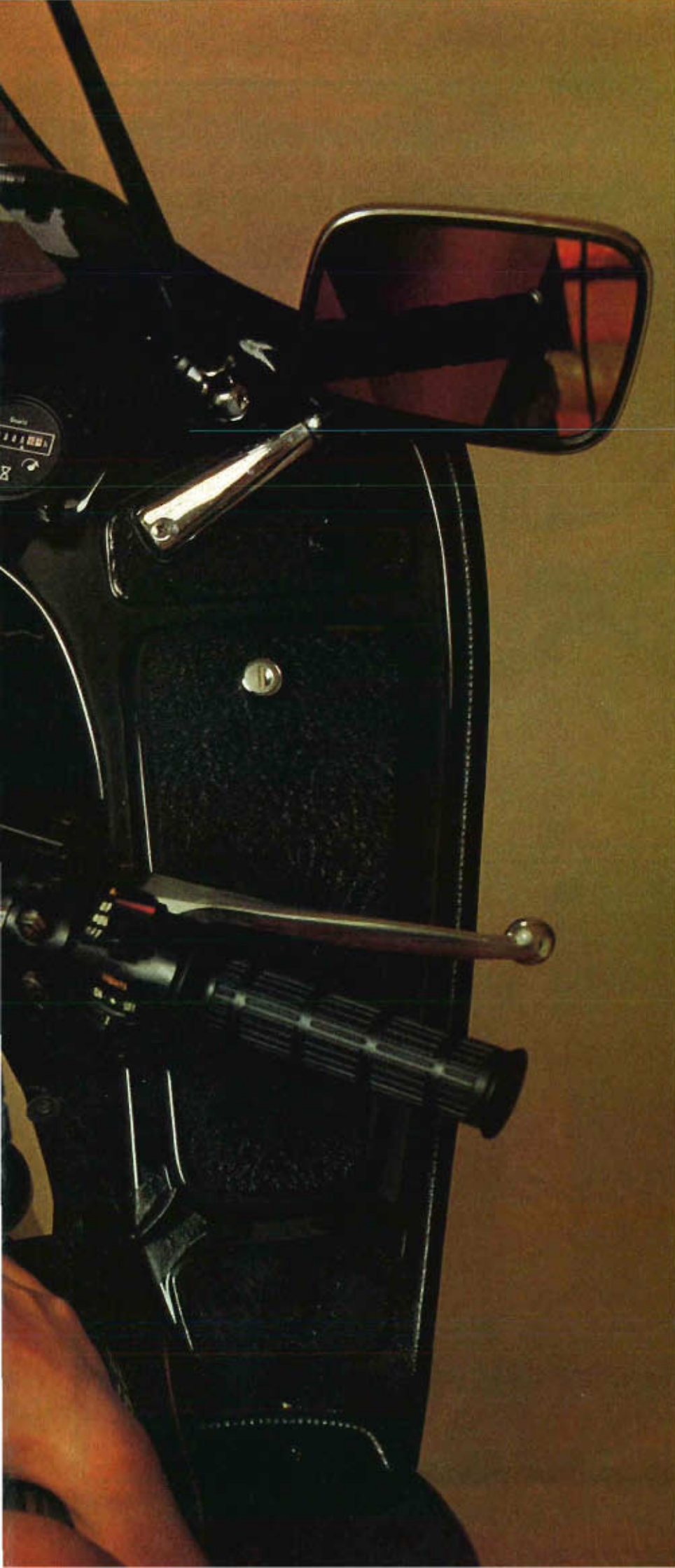
luggage packs on the market but this is by no means ideal and not too . . . er . . . permanent. The next possibility is to slip the set into a pannier. Oh, first buy a pannier. This might conjure up visions of bikes weaving down the road, trying to change channels behind them, but we're doing well so far, we will overcome. Read on.

The answer is a remote control set, already popular with illegal operators who don't want the set on display for the benefit of a passing Buzby. Or thief. The transceiver itself can be stashed in a pannier, or top box, and the channel display is located in the mike along with two channel change buttons. Press one and you'll go up through the channels, the other and you'll go down. Squelch, volume, and any other controls, will also be on the mike, but there is a









problem, of course, and if you've tried to talk to someone on the pillion at speed you'll know what it is.

When you speak into the mike, you'll be competing with the engine and wind noise, and it's my bet that the engine and wind will win. If you wear a full face helmet, you'll really need to bellow, but if you try it, can I suggest Little Horse as a handle? Hoarse, see? Geddit? No, read on.

It also means you'll need a hand free for the mike and in some circumstances that will be dangerous, in others impossible. And seldom easy. If you just want to use the rig when you're stationary, this is ideal and cheap, but it's going to cramp your style somewhat. But there's better to come.

We come now to the ideal, which is going to cost a bit, but then one's always had to pay for the best, hasn't one? And it's your fault for buying a bike. There's not yet a wide choice of CB gear for bikers, but the set-up featured in our pix is available now and it works. In the States, CB on bikes is well established, so you can expect a wider range of goodies over here soon. In the meantime, read on.

Mounting cassette players or radios in bike fairings is nothing new and it was a natural progression, following the growth of CB in this country, that rigs would find their way in there too. You'll obviously need a fairly compact unit but that leaves you plenty to choose from. The fairing on the Kawasaki in the pix comes from Pantera, of 122 Bevois Valley Road, Southampton in Hampshire and although it doesn't come with a rig, it makes installation so easy you'd think CB was originally designed for bikes.

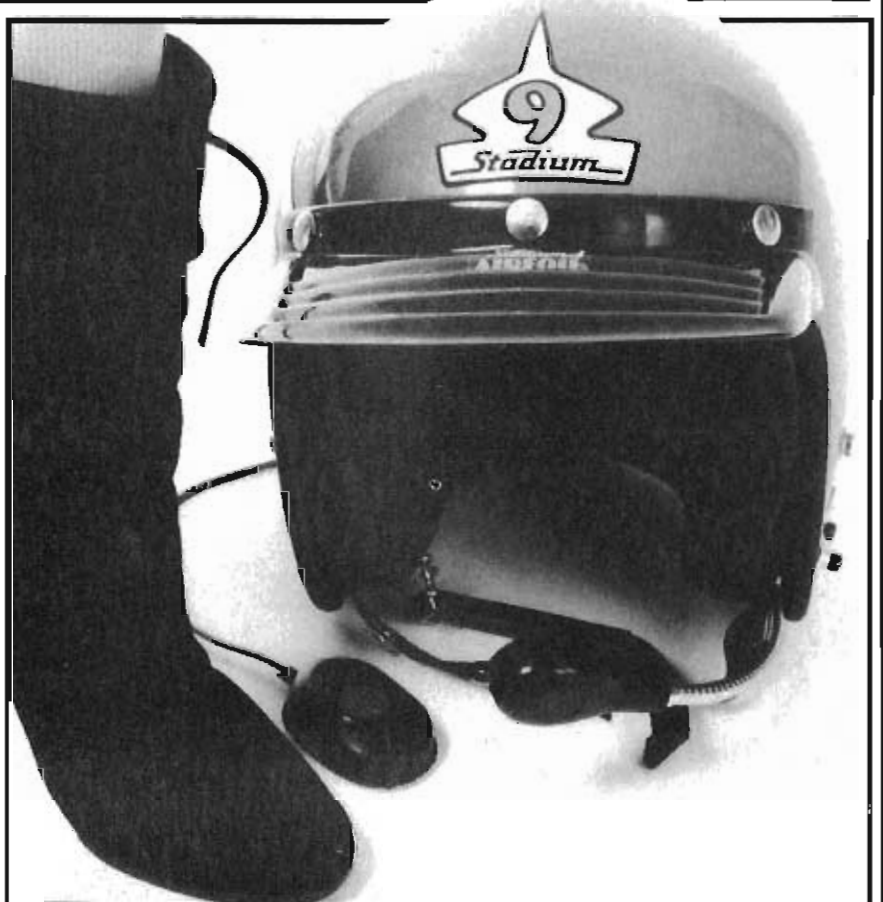
The Pantera S, pictured, and the even plusher Pantera 11, have special panels designed to take radio/cassette units, so the siting problem is solved at a stroke of the screwdriver. And if you've lashed out £80 or so, you'll be pleased to know there's a lockable cover to protect your investment from prying eyes and sticky fingers. A very useful feature and one which is not common to all fairings.

Also, since the rig/cassette/radio is mounted from behind by removing the headlamp and fiddling it past the wiring, it's secure enough to put off any would-be rig collector. Combined rig/radio/cassettes are on their way and, providing they're not too large, they would be ideal for bikes. In the meantime, any compact mobile should do the job.

The standard of the Pantera S fairing fitted to their test bike was very high and although it made the front end a little heavy, you've got to remember you're getting all the comforts of home. And room for CB. The S will cost you £179.94, plus £35.81 for the mounting kit, if you stick to their wide range of colours or £212.09, plus mounting, if you want choice of colour or colour match. The deluxe touring lowers that kept Julian's feet warm all the way from Southampton are an extra £80.75, or £100.85 if colour matched. And there's a long list of other goodies that make life so comfortable you have to keep opening the throttle to remind yourself that you're on a bike. At least, that's what Julian told the police coming back



A closer look at the equipment. Above is the full kit for the full face including the Superex mike, speaker, push-to-talk control and quick-release connections. The antenna is from the Frestik mirror-mount dual twig kit. We used a Cobra 19GTL rig but any compact unit will do the job — just measure up the fairing before you go shopping. Pictured right is the Superex open face kit. The boot is optional.



from Southampton.

One of the Pantera options is the Sonex intercom system and a number of bikers have used the sockets to simply plug in the CB unit. Right, that's mounting and security out of the way. What was the next problem area? This is easy. Read on.

Yes, microphones. Got the Little Horse jockey yet? Don't worry. If you can't shout into a hand-held mike, you can install an integral unit, which attaches simply to any helmet. Just like rally drivers and bike cops use (don't they Julian?). Kate Bush uses a similar system in her stage show, but I don't recommend the gesticulations on a bike.

Superex (who also do intercom sets for bikes) have launched a kit designed for use with CB consisting of a mike, which clips on to the helmet (there's a special one for full face lids), a slim-line speaker that attaches to the inside of the helmet with Velcro, and a push-to-talk-switch, which clamps onto the handlebars. Push to transmit, don't to receive. It's that easy. There's also a clothing clip in the kit to keep the cable tidy and quick release connectors to ensure you don't drop your head if you drop the bike. Both the open face system (MC-900) and the full face (MC-900A) will cost you around £25 plus VAT from Wintjoy in the High Street at Shepperton, Middlesex. The Superex range includes components for every combination of radio/cassette CB/intercom for you and your passenger. There's even a voice activated CB control called the CB-Vox, ideal for giving the world your considered opinion of the car driver who just cut you up.

The helmets in the pix are from Jack Lilley Ltd., incidentally, a very helpful bike shop a few doors down from Wintjoy.

Glynn Hall at Wintjoy says they didn't go all out to build up a range of CB bike bits, but they are one of the few outlets selling the equipment. They do specialise in antennas for every CB application, and all the twigs in the pix came from them too. Ah yes, antennas. Next problem, huh? Peace of wosname, this. Read on.

Car quarter-wave ground-plane antennas need the large area of metal

# Two wheel conversation

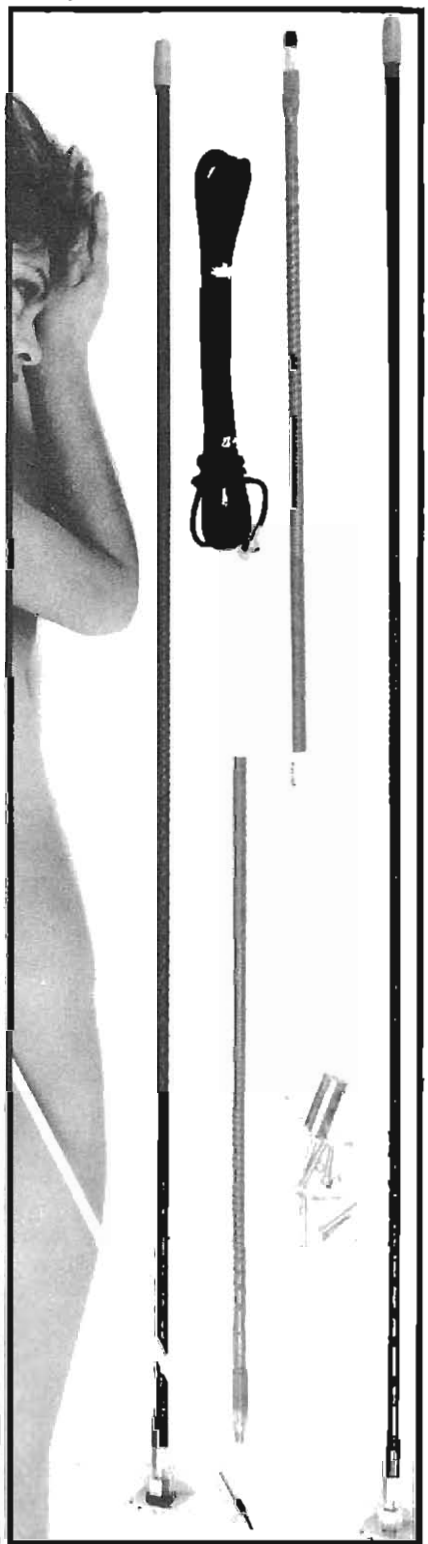
beneath them in order to operate. If you go outside and sit on your bike — or into the sitting room if you cosset it — you will notice it's got no such large area of metal. What you need is an inductively loaded antenna with an inductive matching system (or printed circuit ground-plane) in the base. Some manufacturers have a special bike antenna in their range (Antenna Specialists Model MR306, £37.45 including brackets from Wintjoys, for example), but if you get a 'no ground-effect' antenna or one which isn't designed to bolt on to a panel (like the Firestik truck mirror-mount kit) you can't go wrong.

Wintjoys have launched a range of 'own-brand' antennas and model WJ466 (about £25) will do nicely for bikes. And fibreglass cars because, along with boats, they have the same problem.

Once you've got the right antenna, mounting it isn't too difficult. The Antenna Specialists bike model comes complete with special bracket to clamp it to the frame or back rack, the Firestik mirror-mount brackets can be adapted for bikes and a similar item can be knocked up for the Wintjoy WJ466, or it can be fitted to a top box or rear moulding. There's room set aside for a radio aerial on the fairing itself, so if you're doing a pukka job, you might want to use that. Before we leave antennas, did you know that the police bikes in CHIPS on TV use 27MHz Firestiks? Just fancy that.

The only area where the bike scores over the car in CB installation is when it comes to wiring in the unit. While car owners are contorting themselves to crawl under the dashboard, you simply have to run the red wire to the positive terminal of the battery and the black to the negative — an inline fuse on the positive lead should come with the set. It's the same method as wiring it into a car, but even easier.

That, then, is probably the most simple and most effective way of getting your ears on inside a helmet. Some components are available from other manufacturers and the range of bike CB goodies will certainly increase after legislation. If you've already fitted a CB on your bike, drop us a line, with a photograph, if possible, and we'll pass on any hints.







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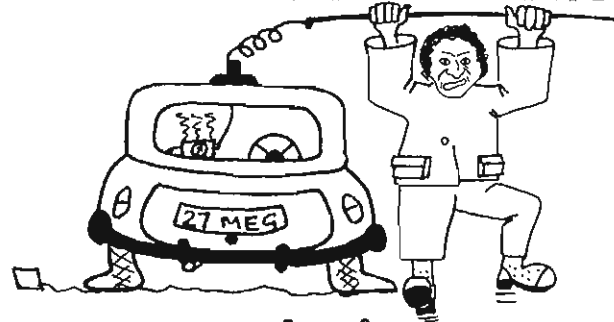


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# Talking shop

I had a dream. CB had been legalised and rigs were stacked high as unsold copies of Now! in every major retail outlet. Openly on display in WH Smiths, Halfords, Woolies and Comet. I had a dream. And anyone wanting a CB unit could just call in a shop, hand over the cash and take one away. There were no more clandestine deals in car parks. There was no more "Here's that cassette player you ordered, nudge, nudge, know what I mean." I had a dream. And CB was the biggest seller at Christmas since God invented ghastly patterned woolly socks that you wouldn't wear if they were the last pair in the drawer. I had a dream. And people who'd always said, "Well, I won't want CB", did want CB. And every other brother, sister, father, mother, Auntie Daphne and Uncle Tom Cobble were part of a modulation explosion that grabbed the population by the...er...day. And then I woke up.

But unlike my usual dreams, when I wake up and all the ladies from Hot Gossip disappear and the missus says it's my turn to make the tea, this dream is about to become a reality. CB is about to be legalised in the UK. It will almost certainly be on 27MHz FM and it looks like being successful.

If you use AM, you might like to think it will fail. But although the Government will create a messy situation, with two systems and all the problems that will bring, if the biggest manufacturers and retailers are right — and they aren't famous for making multi-million pound investments on anything but a certainty — the legal service will be big.

As we've said all along, FM is the right choice technically, but the wrong choice politically. Two years ago, a 27FM service would have been welcomed with open arms, and minds, but today two million or so illegal operators complicate the picture.

And given that it is the right choice technically, the man in the street will buy it. He won't want to DX, some won't even be that worried that it is incompatible with the rest of Europe and the world. What he wants is a cheap, easy to use, and LEGAL CB system and that's just what he'll get. The Government sees it, the manufacturers see it and we see it. Whether we like it or not.

A number of existing users see it too. Some will go over to FM immediately after legalisation, others at some later date, when their AM sets give up the ghost and they find that FM sets are readily available and, by that time, probably at about half the price of the illegal units. A lot will stay with AM, of course. Because of its advantages, because it's illegal, because they still believe that someday it won't be, for whatever reason.

It's against this confusion, now and in the future, that we bring you news of new FM rigs that will go on sale after legalisation. It doesn't mean we'll ignore news of AM rigs, people or

events but, whether you like it or not, there will be two systems and it would be wrong to ignore either.

Who's going to be selling FM equipment, I hear you ask. If you're still talking to me. Most of the major electrical companies you can think of, and a good few you can't, are either planning to manufacture or import. Some have already made the necessary deals and will be in there from the beginning, others are making plans for launches next year. Either way, they will be available through all existing major outlets for electrical goods, and specialist CB suppliers. All backed up by extensive advertising campaigns.

Timing is a vital weapon in the mysterious world of marketing and while some firms have decided to wait until the day of legalisation to launch their wares, others have gone for advanced publicity, although not all the





details can be finalised until the specs are concrete. More news is leaking out week by week and we'll get it to you as soon as we can.

This, then, is the state of the market at the time of writing, as they say in marketing. And for about three times the salary. The first range is one of the most impressive we've seen so far and comes from one of the companies you might not have thought of. Or even heard of.

The Bee-Ware Company is an associate of the Adam Leisure Group, who you will have heard of if you're into TV games and hand-held space games. Their range will be sold under the name Grandstand and initially consist of between six and ten different units imported from Korea and Japan. You can expect an even wider choice in due course but it's early days yet and deals have yet to be finalised.

They will also offer antennas including the Photon Star boot mount and the Jupiter base, which is made in the UK, so obviously hope the punters will look no further than their stand for everything they need.

The three units we borrowed are indicative of the range they will eventually bring in — you try getting licences

to bring rigs into the country — and they certainly seemed of good quality.

The smallest model is a standard in-car unit (ICU), known as the Grandstand SY and manufactured in Korea. Although they call it the standard model it features RF Gain, to optimise reception in strong signal areas, a noise blanket circuit and a Channel 9 priority switch (to get straight to the emergency channel), facilities which are likely to be rare on the smaller units in other ranges. It also features the normal volume, squelch and channel change controls. The two digit readout is green on the SY; the other two models use the more conventional red.

The 330 Mobile is even better equipped with a clarifier control for slight adjustment of receiver tuner as well as squelch, RF Gain and volume. A PA function is included and the set should look great at night because that and the other functions and controls (squelch, NB and CB transceiver) each have an illuminated indicator. The central LED display shows incoming signal strength (S level) and RF power output or PA power output, depending on function selected, using a linear light display. Just like on your hi-fi amp at home. Channel display comes up in a normal

two digit readout panel.

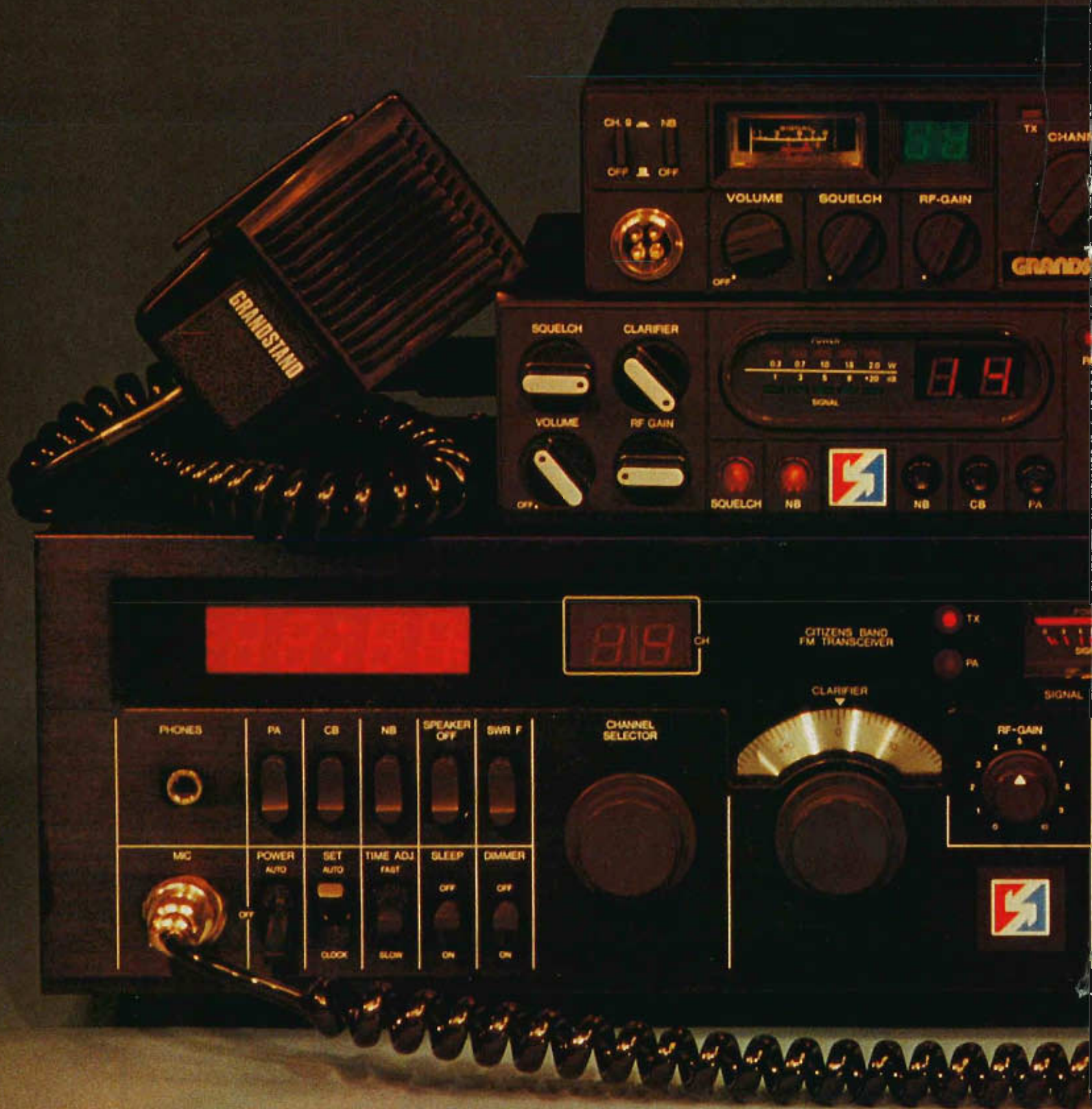
Behind the scenes, on the back of the set, are sockets for CB external speaker, PA speaker and antenna. Nothing extraordinary but everything you need. On with the conducted tour and we come to the juicy one, the 530 base station. If you read last month's home base feature, you'll be expecting all manner of goodies and you won't be disappointed, which also means we don't look silly because we were right.

The 530 has the RF Gain, squelch and volume as featured on the 330 plus an Integral SWR meter and control, calibrated clarifier control for fine tuning and a tone control to adjust the sound quality. Before we go over to the array of switches on the left of the set in the pix, we'll mention the signal power meter and transceiver/PA indicator lights. Oh, and the speaker behind the holes on the right.

Points of interest on our left include

**Three from the Grandstand range. From the top, the SY (ICU — look it up), the 330 mobile and the 530 home base. The desk mike will also be available in their range.**





GRANDSTAND

GRANDSTAND

[Red digital display]

8.8 CH

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		CLOCK	SLOW	ON	ON



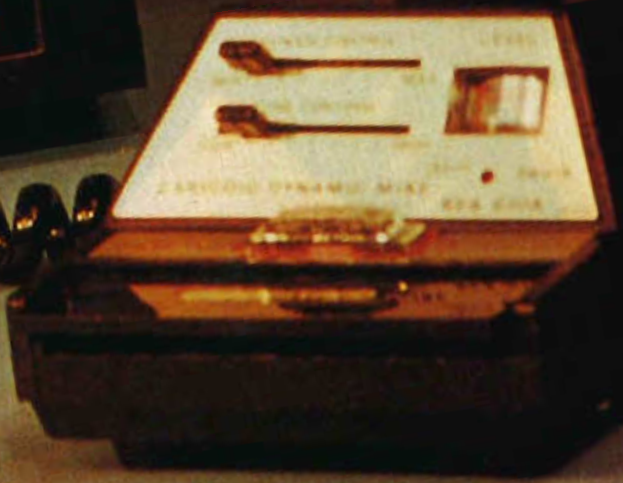


**BREAKER**

**GRANDSTAND**  
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**GRANDSTAND**





the headphone socket, so you can earwig without disrupting the jovial banter and friendly exchanges of family warfare. The speaker can be turned off by a switch on the control panel, or left on if there's something they shouldn't miss. The PA, CB and NB switches should be self-explanatory by now and 'SWR' operates the SWR meter, which is hardly surprising.

Next to the power on/off switch are a row of controls which might be new to you unless you've got a radio alarm.

Yes, it's got a digital clock with auto receiving time setting, a timer to turn off the transceiver at a desired time and a dimmer switch. It doesn't actually wake you up and make you a cup of tea but you can always nudge the missus. Oh, it's my turn again. Looks nice though, doesn't it? It would fit in a treat next to the old stereo. Trouble is, I had to give it back.

Both the mobiles use dynamic hand-held microphones and the home base comes with a desk mike. Transmission

and receiving specs will fall in line with the Home Office decision, of course.

The range will also include a preamp desk mike, the Grandstand RP27, and a tester, incorporating a dummy load, Grandstand CBT 100B, with power



output (in watts), SWR, modulation and XTAL activity readouts.

Prices will be 'compatible with other equipment on the market' but have not yet been finalised.

Various mail order companies and major stores, who already deal with the group, are considering stocking the equipment, but again it has not yet been finalised. This is an advanced preview, after all, what do you want me to do? Use the thumb screws?

I mentioned the problem of getting

the imported prototypes into the country and although the Home Office have granted several import/test licences, to importers and manufacturers, they are restricted to a few sets each. Since these have got to satisfy the demand for test equipment from their technical boffins, and the racy chaps in marketing, who are rushing them around prospective retailers, it doesn't leave many for the magazines to borrow, photograph and review. There is equipment around that we haven't been able

to lay our sweaty mitts on yet; we can tell you about them but you'll have to wait for the pix.

Binatone, who are also in the TV game business, and a lot of other electrical gear besides, are planning a range of six transceivers but have also released details of just three rigs, again two mobiles and one homebase.

The two mobiles, Route 66 and Long Ranger, feature a tone control in addition to the usual squelch and volume, and the latter has mike gain, which clarifies local signals.

The Power Base 5 home base also has facilities for fine tuning, which they call Delta Tune, and a channel 9 priority switch, plus everything the Long Ranger has to offer. All in all, a range aimed, perhaps, at the economy end of the market with fewer controls and a lower price, and I get the feeling Santa could be carrying a few of these around come Crimbo.

The big names we associate with car and home audio equipment are being a bit cagey and, at the time of writing, won't let us reveal much about their plans. Some even said they had no plans to enter the market with CB equipment, but we've heard that prototypes are being produced. Watch this space.

We can tell you that perhaps the most well-known of all, Radiomobile, have said they are planning to have equipment available by legalisation. And again, well give you all the dirt as soon as we dig it up.

Still on big names. Heard of Major? If you're modulating on AM, you'll know it. If you're not, you still might know it. Either way, you'll know it in the future.

They are an established name in Europe, where it must rate as one of the most popular sets and they have released details of their 3000 FM model, as a taster for a range which will be announced in the UK later this year.

It features RF Gain and Delta Tune along with the normal controls and uses the conventional dynamic microphone. And for the doughnuts among us there's a built in circuit protection system which prevents transistor burn-out when transmitting without an antenna for up to five minutes. Any more than that and you deserve to ruin your set, I say.

Major is an established and well respected name and they are manufactured by Cybernet who produce sets for most of the big names in the world. Add to that a reliable supply of parts and accessories and you could be looking at a winner. Alright then, reading about one, but you can't have missed the pic.

That's what's on offer so far — we hope to bring you more next month. Meanwhile, if any manufacturers want to tell the world about their wares let us know. I'm waiting by the phone . . .

**You all knew the name Major — now you can admit to it. The 3000 mobile is a taster for the full FM range they plan to introduce. Users will be expected to use their own hand.**



# Talking shop



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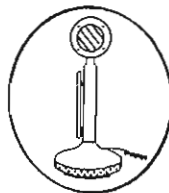
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# BJ for a copy...

It's becoming increasingly difficult to be different these days, so more and more people are modelling themselves, their vehicles or their homes on those in the public eye. Suddenly every other female is trying to be a Lady Di lookalike. Unfortunately, it just doesn't suit some of them.

If we delve into my grandmother's book of Proverbs for Breaker Staff, we find that 'imitation is the sincerest form of flattery'. But if the subject isn't suitable for that treatment — as is the case with most of the would-be Lady Di clones — the result is just plain offensive. Remember all those badly sprayed Cortinas that appeared after Starsky drove onto the screen in his red and white Torino? Bit tacky, huh?

But if it's done well, the result can be very effective. Not unique, maybe, but then if the original was loved by the masses . . . well, the more the merrier. Good is good, right? And if you look at the pix, you'll see that this one's good.

For the benefit of those of you who haven't turned on your TV set since you bought a rig, a word or two about the original truck.

Have you seen BJ and the Bear on TV? We used to get it on a Sunday afternoon when we lived in the sticks. It started just after closing time and told the story of a US truck driver, BJ, who fell in love, helped the goodies, beat the baddies and fell in love again, driving across the States. The Bear was a chimp, which accompanied him on this quest to find a even more dire tale to relate the following week. Dreadful wasn't it? Probably still is if it's showing in any of the regions, but the lady at Granada, the company which imported the programme, was very helpful, so I'll just say nice truck, shame about the rest.

I'm not sure what Pat Taylor at Rydale Trucks thinks about the programme but he must have been taken with BJ's Kenworth because when an identical unit came into their garage in a part-exchange deal for a new Volvo, he decided it should wear the same colours. The choice was particularly appropriate because when Kenworth were asked to supply a truck for the series they sent one along in their colours. Shrewd chaps, those Yanks.

The paint is the most obvious likeness, although the K100 is actually the identical model, so we'll start there and then make all you UK truckers envious by telling you what's underneath.

All the preparation and spraying was carried out by Danick Customs in Silvertown, who do all the work on Rydale's used trucks and were also responsible for Star Rider, a trick Volvo big wheeler that appeared in Custom Wosname a while back.

The finish on second hand trucks isn't always of particularly high quality and sometimes they're even hand-painted (argh!) to produce a surface which is hardy and easy to re-touch rather than attractive. Danick Customs don't believe in short cuts, however, and they stripped all the surfaces back to bare metal before spraying on the primer and top coats.

The chassis was sandblasted but the cab is all alloy and wouldn't stand up to heavy treatment, so it was stripped using flattening machines, and then hand-sanded round the hundreds of rivets that hold the panels together.

The cab was masked separately for each of the Kenworth colours — red, white and black — and after six coats of each, they put on the gold lining. Add to that hours of arm-aching rubbing down and allow time between coats, and

you'll know why it was in the paint shop for nearly a month. End of part one.

Commercial: You'll get Danick Customs on 01-474 4136. Ask for Danny Hunt. It's no good asking for the Lady in the pix because we brought her back. End of commercial. Part two.

Welcome back. Now on to the meaty bits, and under all that paint is a Kenworth K100 Aerodine, and in the aircraft hangar size engine compartment sits a Detroit 450bhp turbo charged engine. It drives the back two axles (making it a 6x4 by my calculations) through a 15 speed gearbox.

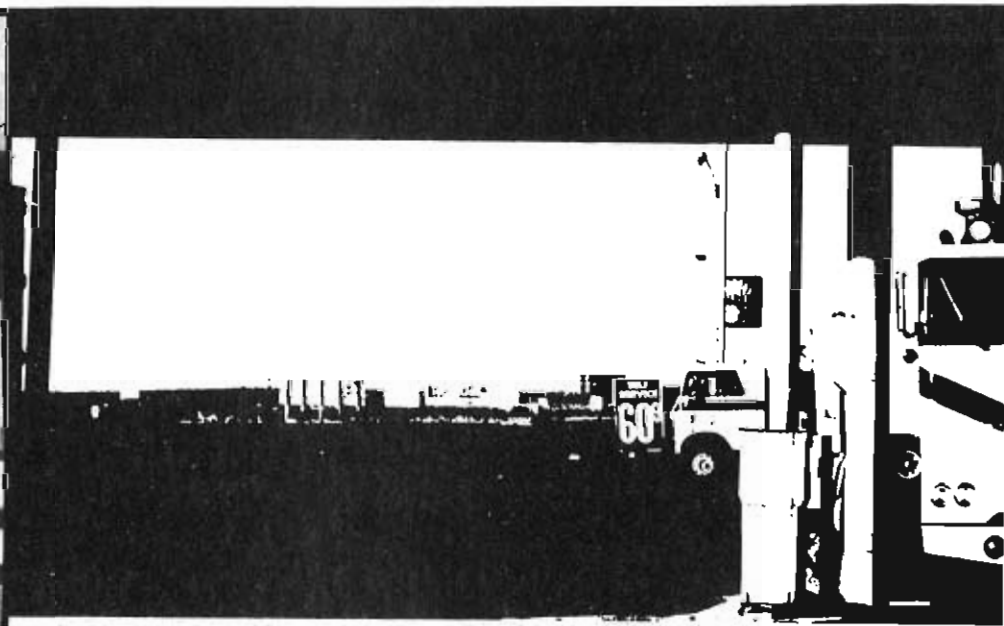
Fuel consumption runs out at around 7½mpg, or roughly the same as Richard's Camaro, which is actually pretty good for a truck this size and can be attributed to the high ratio 'motorway' axles.

The cab is so well-appointed that it could put bed and breakfast establishments out of business. Sitting behind the seats are a refrigerator, a two ring cooker and a wash basin fed by a 20



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gallon fresh water supply. Air conditioning goes without saying, but I've said it anyway. And there's no more nights shivering, it's got a six inch version of the torpedo heater used by garages and the like — just dial the temperature you want and lie back and think of California.

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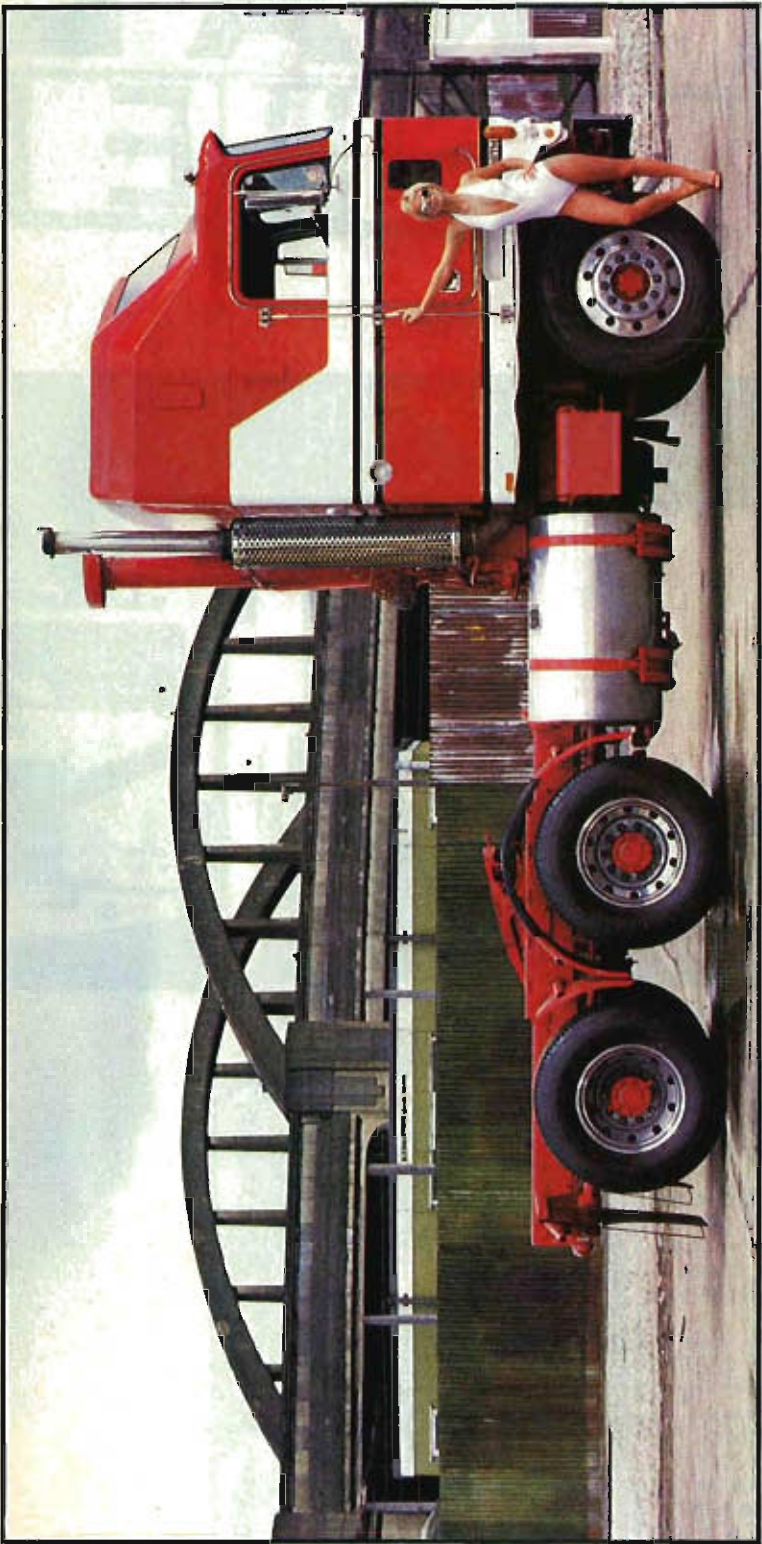
Talking of money, it's for sale at Rydales, so if you've got £22,500 stuffed in your mattress give Pat Taylor a call on 01-529 86861. He reckons it's just the thing for the owner/driver, the enthusiast who wants a long-life truck for long distance hauling, plus all the books and manuals that come with it.

It's got to be the ultimate in image machinery — no one's going to miss you driving past. And Pat tells me it's a pleasure to drive. 'With most trucks you have to drop down through the gears when you come to a hill, with this you just put your foot down'.

Sounds right for you? Right enough to buy? You know what to do . . . and can I have a ride sometime. Please.











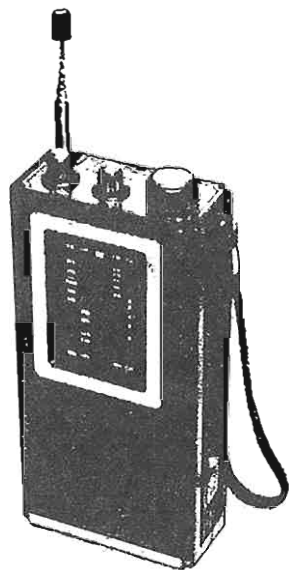
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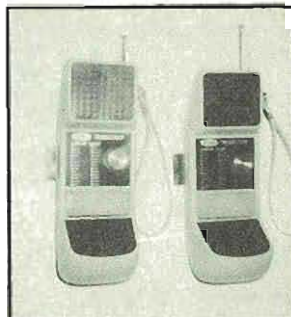
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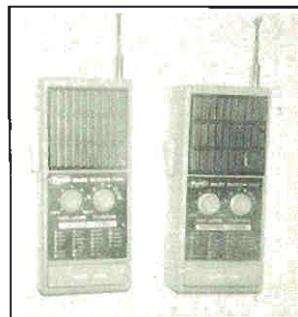
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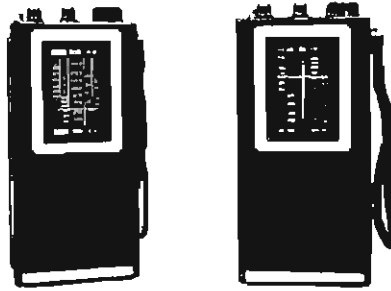
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# REACT

Legal CB? God, I hate this waiting. It's like waiting for Christmas when you already know what you're going to get. And maybe don't even want it.

Legal CB or not, we've had plenty to keep us busy over the past few months. You know what they say about idle hands, don't you? Neither do I, but they don't say it about us, that's for sure.

And we've only been writing about what other people are doing, after all, so it figures they must have been busy too.

REACT UK have, for sure. There's been more going on behind the scenes than at my old school's concerts but hopefully the end result will be a good deal more successful than our efforts. Although Suzy Ballard was always very popular.

As we creep towards The Big Day things are beginning to hot up and REACT are finalising the details of their monitoring network. Both the national co-ordinators and the national committee met last month and we'll bring you all the dirt on the outcome next month.

As we've told you more times than any of us can remember, REACT UK are strictly legal and will only monitor a legal service, so they are now looking towards FM. Not a lot of choice really.

And FM is still something of an unknown quantity, so REACT are planning a series of tests to evaluate the efficiency of the service.

Their national co-ordinator Alasdair Mackay has been granted a test licence and he will report back to the national committee — and us — with his findings.

While CB is intended for local communication, it is vital that monitoring groups have enough power to sustain contact throughout an emergency. The HO specs say that if the antenna height exceeds seven metres, power output of the rig must be restricted to 0.4 watts.

But then maybe the Home Office will be prepared to make the exception for monitoring organisations. . .

The regions have now been finalised to provide maximum coverage and fit in with the civil defence areas. We hope to bring you a map of the areas next month. Don't we Alasdair?

After the national co-ordinators' meeting, rotas will be worked out and then they'll all sit back and wait for legalisation. Just don't hold your breath chaps. But in the meantime, they're getting round to all the CB events they can recruiting new members. And a good number of them have come from you through the regular features.

If you want to join now before legalisation — they obviously need to know what areas they can cover as soon as possible — complete the form below and send it to their team registrar, Peter Horne, at the address indicated.

For any other information write to the REACT UK general manager Ivan Francis at 28 The Coots, Stockwood, Bristol, Avon BS14 8LH, or the national co-ordinator Alasdair Mackay at 142 Lutterworth Road in Nuneaton.



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3. You are entitled to all sorts of technical information and advice, we tell You all about it!\*
4. Insurance is arranged for Your mobile antenna, if someone rips it off, just tell us. (The first 12 month after registration free!)
5. Product information, manuals etc.: Just ask, we tell You where to get it.\*

\* It does not cost You anything extra!

Turn to page "8" to see the title size picture of Your E.S.F. membership medalion

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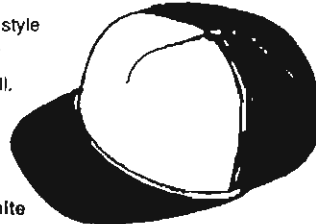
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# Ears listening to you, kid



Last month we looked, in some detail, at emergency monitoring groups, either on the air and earwigging channel nine, or still preparing to do the same after legalisation. We said then that we'd come back and look at them on a regular basis and here it is. Well, twice is fairly regular, you'll just have to wait until next month to see if this healthy trend continues.



We'll start with BEST, for no other reason than I got in contact with their president John Foster before any of the others and he's got a jolly smart surname (oh, what a giveaway).

Since we last met, BEST (Breakers Emergency Service Teams) have spread out still further from their Midlands base and set up new monitoring stations throughout the country. Their UK representative Blue Fox, has just spent a week's holiday in Scotland with their mobile base unit to help them establish teams up there. They offer a similar service to groups of breakers anywhere in the UK to help them get off the ground and on the air. Bit like Tupperware parties with ears on.

The same mobile was used to rally the troops at a CB show they attended. BEST had already proved themselves useful to the organisers by putting right signs that had been messed up by the local nurds, and when a child went missing they found her in 30 seconds and reunited her with her mother within two minutes. They assure me it wasn't a set up job for the benefit of the crowds...

A search for an 81 year old man in Coventry ended in tragedy when he was found dead by a BEST monitor searching on foot. But John told me they hope to learn from this failure by fielding larger and better equipped teams. But that's where we come to our old friend money. Or the lack of it.

They aim to set up fully equipped mobile units, like the one that's chasing around the country, each with first aid kits and field packs of rugs, torches and all the other bits and pieces necessary at any emergency from a full scale search to a breakdown. Some is being donated and they have been offered discount on other items. Eventually they will have additional equipment at the base stations so they can be collected if needed. But they also need money, and the £1 membership fee doesn't go far.

They've held various fund-raising events, discos and the like, and they've received donations from CB clubs but they're hoping some kind souls will donate a few items. You know I'm about to ask you, don't you? If the flattery's got us anywhere, contact John Foster (no relation, honest) at 140 Cranby

# Ears listening to you, kid

Road, Sunny Side Estate, Nuneaton, Warwickshire, CB10 8EW.

Since we're all talking about FM — well, someone must be — BEST say they hope to monitor both AM and FM after legalisation but maintain that their first duty is to the existing breakers who won't be covered by the legal monitors.

Talking of legal monitoring groups (notice the continuity?), we'll come back to them later, first we'll look at another naughty one (so much for the continuity).

THAMES (Traffic Help and Monitoring Emergency Services) are still drawing in new members, still monitoring and still helping breakers and anyone else they can. Membership is on its way to 400 and they're coming in at the rate of 5-10 a day by letter and phone call. We mentioned last time that they had two medic units offering medical help and advice over the air and at the scene of accidents, and the idea obviously appeals to the medical profession because from those two doctors they've now got 25 units including nurses, ambulancemen and doctors. It might sound corny but they've even recruited the healing powers of a chiropodist, which seems like a step in the right direction. He lives in Huddersfield too, but I don't intend to make any jokes about that.



A chemical firm has agreed to provide medical supplies through Medic One, so it proves that its worth approaching the large companies. Offers of help have also come from an expert in fire-fighting and first aid on Tameside, and the QC who defended the Radio Caroline pirates has said he'll stand for any THAMES members who are busted for sending or receiving a 10.33 on channel nine.

And thus we come to the grovelling bit. THAMES's biggest headache at the moment is producing newsletters and information sheets. They would like to hear from any clubs, or individuals, who would be prepared to donate cash or materials. And if you're not a member, you can join free — whether you donate

anything or not, I should add. Write to the THAMES director George Mark at 18 Shepherds Way, Monkshill, Selsdon, South Croydon. Or call him on 01 (if you're outside London) 657 7213.



Before we get on to the legal operation (you'll find REACT elsewhere in this issue, incidentally) we'll call in on NES (National Emergency Service), which is a sort of go-between and fits in rather neatly.

NES then has two roles: To act as a link between the various organisations, ensuring they make the most efficient use of their joint resources, or any other role the monitoring groups want them to play; and as a training and advice service for individual breakers who don't want to join organisations.

They are a newly-formed organisation, getting themselves known and established, but the training scheme idea has really taken off and although it too is still in the planning stage, applications are pouring in. It will be free to all NES members. They too are eager to hear from clubs, but especially individual breakers. Write to the lovely Judy Read and her husband Nigel at 48 Holsom Close, Stockwood, Bristol or call them on Whitchurch 839678.

Suffolk EARS are the legal ones in our little round-up and as such they are spending the time until The Day spreading the word and establishing those vital contacts with the authorities, that we keep going on about.

They are also the only group we've featured who plan to operate on a local basis, providing extensive coverage and then spreading out further afield. They've started spreading since we ran the last feature (though I must emphasise this is just establishing a network of volunteers who will monitor only when they can do so with legal equipment),



and have found 12 good sites for base stations.

That's just local response but EARS have heard from volunteers in Wales and Yorkshire interested in setting up their own local units, so their local



operation looks like going national. They've been offered all kinds of useful help by all kinds of useful people including a rig manufacturer, an antenna company and a firm offering to carry out emergency repairs. Help has also come from the media and their link with the Suffolk Accident Rescue Service — a team of volunteer doctors who attend road accidents to give on-the-spot treatment — prompted a cover on Medical News bearing the legend 'CB for GPs'.

For more information or details of membership (£1 to you) write to Suffolk Ears, c/o Everards Hotel, Bury St Edmunds, Suffolk.

One final word, if you are a member of a monitoring group not included in this regular feature (providing it appears next month) drop us a line and we'll try and help you out.

**Monitoring can be a time consuming business and there's no point in sitting in front of your rig every spare hour of the day if you're going to blow it in the couple of minutes it might take to receive a 10.33 and pass on the relevant information. We know that some groups are producing their own monitoring guides to ensure efficiency, but we thought it might be useful to give a few notes for the benefit of all monitors, whether in organisations, on their own, or hoping to form a group.**

**You may have seen similar guides in other magazines but the following advice comes from REACT International, who have been monitoring CB in the USA since 1962, and it is reproduced with thanks to REACT UK, who hold the UK copyright. REACT UK point out that monitoring procedures here will be governed by government regulations, local conditions and area requirements. All that said, though, it is a useful guide, and was reviewed by both the FCC and the Ohio State Highway Patrol.**

### MONITORING PROCEDURE

The best advice for any REACT monitor can be summarised by these four "C's" — Be Calm, Courteous, Correct and Concise.

**CALM:** Keep emotion out of your voice. No matter what the emergency, a calm, professional attitude will keep things cool and get the message through quickly and accurately. Losing your cool, calm attitude may cost you an important message. The more justification for getting excited, the more important it is for you to remain calm. As a REACT monitor, set a good, *calm* example for the other party to follow.

**COURTEOUS:** You must think of yourself as a public servant, regardless of provocation, remain courteous at all times. Never display temper on the air. Don't fight with other monitors over handling calls. A simple rule of common sense dictates that the monitor with the best communications handles the call.

Don't become an "Air-Hog". Let other monitors handle calls, too. If some problem must be ironed out, do it by telephone.

**CORRECT:** Work to keep errors out of your communications. Use the phonetic alphabet and repeat the message where appropriate to get names, locations, and call numbers accurately. Write everything down for reference.

Report emergencies to the correct authority. Check the list to be sure you get the proper police jurisdiction or other agency appropriate to the situation. Consult the maps and guides in this manual for correct directions. It is better to say you don't know, than to give incorrect information. Be sure to enter all calls on your log sheet. Correct behaviour includes proper communications techniques in accordance with good practice and proper observance of FCC regulations.

**CONCISE:** Your job as a monitor is to get the message and provide assistance. Avoid tying up Channel 9 by keeping your transmissions as brief as possible. Use the 10-code where possible. If a prolonged transmission appears necessary, go to your "work" channel to keep Channel 9 open for additional emergency calls. A "strictly business" attitude is your best assurance of time-saving communications.

### DO'S AND DON'TS ON CHANNEL 9

#### DO'S

Answer all calls for emergencies and motorists' assistance  
Switch non-emergencies to another channel  
Use your team work channel for all ordinary calling between team members  
Use land-line to relieve monitors when you take over  
As far as possible, ignore non-emergency users on Channel 9  
When it is necessary to handle emergency calls, courteously remind non-emergency callers that Channel 9 is officially limited to emergency calls  
Remember, others may be monitoring Channel 9, REACT teams and non-REACT monitors.

#### DON'TS

Use Channel 9 for non-emergency communications  
Argue with other emergency monitors  
Continue prolonged communications on Channel 9  
Use radio when telephone is available  
Dispatch REACTers to scene of emergency unless requested by authorities  
Scold others for abusing Channel 9 rules  
Run time checks or station identification announcements  
Call monitors on Channel 9 for ordinary non-emergency callings  
Act as if you own Channel 9

#### RESPONDING TO EMERGENCIES

When answering a REACT call, be *brief, courteous, and repeat* the information to be sure it is correct. Make sure you have all of the required information before you clear the call. Refer to the chart Responding to Emergencies, to be sure you get all the information required, report to proper agency, and give proper instruction to reporter of incident.

## INTERNATIONAL PHONETIC ALPHABET

(A)	ALPHA
(B)	BRAVO
(C)	CHARLIE
(D)	DELTA
(E)	ECHO
(F)	FOXTROT
(G)	GOLF
(H)	HOTEL
(I)	INDIA
(J)	JULIETTE
(K)	KILO
(L)	LIMA
(M)	MIKE
(N)	NOVEMBER
(O)	OSCAR
(P)	PAPA
(Q)	QUEBEC
(R)	ROMEO
(S)	SIERRA
(T)	TANGO
(U)	UNIFORM
(V)	VICTOR
(W)	WHISKY
(X)	X-RAY
(Y)	YANKEE
(Z)	ZULU

## RESPONDING TO EMERGENCIES

INCIDENT	INFORMATION REQUIRED — ASK ...	PHONE REPORT TO:	SPECIAL INSTRUCTIONS
1. Aircraft accident	Description: Commercial, private, military. Location. Possible injuries, fatalities. Passengers, crew, people on ground.	Police	Reporter should remain on scene at safe distance until help arrives.
2. Auto accident	Location. Number of vehicles. Injuries, fatalities. Is traffic blocked?	Police	Reporter should remain on scene until help arrives. Don't administer first aid unless qualified.
3. Auto repairs needed	Location. Auto description, licence number. Problem. Is traffic blocked?	Police, if traffic blocked. Service station or auto club per motorist's request.	Acknowledge help on way to reporter.
4. Boating emergency	Location. Description of boat. Problem.	Coastguard	Ask Coastguard
5. Civil disturbance	Location. Number of people.	Police	Reporter should keep out of way.
6. Crime report	Location, Description. Number of people.	Police	Reporter should seek safety. Do not pursue criminals.
7. Explosion	Location. Description of damage. Injuries, fatalities. Fire?	Police, Fire brigade	Reporter should stay at safe distance until help arrives.
8. Fire	Location. Extent of fire. People in building?	Fire brigade	Reporter should help evacuation and stay on scene until help arrives.
9. Floods	Location. Are lives threatened? Height of water.	Police	Reporter should remain on scene and look for people. Assist in evacuation.
10. Hazardous driving conditions	Get extent of area covered, period covered. Description. (Snow, icy roads, obstruction, etc.)	Police	Reporter should proceed with caution if possible.
11. Leaking gas	Location. Description. Indoors, outdoors.	Gas board, Police	Reporter should proceed with caution if possible
12. Lost child	Location. Thorough description. How long missing.	Police	Reporter should initiate search by others. Await arrival of help.
13. Medical emergency	Location. Description.	Police	Reporter should await help.
14. Miscellaneous (not otherwise listed)	Location. Description. Urgency. Injuries.	Police	Reporter should await arrival of help.
15. Natural disaster	Location. Description. Threat to life and property.	Police	Reporter should seek safety.
16. Power failure	Location. Extent of area concerned.	Power authority, Police	Reporter should seek safety.
17. Road directions	Destination. Location.	No report required.	Give clear direction.
18. Road hazard	Location. Description.	Police	Proceed with caution.
19. Search and rescue call	Location. Purpose. Number of people requested. Person in charge. Have authorities been notified?	Police (if they haven't been called in). Report to team leader.	Request reporter to stand by for reply.
20. Severe weather warning	Description. Location. Duration.	Check with weather bureau.	Tell reporter to listen for verification.
21. Signals out of action	Location. Condition of traffic.	Police	Reporter to proceed with caution.
22. Stalled car	Location. Description. Licence number. Blocking traffic?	Police	Reporter to proceed.
23. Street lights out	Location. Extent (number of lights, area out). Results?	Police	Reporter to proceed
24. Suspicious behaviour	Location. Description.	Police	Reporter to proceed with caution.
25. Tornado	Location. Damage. Direction. Speed.	Police. Weather Bureau.	Reporter to seek safety.
26. Unconscious person	Location. Description.	Police	Reporter to remain until help arrives. Don't administer first aid unless qualified.



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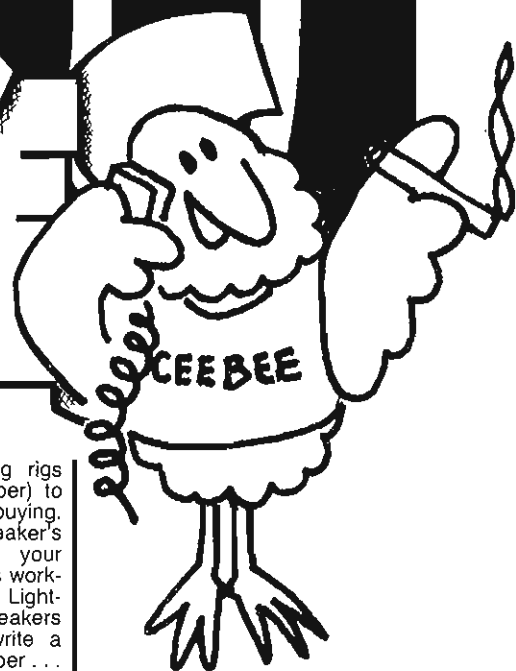
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TELEX NO. 13

# AIR MAIL



I've been getting some funny looks in the office lately. Personal habits aside, it's all because my desk looks as if it's just been through a ticka-tape parade. We must be getting more post than the Kim Wilde fan club. Lynn's worn out three letter-openers. We've even had a bill from the Post Office for medical treatment. Something about our postman getting a hernia. Remember, last month I said it was probably all still in the post? This month, it's all over the office.

But we're a greedy lot. Now we want more, don't we? Course we do. More news of events, accounts of those passed and details of those coming up. Well in advance please. We want news of fund-raising, how you blagged the money, who it's going to. And we want photos. They don't have to be professional shots. Someone in your club must have a camera, so just make sure he's at your fancy dress party, or whatever, and send us a print or two. The more unusual the better. And preferably in black and white, please.

If the local press have covered the event, try them for a pic. Send all the news, pix and club entries to: Airwaves, Breaker, Link House, Dingwall Avenue, Croydon, Surrey CR9 2TA.

Ok, so that's our bit, now onto your bit. We've got as many snippets in as possible but if you haven't made it this month, Very Sorry Indeed, you're probably in next month's.

The Hazzard County Breakers live in Derbyshire but the East Coast Breakers Association's home 20 is also known as Hazzard County. And with good reason — there's a radio interference tracking centre at nearby Marks Tey... **Unusual** names department. The Clean Air Association hails from Wolverhampton. Seems they got their name after staging a wally-removing session last year...

**Several** clubs are registering rigs (handle, rig type, serial number) to provide a checklist when buying. Saves you buying a local breaker's set. Or even buying back your own... Good to hear of clubs working with the local press. White Lightning of the Northampton Breakers Club has been invited to write a regular column for a local paper...

**Severn** City Breakers Club from Shrewsbury are on a holiday route, so are monitoring channel 9 between midnight and 6am. Sea Wolf and Mermaid are there if you need help... Is 600 members in the first two months a record? The title goes to the South Wales Big 10-4 Club in Swansea — unless you know different...

Once there was no club in the east of Scotland — now there's the Tanside CB Club in Fintry, Dundee... **Thres** breakers from the Grass-Court Breakers Club from Merseyside helped at a fire in the Amoco garage in Skelmersdale and alerted the fire brigade. Free petrol, please, for Drunken Duck, Shady Lady and Hustler...

**Some** clubs are outgrowing their meeting places. The Bury CB Club now meet on the last Sunday in each month at the Griffin in Bury St Edmunds, and the Brook Breakers Club have moved to the Badger in the Brook, every Wednesday...

**Late** news. Remember Easter? The Bottle City Breakers Club (St Helens, Merseyside) held an admission by Easter Egg meet and then took them to local children's homes. Nice idea, huh? They've also got a junior club... **Midland** Citizens Band Radio held an AM demo in Birmingham on behalf of the Association of Midland Breaker Clubs, who represent more than 60,000 AM Breakers...

**Anyone** know anything about a sponsored orgy organised by Colwyn Bay Cruisers? Press tickets, please... **Still** on the dirty bits, Tameside Good Buddies burst in on a Box Town Breakers meet in Stockport, stripped the BTB chairman and auctioned his clothes for charity. And tipped a bucket of ice down his underpants. This is what they want...

**Inter** City Breakers (Salford) have donated £400 and a stack of clothes and toys to the Pendlebury Childrens Hospital... **Tameside** Good Buddies again. They've raised £2,000 to buy an incubator for St Mary's Hospital...

**A word** of thanks from us to the North West Breakers Association for news of the Midland clubs and their excellent newsletter... **And** thanks also to Rusty 1 of the College Town Breakers in Lancing, just for writing in a nice letter... The world-famous Road Apple DX Club, formed in California in

1947, have started a UK branch. Serious DXers can write (enclosing a SAE) to Robert, RA68, c/o Top Ear, London Road, Eaton Socon, Huntingdon, Cambs... **Bit** late for publicity (we really need 6-8 weeks warning) but hope Attic Breakers Club's sponsored walk from Bridlington to Blackpool went well. Praise and dressings for blisters to Gonzo and Lollipop...

**The** Zebra Country Breakers, who meet at Sible Hedingham (I think) in Essex hand out "hassle sheets" to new members, giving a rundown on their rights. Like many clubs, they are also entering floats in local carnivals. Looks like being a boom year for gala parades and the like...

**Bugs** Bunny of the Give Us A Nine Club in Box Hill, Surrey, says their membership ranges from school kids to company directors. They sound a friendly bunch, so check out the club list...


**News** of another sideband club, Wythenshawe is the home of the Ringway SB Club, who say you don't need a sideband set to join. An interest will do...

**At** last, an organisation for truckers. The Big Wheelers Association has been set up mainly to spread the gospel on breaking channels. Channel 14 for local breakers and 19 for truckers and other travellers is their aim. We'll back that all the way. How about you? Let us know...

**Another** club carnival float. The Central 27 Breakers Club have entered in the local Sterling District Festival. How about some pix of floats from the clubs... **Hello** Papermate of the Bournemouth Independent Breakers Association. Thought we'd forgotten you lot again, huh? Would we dare? Do we want 300 breakers visiting Link House to collect our kneecaps? It's a great club. Really. Join now, everyone. Oh, and thanks for the bribe...

If you're reading this before June 26, the South West Lancs Breakers Club are holding a buffet and disco on that day. Tickets from club address in list or meets at the Rainford Labour Club every Monday. If it's after June 26, it's gone, anyway. Either way, hope you get the money you need for the Peterhouse school for autistic children...

Good newsy stuff this month, for which the praise goes to you all. Keep it coming in.



**ROAD APPLE DX CLUB**

Personal  Road Apple No.  AM Handle



**Our very own super hero, Clark Kent, has been exploring the telephone boxes oop north again. We thought the change would do him good. Can't say those tights do much for his street credibility though. . .**

"Bigger off up north", they told me, "and check out the local CB scene." Thus I find myself sitting in a 125 Inter City at Kings Cross listening to an absolutely wonderful guard doing a crazy, unintentional impression of a BA hostess. "Good morning, ladies and gentlemen, this is your guard speaking. We are aboard the 11.50 from Kings Cross to Leeds, calling at Peterborough, Doncaster and Wakefield".

Leeds hoves (or could it be Hovis?) into view at three-fifteen and I head for the Avis desk to hire a car — a thing so boring it defies description — drive out to my hotel suite in Pocklington (The Feathers, the best breakfast in Yorkshire, and handy for New York Raceway where I'll spend tomorrow) scrub down in the shower, and head back to Leeds.

This is the second Saturday of the month, and that's cruise night. If there is going to be any action it'll be now. Even as early as seven-thirty the car park at Hindle valves is full. Leeds has always surprised me, the amount of heavy-duty machinery that runs in the area — and just about everybody wearing ears.

Every so often somebody peels out of the car park and goes for a quick flip around the city centre looking for MG's at traffic lights. The airwaves are surprisingly quiet — I reckon its the old problem of too many cars in too close quarters makes for masses of bleed.

At one point I even pick up a channel 19 breaker on my tape recorder asking for a copy. I bet if I'd been wandering around with a washing machine, I'd have been getting breaks on that.

One of the first guys I bump into is from Britannia Breakers, and he's enthusing about how well his club is doing. "I'm getting memberships in from the States, the Middle East, all over Europe. . ." he's telling me when suddenly a kid comes running over to warn of someone getting busted right across the road. Over to the edge of the car park like a shot, fitting a 135 telephoto lens as I go. A blue Hillman is just driving away as we get there, and the two bike Smokies stay, R80 engines ticking over. These are just one of three pairs in town tonight — I counted them as I came in. It later transpired that all they had done was warn off the Hillman driver. But the fire was raised. "I'll try a set-up," says the Britannia Breaker, "I've got my Rover across the way. I'll pull up alongside the Smokies, you set your camera up and we'll see if we can snap 'em in the act".

Using an old oldrum as a support and with the camera on a tripod — use a slow speed and no flash, don't want to attract too much attention — I wait for the big bust. The Rover pulls around and there are more twigs on it than in the Forest of Dean. And nothing happens — they don't take a blind bit of notice. They just sit there for about fifteen minutes until a dude in a Dodge Charger comes around the top corner a little bit quick and a lot noisy. But even he gets away with a warning about streetracing. Back to the conversation.

It seems that there are now eight or

nine clubs in the Leeds area, each with a healthy membership. A couple of larger ones are boasting four figure memberships. Most break on channel one-nine, and the breakers are less than subtle about when they use their rigs. The smokeys will every so often hand out a token bust, but for the most part they are happy to turn a deaf ear. Or so this cop I've just spoken to reckons. He is loath to be named in print, but otherwise he is quite forthcoming:

"Well, it'll be legal soon, so it's not really worth botherin' with, is it? I mean, unless they do summat totally daft — like start talking to each other when they overtake one of our lads, and we hear their signals quite loud at times — we're not going to bother. Official policy? I don't think we've got one anymore".

I meet up with a couple of old mates, cruisin' around town in a slightly seedy Cortina and running a Realistic 40-channel rig, and take up their invitation to ride around for a circuit.

Things are pretty quiet tonight altogether, particularly on the police front. There are only half-a-dozen or so in town, and these two are using their rig in full view at one set of lights. Nobody really cares anymore. Like just about everybody else I spoke to, they are not happy with the Government decision to legalise on 27FM.

"Ah'm not goin' ter change't rig. They must think as ah'm made o' money or summat. Mebba when it breaks down ah'll get an FM rig, but fer the minute. . . ."

At about ten-thirty, the rain finally stops, so I take a last few photographs. This brand-new, thirty-quid, quick-recycle, thyristor, multi-angle-head flashgun has started to play up again, so I reckon bugger this for a game, I'm going to eat. Into Ike's for a burger, back to Pocklington and into bed.

The things I do to earn a crust. While I've been out in Leeds getting soaked, my mates have all been pleasantly drinking themselves out of their skulls. Is there any justice?



**27 Club**  
Every Monday at  
Saxon Tavern  
Southend Lane  
Catford SE6

**Aire Valley Breakers Club**  
53 Albert Road  
Saltaire  
ShIPLEY  
West Yorks

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

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

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

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

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

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

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

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

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

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

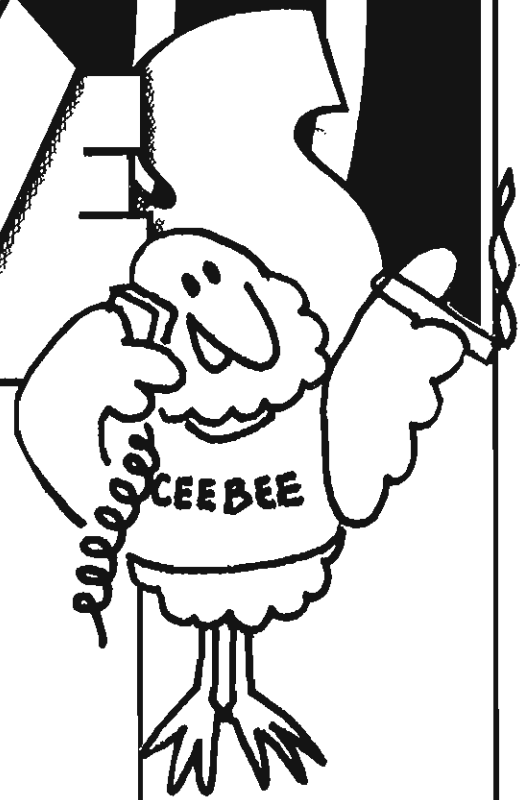
**Boomerang Breakers C**  
Meet at White Lion  
Moulton  
Northampton

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

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

**Bottsford CB Associati**  
c/o 8 Spusby Road  
Scunthorpe  
Sth Humberside

# AIRWAYS



## **Boulevard Breakers Club**

56 Kirkdale Drive  
Glasgow G52 1ET

## **Bourne End Breakers Association**

Fridays at  
The Fire Fly Pub  
Bourne End

## **Bournemouth Independent Breakers Association**

Every Tuesday  
Coach House Motel  
Ferndown  
Dorset

## **Bracknell Breakers**

Every Sunday at  
The Bridge House  
Wokingham Road  
Bracknell  
Berks

## **Braithwell Rig & Twig Club**

Every Tuesday  
Braithwell WMC  
Sth Yorkshire

## **Breaker One Four Club**

c/o OK Corral  
Napier Barracks  
BFPO 20  
West Germany

## **Breakers Town CBC**

Every Thursday  
c/o The Stanley Club  
Stanley Road  
Carshalton  
Surrey

## **Bricket Breakers Club**

c/o Watford Component Centre  
7 Langley Road  
Watford  
Herts

## **Bridgetown Breakers Club**

Meet at Phoenix Social Club  
Heesle Road  
Hull

## **Bristol Breakers**

120 Beaufort Road  
St George  
Bristol 5

## **Bristol CBC**

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

## **Brook Breakers CB Club**

Every Wednesday at  
Badger in the Brook  
Shirebrook  
Mansfield

## **Broadland Breakers Club**

First Sunday at  
White Swan  
Stalham Norfolk

## **Bruggen Bandite CBC**

On Channel 14  
West Germany

## **Burns Breaker Club**

c/o Braehead Hotel  
Whitlitts Road  
Ayr  
Scotland

## **Bury CBC**

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

## **Caketown Breakers Club**

Every Sunday at  
The Queens Hotel  
Pontefract

## **Campaign for 27MHz AM CB Radio**

10 Lochnell Road  
Dunbeg  
Connel  
Argyll PA37 1QJ

## **Canary City Breakers Club**

c/o 16 Meadow Close  
Hellodon  
Norwich  
Norfolk

## **Cardiff & District Breakers**

12 Aberdored Road  
Gabalfa  
Cardiff

## **Carlton & Langold United Breakers**

Thursdays at  
Langold Hotel  
Langold  
Worksop  
Notts

## **Carrick CB Club**

Tuesday night at  
Carrick Hotel  
Maybok  
Ayrshire

## **Castle Breakers**

c/o Rose & Crown  
High Street  
Tonbridge  
Kent

## **CBA Central Scotland**

5 Carronvale Avenue  
Larbert  
Stirlingshire

## **CBA**

Coronation Service Station  
Middleton Road  
Heywood  
Lancs

## **CBA Fife**

32 Balaise  
Leven  
Fife

## **CBA Manchester**

21 Westwood Road  
Stretford  
Manchester  
M32 9HX

## **CBA Reading**

PO Box 123  
Reading

## **CBA Sussex**

15 Buckingham Mews  
Shoreham By Sea  
Sussex

## **CBCB Club**

103 Southwood Road  
Downside  
Dunstable  
Beds

## **CBGB**

CB House  
Crosby  
Liverpool

## **CB Information Centre**

7 Sandringham Crescent  
Harrow  
Middx HA2 9BW

## **CB-NE**

PO Box 81  
Sunderland SR3 1EZ

## **CB Radio Action Group**

55 Dartmouth Road  
Forest Hill  
London SE23

## **Central 27 Breakers Club**

Alternate Tuesdays at  
The Bruce Inn  
Nr Landmark  
Springkerse Road  
Stirling

## **Cheesy Breakers Club**

116 St Christopher's Drive  
Caerphilly  
Glamorgan

## **Cheltenham Breakers Assn**

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

## **Chichester & District Breakers Club**

Every Sunday at  
Bulls Head  
Fishbourne  
Chichester  
Sussex

## **Circle C Breakers**

c/o The George Hotel  
Crewkern  
Somerset

## **City Circle CB**

Bedford Green  
Horseferry  
Leeds

## **Clear Air Association**

Mondays at  
Woodhays pub  
Wednesfield  
Wolverhampton

## **Clig Town Breakers Club**

33 Pendle Court  
Astley Bridge  
Bolton BL1 6PY  
Tel: Bolton (0204) 50046

## **Club Breakaway**

c/o 123 Hasler Road  
Canford Heath  
Poole  
Dorset

## **Clyde Coast Breakers**

c/o Island Hotel  
New St  
Stevenston  
Ayrshire

## **Clydealde Breakers Supporters Club**

62 Rosemount Crescent  
Carstairs  
Lanarkshire

## **27 Coastline Breakers**

PO Box 24  
Rhyl  
Clwyd  
North Wales

## **Copy Cata Club**

The Manager  
Martholme Grange  
Alham  
Accrington  
Lancashire

## **Cottonmount Breakers Club**

Alternate Tuesdays at  
Cottonmount Arms  
Mallusk  
Newtownabbey  
N. Ireland

## **County Area Breakers Club**

4 Corbert Gardens  
Ardersier  
Inverness



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

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

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

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

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

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

**Dorset Nob Breakers Club**  
c/o 3 Barr Lane  
Burton Bradstock  
Bridport  
Dorset

**Dragon Breakers Assn**  
96 Leafid Road  
Hunts Cross  
Liverpool 25

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

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

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

**East Antrim CBRC**  
PO Box 4  
Antrim

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

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

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

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

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

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

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

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

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

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

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

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

**GK 13**  
D5130 Gellenkirchen  
West Germany

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

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

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

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

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

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

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

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

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

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

**Highland Breaker Club**  
4 Corbett Gardens  
Ardersier  
Inverness IV1 2RY

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

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

**Independent Breakers Assn**  
113 Biscot Road  
Luton

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

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

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

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

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

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

**Lazy K**  
Lima KItto Radio Club  
PO Box 55  
Portadown  
Northern Ireland

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Milktown Breakers**  
Every Thursday at  
Rawthorpe Working Men  
Rawthorpe  
Huddersfield

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

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

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

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

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

**National Independent P Band**  
Heirman Straat 37  
Merksem 2060  
Belgium

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

**Noisy City Breakers Club**  
Wednesdays at  
Wheatshaf Hotel  
Darlington  
Co Durham

# AIR MAIL



**North East Derbyshire 10-4 Club**  
12 Coniston Drive  
Clay Cross  
Chesterfield  
Derbyshire S45 9ET

**North Notts Breakers**  
38 Williams Street  
Langold  
Worksop  
Notts

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

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

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

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

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

**Open Channel CBC**  
17 Coronation Street  
Preston

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

**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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**South Birmingham CB Club**  
14 Dalrene Road  
Shirley  
Solithull  
West Midlands  
Tel: 021-745 1135

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

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

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

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

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

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

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

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

**Tayside CB Club**  
c/o 271 Fintry Drive  
Fintry  
Dundee

**Telford CBC**  
Tel: Telford 603474

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

**Untouchables**  
299 Manchester Road  
Kearsley  
Bolton  
Lancs

**Wellingborough Breakers Club**  
Wednesdays at  
Dog and Duck pub  
Wellingborough

**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

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

**Wyre Forest Breakers**  
19 Chawson Pleck  
Chawson Estate  
Droitwich

**Young Breakers Assn**  
22 Romley Crescent  
Bolton  
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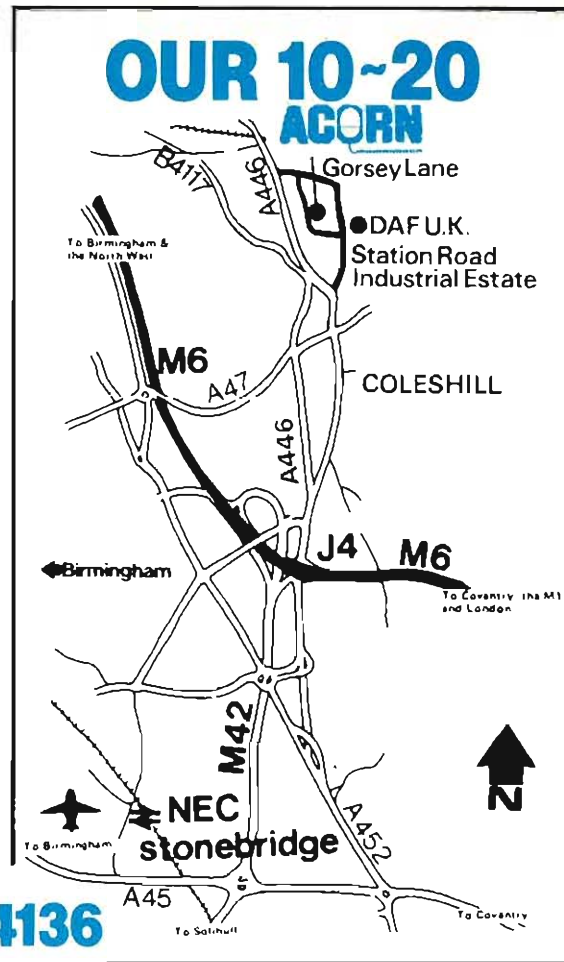
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# Easy as QSL

Hello once again my friends, and thank you for all your letters and cards. It is great to hear from you all, and I must compliment you on the never-ending variety and quality of all the new QSL cards you are sending. Keep them coming, I will try and include your details in this column in future Breaker magazines so keep your eyes peeled.

I had intended to concentrate on the USA this month, but with so much happening on the domestic market, and so quickly at that, I will have to cheat a little and digress from the plan.

Most of you, as soon as you decide to start QSLing, will very soon make contact with someone in the States, and you will discover that generally speaking the USA QSLer has very good quality cards, and is always pleased to send you at least three to pass around, so learn from their good example.

Personally, I feel the very best QSL cards come from over the pond. Firstly, there's the highly collectable Sundown series. Their address is Star Route-Box 251, Spirit Lake, Idaho 83869, USA. They offer a vast range of both stock and personally designed cards, and for 1000 full colour artist-designed QSL cards you will expect to pay about £40.00 — less than half what I was recently quoted at a CB exhibition. So you GB printers have either a lot to learn, or you should reduce your profit margin quite considerably!

Another 'custom' card supplier is also well-known to the established QSLer, another great favourite of mine and highly collectable. The Runnin Bare QSL cards are produced by J & C Art Design, 737 N. Adams Street, McMinnville, Oregon 97128, USA, who will be pleased to send you leaflets and samples upon receipt of an International Reply Coupon (obtainable for a few pence from your local Post Office). Likewise with Sundown cards.

You will find the States to be the greatest QSL land in the World. It is a little like the Forth Bridge; you will never actually complete the job, but you can certainly make the best of it. I once had great fun, and made a lot of good friends, by trying to collect one QSL card from each State. It really is a challenge and I have included a list for you, although you might get a little

stuck on Alaska and Hawaii (I'll half help you on that one — try a very friendly Scout, Joseph L. Vierra Jr., of 414A Koa Street, Wahiawa, Hawaii 96786, USA). See how you get on with that task!

Had a welcome letter from my old friend Gene Chelborg in California (President of Redwood Country QSL Club), and he tells me that following a mention in Breaker No 4, some kind person telephoned him from Great Britain to discuss joining their club, and went into great detail of how he had obtained his name etc. But the caller unfortunately forgot to allow for the time-difference between our countries and it was 4.30 in the morning over there! USA is between 5 and 9 hours behind us, so if you must telephone, work it out first!

Gene also tells me he has had Garry Morosoff (President of the Australian Swagman QSL Club), who he met by QSLing, staying with him for a few days. By coincidence, Garry had since returned home to Australia and had written to me with all the latest details and happenings at Swagman, so I will feature this next month, together with other Australian QSL bits & bobs.

For some time now I have been corresponding with two disabled people. I get a letter regularly every month from my friend Ernie Vater, of 116 Millard Street, Torrington, Conn 06790, USA. His problem is that every time he writes to a GB-QSLer, he never gets a reply. So come on all you out there, let's just prove him wrong, get those cards on the way to Ernie today! Another good friend is a young man with the self-explanatory handle Wheelchair Rick, alias Rick Vargo of 162 Taylor Street, Port Huron, Michigan 48060, USA. He would really appreciate a few British QSL cards to brighten up his day, as he only has his rig and a typewriter for company all day. Let's show him we care and send him your QSLs, a few coloured view cards, and perhaps a few magazines. Thanks.

Just two more letters to mention before we leave the States. I received one from Tony Oreluk of 200 Carriage Drive, Irwin, PA 15642, USA, who would especially like to hear from fellow firemen in Great Britain, but obviously welcomes all others. Craig of S9 Hobby

Radio Magazine at 14 Vanderventer Avenue, Port Washington, NY11050, USA writes the magazine's QSL column. If you would like a mention, please drop him a card.

Must just tell you a funny story, which happened a short time ago. Way back last year I joined the Thistle QSL Club of Canada, run by an emigrated Scot Bill McBride of PO Box 4, Postal Station C, Winnipeg, Manitoba, Canada, and greatly enjoy the Thistle Newsletters he regularly sends me. From the editorial in the magazine it was very evident that poor Bill had not had the pleasure of a Haggis for nearly 20 years, kidding the Canadians that Haggis 'roam free on the plains of Edinburgh' and are only shot during the high-Haggis season. I could not ignore this plea from the heart, so I wrote to a fellow QSLer in bonny Scotland, who posted me a beautiful Haggis, and upon receipt I immediately air-mailed it to Bill at a cost of over £5, but I thought it would be worth it to bring a little happiness into a poor Scotsman's sporrán.

Alas, my good intentions were not to be. Apparently he was awoken early one morning by a hoard of RCMP police, complete with a travelling laboratory, and he had to convince them he was not trying to smuggle pot! Now you explain to me how you would explain a Haggis to the uneducated? As his letter says: 'The poor wee beastie was painlessly destroyed by the Customs.' I believe Bill is still in mourning, but he would be pleased to hear from QSLers who would like to join the Thistle.

Getting a little nearer to home, I must congratulate Siegfried Sofke, alias Herby 01 CB Station of Meller Strasse 14b, 4503 Dissen am Teutob. Wald, West Germany, for sending out a really nice QSL-return. Drop him a few of your cards and see what I mean. He also collects full Schnapps minatures, coins, and is especially interested in feathered birds.

Still with Germany, I received Bayern Bob's (see Breaker No 5) new book entitled 'English speaking CB stations in Western Germany'. A most useful publication, if you will be travelling through Germany, you can get one by sending £2 cash (don't forget to register) to him at Haus Hay Wain, 8752 Glattbach, West Germany.

Also drop him your QSL, he has a nice one to return to you.

Before we leave, a big 'thank you' from Harry Hertz of the ever excellent 'Super Stinky QSL Swap Club of West Germany' for the superb response from this country following his mention in Breaker 4. For those of you who missed it, the Super Stinky is without doubt one of the very top QSL clubs in the world today. If you wish to join, send Harry £7 for a really good club package, and do not forget those 20 QSL cards which he will swap 1-4-1. The club address is: Harry W Hertz, Postbox 2664, D 6750 Kaiserslautern, West Germany.

Back home to Blighty now with a letter from Sue Newlands, who, unfortunately for her, lives at Wesgar, Kirkwall, Orkney Islands. I say unfortunately because she has little contact with the mainland, and would sincerely appreciate hearing from you, with any old magazines you might have on CB.



That's her full address above, so drop her your QSL.

I have had a reprimand from Terry, of the East Kent Breakers DX Club (PO Box 81, Canterbury, Kent CT1 2XG) for not giving the club a mention. Well there we are Terry, perhaps we will have more details of your club for the next issue of Breaker.

I've spoken to Lez Carroll, President of the now world famous English International DX Club, and I am very pleased to report that their membership has now exceeded the 600 mark. Very well done Lez, and Maureen, his XYL. If you are not yet a member, it is not too late to save your QSL soul — write at once to 225 Arnold Street, Boldon Colliery, Tyne & Wear SR3 1EU. No self-respecting QSLer would be without the EIDX rubber stamp on their card! Talking rubber stamps, Lez has a range of imported CB stamps for sale, so drop him a SAE for full details.

The British Concorde International CB-QSL Club of 187 Walton Road, East Molesey, Surrey KT8 ODY has really hit the QSL scene in a big way, offering a membership pack at the introductory price of £4. They have had nearly 100 members during the first month.

I have seen a rubber stamp of a club called The No 1 QSL Club of Great Britain. If the president would like to

make contact, we will let the rest of us into his secret. We would also like to hear from the other QSL Clubs Big Ben, British Bulldog and Scottish DX Club. We'd like to hear how you are getting on, so please let us know.

For those of you who are just about to start QSLing, I recommend you send a 25p PO for samples to Derwent Press Ltd, of 69 Langstone Drive, Exmouth, Devon EX8 4HZ, who produce excellent letterpress cards, using a standard range of blocks. Just the supplier to get started with, they can print you any quantity from 100 to 1000, and for guidance 1000 two-colour QSL cards, using Derwent's standard blocks (such as Great Britain outline or Concorde etc) work out at only £21.50, post and VAT included. Beat that for value!

That's about it for another month. In Breaker 8 we will be updating you on all the latest new British cards and QSLers, and give you some hard-to-get contacts in peculiar places. We'll also feature the Antipodes, and if you don't know where that is, look it up. If you can't find it in the atlas, look in the dictionary!

If you have anything on QSLing you want to share, drop me a line. Until next month, I'll leave you with the words of a popular USA-QSL phrase, which is most appropriate: Take care, 'cause we care.

THE MEDICMAN.

STATES AND ABBREVIATIONS

Alabama	Al
Alaska	Ak
Arizona	Az
Arkansas	Ar
California	Ca
Colorado	Co
Connecticut	Ct
Delaware	De
Florida	Fl
Georgia	Ga
Hawaii	Hi
Idaho	Id
Illinois	Il
Indiana	In
Iowa	Ia
Kansas	Ks
Kentucky	Ky
Louisiana	La
Maine	Me
Maryland	Md
Massachusetts	Ma
Michigan	Mi
Minnesota	Mn
Mississippi	Ms
Missouri	Mo
Montana	Mt
Nebraska	Ne
Nevada	Nv
New Hampshire	Nh
New Jersey	Nj
New Mexico	Nm
New York	Ny
North Carolina	Nc
North Dakota	Nd
Ohio	Oh
Oklahoma	Ok
Oregon	Or
Pennsylvania	Pa
Rhode Island	Ri
South Carolina	Sc
South Dakota	Sd
Tennessee	Tn
Texas	Tx
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US8 & L58 38  
FOX LADY  
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KATJ-1892  
R.D. 2  
Greens, N.Y. 13778  
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KENOSHA, WIS. 53140  
U.S.A.



## AMERICAN QSL CONTACTS

- |           |                              |   |
|-----------|------------------------------|---|
| KBFA 4860 | Medicine Man                 | Samuel & Mary Good, 1070 Newville Rd., Carlisle, Pa 17013, USA      |
| KZQ 9733  | Mr Lucky & Bookworm          | Harold & Evelyn Hoffman, 67 'F' St., Carlisle, Pa 17013, USA        |
| KANN 3371 | Mr Peabody & Mama Bee        | Clair & Bernice George, Rt. 1, Clare, Ia 50524, USA                 |
| KBFN 1440 | Blue Ranger & Red Rose       | Allen & Clara Gardner, 3220 Nelson St., Lynchburg, Va 24501, USA    |
| KAAY 4671 | Big Bad John & Gravel Gertie | John & Arlene Wright, Rt. 3, Box 171, Newport, Wa 99156, USA        |
| KAZZ 8123 | Planter & Brazil Nut         | Bruce & Neide Whitney, 50 Greene St., Oxford, Ny 13830, USA         |
| KAEP 0048 | Jeanie                       | Jean Jones, PO Box 333, San Luis Rey, Ca 92068, USA                 |
| KRQ 5646  | Tall Irishman                | Edward Carey, 623 North Independence St., Tipton, In 46072, USA     |
| KBOW 3187 | Sly Fox                      | Jerry Ellerbe, PO Box 645, Exmore, Va 23350, USA                    |
| KADW 5107 | Silver Bullet                | Claude Grube, 1404 E. Newport Rd., Lititz, Pa 17543, USA            |
| KAKO 6530 | Kilroy                       | Kitty & Carl Chavel, 6 Wainwright Ct., Williamsville, Ny 14221, USA |
| KAAN 9163 | Foxy Lady & Triple One       | Dorothy & Joey Nunes, 31953 Potsdam St., Hayward, Ca 94544, USA     |
| KJX 8953  | Wheelchair Rick              | Rick Vargo, 162 Taylor, Port Huron, Mn 48060, USA                   |
| KET 6090  | Black Judge                  | Box 254, Old Greenwich, Ct 06870, USA                               |
| KBKI 7042 | Fly Killer & Maggot Masher   | Rene & Henry Hawk, 812-17th St., Moline, Il 61265, USA              |
| KBRC 6185 | Woodpecker & Ladybird        | Jerry & June, 2594 Evergreen, Port Huron, Mn 48060, USA             |
| KDA 4485  | Capon Turtle                 | Mark Wolford, Box 95D, Capon Bridge, Wv 26711, USA                  |
| KWW 2270  | Red Bird & Humming Bird      | JR & Pat Schreder, Rt. 1, Box 190B, Luxemburg, Wi 54217, USA        |
| KEO 9125  | Trespassor & Lady Trespassor | Norman & Louise Gay, 515-51st St. Sth., Tampa, Fl 33619, USA        |
| KAGF 9403 | The Green Roadrunner         | Bill Lumpff, 4822 Ingram Dve., Corpus Christi, Tx 78415, USA        |
| KIJ 6271  | Night Angel                  | Wilma L. Kleinschmidt, W. Roosevelt Ave., Elysburg, Pa 17824, USA   |
| KBBZ 3619 | The Wyno & High Hopes        | Charles & Monika Jones, Box 253, Bridgewater, Ny 13313, USA         |
| KAIP 5370 | Rainbow 1 & Alley Cat        | Frank & Gladys Rhinehart, RR1, Gardners, Pa 17324, USA              |
| KACS 1517 | Big Dollar & Round Robin     | Vernon & Reine Ferguson, PO Box 183, Henderson, Tx 75652, USA       |
| KAHT 9472 | Mr T Bone & Lady Shamrock    | Jack & Marian Voelker, RR1, Box 99, Lowpoint, Il 61545, USA         |
| KAKZ 8836 | Johnie                       | Johnie Ashley, Rt. 2, Box 273, Rougemont, Nc 27572, USA             |
| KAYR 5407 | Big Nichel & Lady Nichel     | Dan & Ann Cunningham, Rt. 7, Box 174, Winchester, Va 22601, USA     |
| KAUG 3107 | Scarecrow & Honeycomb        | Bob & Theresa Frey, RR1, Box 29, Basco, Il 62313, USA               |
| KATO 2880 | Trigger Finger & Dutch Maid  | Tom & Genny Watson, 197 Hampton St., Bridgeton, NJ 08302, USA       |
| KBML 1960 | The Eagle II                 | Dave, Unit 185, 8542-19th Ave, Kenosha, Wi 53140, USA               |
| KBLB 7155 | Honey Bee                    | Lubie M. Jurs, 801 Sth. Liberty St., Elgin, Il 60120, USA           |
| KATG 3835 | Mr & Mrs Saxophone           | George & Grace Kochers, 510 South Ave., Jim Thorpe, Pa 18229, USA   |
| KAAl 6939 | Minuteman & Minutelady       | Lee & Jackie Chappell, 905 Pender St., Rocky Mount, Nc 27801, USA   |
| KZE 3119  | Button Hole & Lady Bug       | H. M. Newton, 3005 Talbot, Las Vegas, Nv 89109, USA                 |
| KJK 2267  | Lil Squaw                    | Joanie, PO Box 1132, Wrightwood, Ca 92397, USA                      |
| KDB 1828  | Big Swede & The Seamstress   | The Nelsons, 4729 N. Calispel, Spokane, Wa 99207, USA               |
| KYD 5816  | Silver Wand                  | Clint, PO Box 7295, Hays Park Station, Spokane, Wa 99207, USA       |
| KAIF 0555 | Marine Raider & Polish Rose  | Jim & Vi Layman, 7021 Sth. Combs Rd., Indianapolis, In 46227, USA   |
| KWI 7884  | The Wolf Trapper             | Russ, T.C.V.001., PO Box 356, Vienna, Va 22180, USA                 |
| KBEU 4718 | Casper                       | Ron Hale, 7885a Estrada Ave., Fort Knox, Ky 40121, USA              |

Once upon a time there were three bears; mummy bear, daddy bear and baby bear.

One day daddy bear went down to the newsagents and bought a copy of Custom Car magazine. When he took it home, mummy bear was very cross. 'Really', she said, 'you ought to be ashamed of yourself, daddy bear. Reading a magazine like that at your age. Why, you're not even interested in cars.'

'Nor are they, dearest heart,' he replied whimsically, a smile hovering over his gnarled old face. 'Remember that little blonde tart that came round the other day, Goldie something-or-other, ate all our food and went to sleep in baby bear's bed? You remember, I had to send you both round your mum's while I got rid of her in case there was any trouble, and when you came back sooner than I expected on account of your mum was out I'd been taken ill before I got her up and had to lie down what with the migraine and everything...'

Yes, yes, get on with it,' snapped mummy bear, who remembered only too well. 'I must say I was slightly surprised to discover you suffered, and then quite so badly, but I'm still not entirely certain why you had to climb into the same bed. I know the attacks come on quickly but there wasn't really room for you both...'

'Lissen, you miserable old grizzly. I had a migraine, I had to lie down. So there was this Goldiewosname person already in the bed which I admit was unfortunate but I couldn't see straight and I wasn't responsible for my actions. I admit she didn't have a great many clothes on at the time but that was hardly my fault and anyway...'

'Get on with it, you lecherous old bleeder. Never mind the excuses, why d'you buy that there silly motoring magazine?'

'No reason at all, dear, none whatsoever. Can't think of a single thing. Just caught my eye, thought I'd give it the once-over. Hey, give it back. It's rude to snatch. Give it to me, come on, I paid for it. You wouldn't be interested. It's only boring old cars, all tarted up to look nice, a few jokes here and there, silly headings, that sort of thing. Not your cup of tea at all. What? Pardon? Really? Goodness gracious. Well well. You don't say. And naked as the day she was... Well, yes, I can see your point. It does look a *bit* like her. Yes, the hair is similar. Face looks a bit familiar and... well... yes, now you come to mention it I do seem to recall a mole somewhere vaguely in that sort of area. Mind you, I did have a migraine at the time and besides, all humans look the same to me and... hang on, that hurts... no look, pack that up... why don't you listen to me... ouch... look...'

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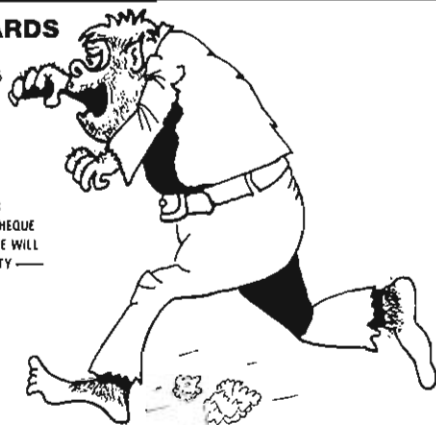
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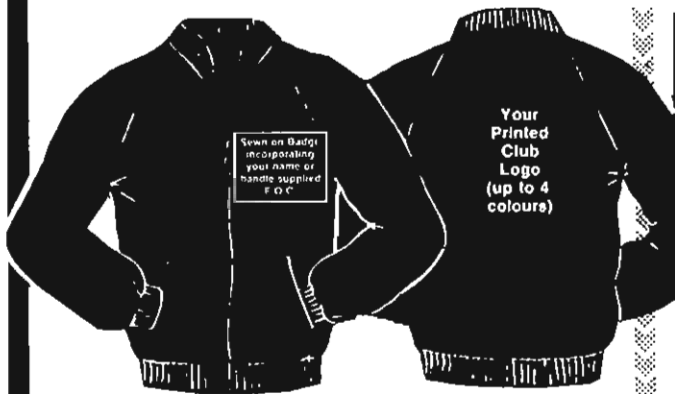
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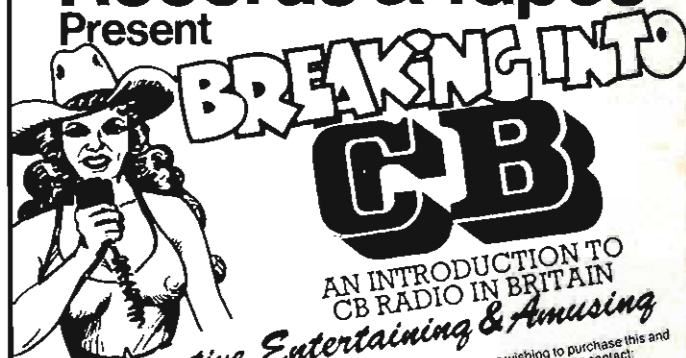
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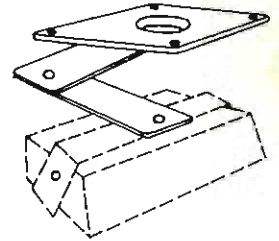
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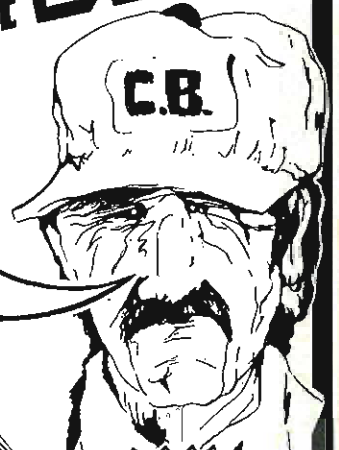
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OUR EQUIPMENT IS AVAILABLE AT THESE LOCATIONS FOR RETAIL CUSTOMERS. SEND ENQUIRIES TO OMTECH LTD., PO BOX 53, EDINBURGH FOR FORWARDING TO YOUR NEAREST CUSTOM EQUIPE DEALER.

OUR EQUIPMENT IS AVAILABLE AT THESE LOCATIONS

**TELEX**

- Aberdeen (3)
- Carlisle
- Dundee (2)
- Dunfermline
- Edinburgh (3)
- Eyemouth
- Fraserburgh
- Fort William
- Glasgow (3)
- Inverness
- Inglston
- Kirkcaldy
- Livingstone
- Lochgelly
- Mallaig
- Midcalder
- Orkney
- Perth
- Peterhead
- Perth
- Panicul
- Shetland
- Stonehaven
- Wishaw
- Belfast
- Alnwick
- Anglesey
- Berwick Upon Tweed
- Bournemouth
- Bishop Auckland
- Barrow in Furness
- Carlisle
- Callington
- Durham
- Darlington
- Egremont
- Grimsby
- Gateshead
- Liverpool
- Leeds
- Middlesbrough
- Manchester
- Newcastle (3)
- Northampton
- Preston
- Ringwood
- Scarborough
- Winchester
- Wolsingham

**CUSTOM EQUIPE**

**TURNER**

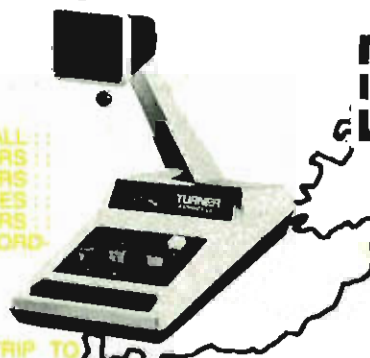
WE HAVE ALL YOU NEED TO GET ON CHANNEL TAKE A TRIP TO CUSTOM EQUIPE.

**hy-gain**

**avanti**

**Roger Beep**

**'Firestik' ANTENNAS**



TAKE A TRIP TO CUSTOM EQUIPE

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Open to all CB radio operators each month. Simply send to OMTECH 50 QSL cards all dated within the previous calendar month. All postmarked from outside the UK. Winning operator is first complete entry received. Each month's prize is a fabulous Turner Expander 500 Base Mike, with the added bonus of £25 worth of good if your achievement was obtained using equipment purchased from our shops or our network of dealers throughout the country. QSL cards not returnable. Winning names will be submitted to the Editor of the magazine this advertisement appears in.

**CB RADIO ACCESSORIES**

**CB RADIO ACCESSORIES**

TRADE ENQUIRIES TO:  
**Omtech Ltd**  
 133 Fountain Bridge  
 Edinburgh  
 Scotland  
 EH3 9QG

- Open OMTECH 133 FOUNTAINBRIDGE, EDINBURGH EH3 9QG, Tel: 031-229 8830 Telex: 727053 OMTECHG TRADE SUPPLIES
- Channel Custom EQUIPE 131 FOUNTAINBRIDGE, EDINBURGH EH39 QG, Tel: 031-229 8830 RETAIL SALES
- Communications CB ONE 129 FOUNTAINBRIDGE, EDINBURGH EH3 9QG, Tel: 031-229 8202 RETAIL — MAIL ORDER

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

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

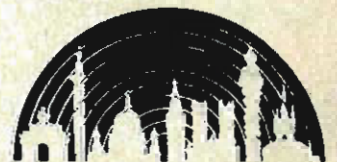
You may well have considered venturing into the CB business but wondered about finding a reliable source of supply and the initial help to get started.

Here is our six-point policy:

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

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

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Middlesex HA3 0XS.  
Trade enquiries: 01-907 3666.  
All other enquiries 01-907 1106.  
Telex: 291871 CBRAD.G



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