

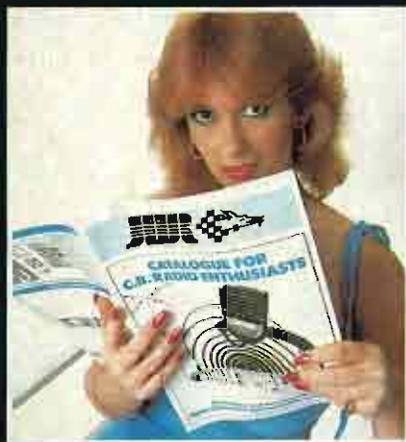
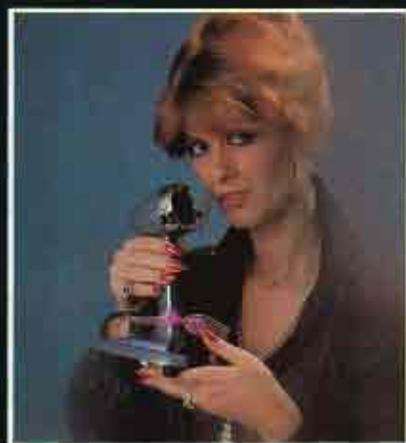
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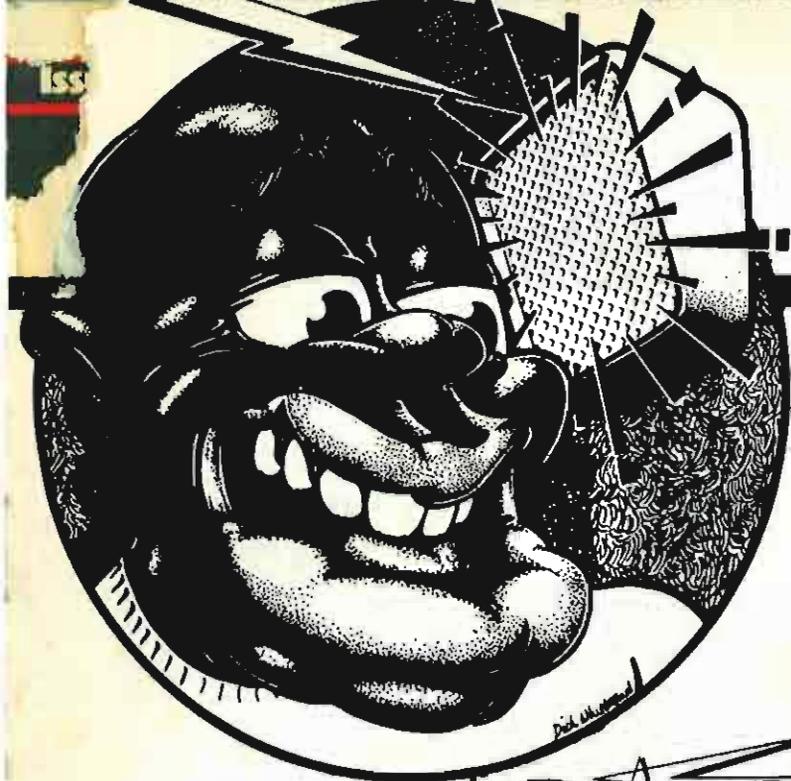
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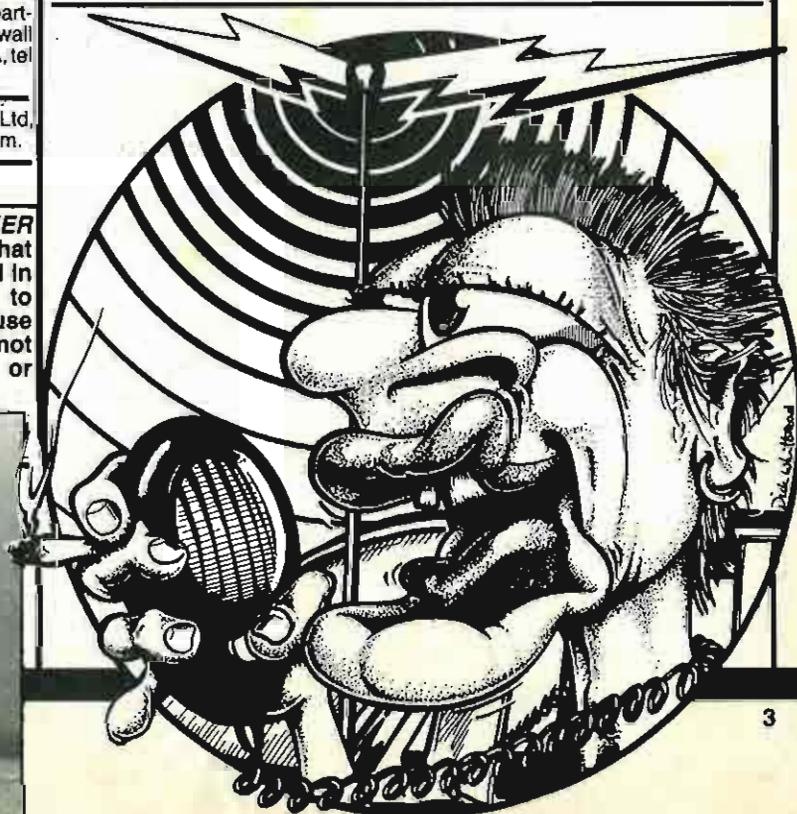
A LINK HOUSE PUBLICATION

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

Think I'll put a joke in the caption this month. First the facts: Rig and truck pix by David Leigh (with beard). Don't think I'll bother with the joke.



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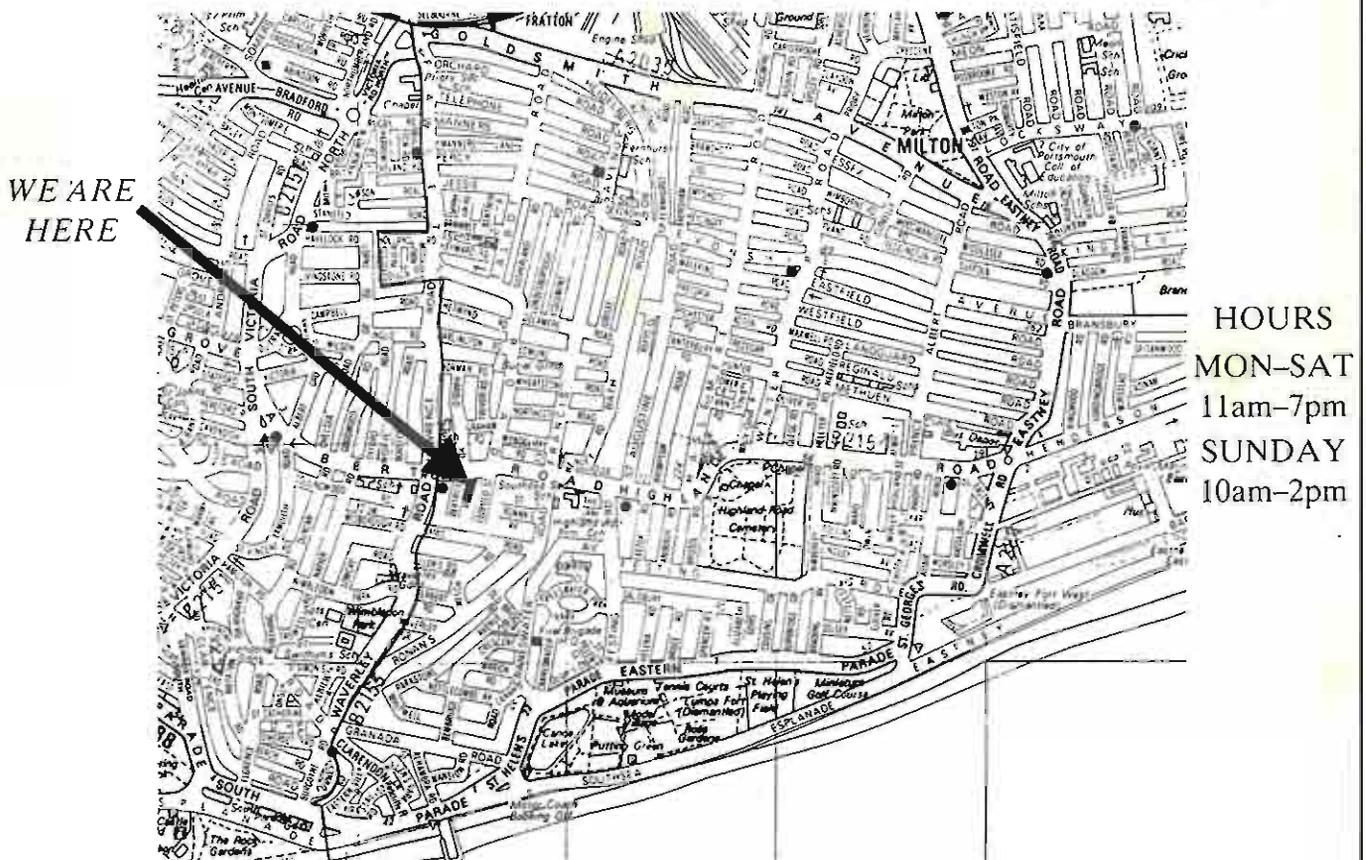


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# RATSWELL -JAW

It's a sad fact of life that sooner or later relationships tend to pall somewhat. After a while the edge dulls and all the excitement goes out of it. Unless there is some very good reason for this not happening, such as a major adversity. Think about something like Romeo and Juliet, or even Doctor Zhivago; worse still, think of Love Story. Ask yourself, would the star-crossed lovers ever have made a life together if they hadn't both croaked at an early age? Would Zhivago have been as desperately in love with Lara to the end of his brief (but admittedly eventful) life if they hadn't been separated by something that was clearly bigger than both of them — viz, ie and namely the Revolution? Would Oliver and All Wosname have been forever together in bliss if they'd been allowed to grow up? Or would they have gone the way of all flesh in the American Matriarchal society, and slipped into the endless round of drink, drugs and wife-swapping?

No, nothing succeeds like an unpleasant situation, preferably a death. And of course this is not by any means a novel idea. We're not the first people to have noticed this fact; authors and playwrights were cashing in on it long before the phenomenon became apparent to denizens of Hollywood's Polo Lounge and similar. We have mentioned this sort of thing before, in connection with a somewhat more mundane topic; one which is reasonably close to all our hearts: CB.

What we said, earlier in the year, was that we were most perturbed by the announcement that CB was soon to be legal. We voiced the opinion that it was quite possible that a wave of near-philanthropy had overcome the RRD and the Government itself, and that the statement was nothing more than what it seemed; a genuine, if belated, realisation that an awful lot of people wanted something which was at worst harmless and at best immensely beneficial. A practical statement of real intent to do something effective about a fast-deteriorating situation.

On the other hand, of course, we did say that this constituted a very dramatic about-face on the part of Government. It was not, and is not, our place to be only suspicious of overtures from Westminster, but we ought to consider all possibilities.

*Based on track record alone*

we have more than adequate grounds for being wary.

What we said before was that we were afraid that this new statement may only be a rather unpleasant ploy to take the wind out of your sails. A cheap trick, designed only to remove the impetus from the pro-CB campaign. A campaign which was, at the time, receiving a growing amount of sympathy and support from the general public and which was also, and more importantly from a politician's point of view, gaining more and more in the way of media coverage. In short the Legalise CB campaign was news. There's nothing quite like saying 'OK you can have it' to stop it being news. Better still, the argument over frequency and so on quickly assumes the mantle of some rather churlish bickering following a genuine and generous offer.

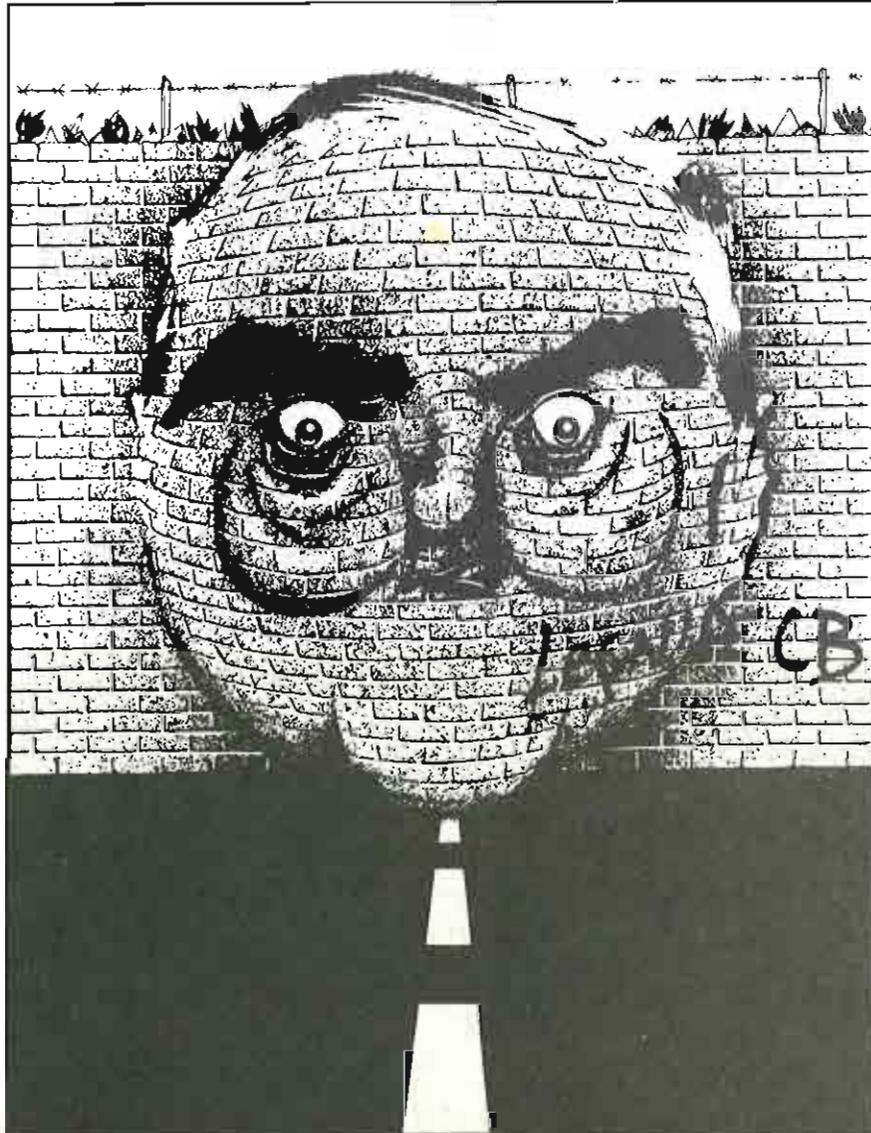
It could be, we said, that the offer was little more than a political gambit designed to spike the guns of the campaign. We hoped we were wrong. We still hope we're wrong, but with every day that passes that sinking feeling we've been nursing becomes more and more pronounced.

Worse than that, the offer has divided the campaign; those who will accept any kind of CB facility at any price and those who are still determined to press for a realistic service which will be more than a part-time joke for children. Divide and conquer is a well-established routine. Remember, Julius Caesar began his book on the Gallic wars with the statement that 'All Gaul is divided into three parts', and then went on to describe how he sliced them up a treat, one piece at time.

And there's more. With the

apparent impending introduction of the very thing we've all been waiting for the adversity element is now missing. The needle has gone from our relationship. This becomes more and more apparent as we watch the bickering and infighting going on between different emergency services, different clubs and even between members of the same committee.

We're supposed to be working together for the same end; until that one vital goal (a practical, legal CB facility) is reached, we have not got the time to screw about arguing with each other over trivia. And if that's all we're going to do then we'd be better off deciding which one of us is going to take the poison and which fall on his sword.



# EUROSONIC Citizen Band



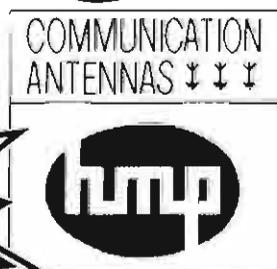
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# GIVE US A BREAK

## The rules

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

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

## Disgusting

Dear Breaker,  
My friends and I think that Breaker is the best CB magazine in the country. Please can we see a few scantily-clad females as they make the base 20 look more interesting.  
*Thunderbird 2*  
*Surbiton*  
*Surrey*

*(Scantily-clad females? This is a CB magazine, you know. We are shocked and deeply offended that you could even suggest such a thing.)*

## Home from home

Dear Breaker,  
I use the super slabs a lot (M1, M6, etc) and to reach these I have to travel along the A45 through towns and villages.

There is one particular base station which is a great help to me giving out smokey reports and weather conditions (no names mentioned).

So may I say to all St Neots Breakers, whether they be base stations or mobiles, keep up the good work buddies.

Keep up the good work on your mag too, and I hope you can print this letter just to show people how good base stations are.

*Diesel Demon*  
*Hazzard County*

*(Diesel do nicely. . .)*

## Smart arse

Dear Tricky Dicky Nichols and Gang,  
Us bananas in Wetherby have got a club going. Me, being the chairman and may I say a right smart arse, had a brainwave after reading Breaker 5.

Me fort, photostat that naughty questionnaire and give it to the members (good eh?), so I did and here's 28 copies (more than I've had in a year) for you.

By the way, we chappies in Wetherby would like to point out that unfortunately the Wetherby and District Breakers Club is no

more. Shame! Shame! The new club is called 'The Wetherby DX 27 Club' and meets at the Alpine Inn on the Old Roman Road Thursday at 8 pm. (Plug, plug, please).

You ought to see the chairman in action — fantastic! His name's Richard Green, alias The Lodger, Romeo Golf Lima Three, to any one with taste.

Anyway, if you could find it in your heart to do us a bit on the club, I'd kiss your spurs forever.  
*The Lodger*  
*Wetherby*  
*West Yorks*

*(Wouldn't give him house room, myself.)*

## Word of thanks\*

Dear Breaker,  
I would like to express my thanks, through your magazine, to the good buddies and ladies who participated in a 10.33 locally. Within minutes, good buddies were mobile and the response was tremendous. Thanks a lot good people. Another feather in the cap for all CBers.  
*Kermit*  
*Thurnscoe*  
*Rotherham*  
*York*

*(\*Oh, alright then, 48 words of thanks.)*

## Kids' stuff

Dear Breaker,  
In issue No 5 I read a letter saying that all us little kiddies jam up all the breaking channels etc, and that we should have our own breaking channel.

This is not true. No one rules the air waves and we get just as sick when all the other good buddies jam us off. Don't forget we are the breakers of the future. Some of my very good buddies are mobile and they don't mind us at all.

*Mr Kipling*  
*Chroley*  
*Lancs*

*(He does make exceedingly good points.)*

## Burning issue

Dear Breaker,  
In our club we have banned burners. I can see big problems if irresponsible breakers are allowed to get away with using them for DX. The interference already caused by some of them is frightening.

The radio hams, for whom I have a lot of respect, have had to prove to the authorities that they have a certain amount of technical skill. This is required when using higher powers, so that TVI etc can be avoided.

27 MHz should cause no more problems than any other

27 MHz AM system. Why therefore is there to be no amnesty?

Unless some concessions are made by the powers that be, I can see that the problem of illegal breakers after legislation will be a problem for years. The government will only be making a rod for it's own back.

Please carry on with the good work. 27MHz AM/FM/SSB if possible. But NO burners!  
*Brown Fox*  
*10-13 Club*  
*Floral City*  
*Cornwall*

*(We agree. But if anyone feels they must use a burner, use some sense, too, and wait until most people are off the air and in their beds before switching them on.)*

## Divided we fall?

Dear Breaker,  
May I wish you very well in all you are trying to do for the CB scene. All the Government are doing is implementing the old adage of divided they fall, and if we are stupid enough to allow this to occur then God help us because no one else will.  
*J.W. Langson*  
*Lincoln*

## Specific specs

Dear Ed,  
A lot of people have criticised the Government for giving us 27 MHz FM, rather than 27 MHz AM, but those who complain have only themselves to blame.

When campaigning for a CB system we should have made it known, and quite clearly, that we wanted 27 MHz AM.

OK, the Government have given us the slip, but we wanted 27 MHz and that's what we got.  
*Eggman*  
*Farnborough*  
*Hants*

*(May be we should all have been more specific. . .)*

## DIY rigs

Dear Breaker,  
Being a serious CB fan with not much money, I was wondering if there were any kits on the market for building a set. Great mag keep up the good work.  
*Will*  
*Yeovil*  
*Somerset*

*(If anyone can help, drop us a line.)*

## That'll do nicely

Dear Mob,  
I've come to notice something about CB in the past few months: CB in the UK is deteriorating. Fast. Too many breakers, you see. Too

crowded. When I went on the air, a mere six months ago, there was a sort of clannish atmosphere about the 'waves. Everyone was friendly. Always a free channel. Interesting modulations.

Then I stopped modulating for a few months, due to such problems as not having a rig, and I returned to the air to find the Glasgow CB scene had changed drastically. Hundreds of new breakers. 40 channels wasn't enough, 7 pounds-worth of interference from music-players, whistlers, and trigger-happy spoonbrains who seem to permanently plague the breaking channel.

I started to use the rig less and less. Then I went to my holiday-20, a little village south-o'-the-border. An entirely different situation. The same clannish atmosphere that Glasgow had once had. Spoonbrains were still spoonbrains, but not on the breaking channel. Great. I wonder how long it will last.

In a way, may I welcome FM. The majority of new breakers might take this new service, and some of the not-so-sincere AM breaker might change to Buzby's lot. Then CB could once again become what it once was. But I doubt it.

The government wants us to accept this two waltz mockery. No chance. If they really want us to use FM, I suggest this: A system allowing us to use exactly what we've got already: 4 watts, 40 channels, on AM, FM, and sideband. Sounds ambitious, doesn't it? But it is the only system that would work.

Everyone knows that 40 channels isn't enough in cities when CB is illegal, so when it does become legal, many people will want larger rigs. FM effectively doubles their channel numbers, so breakers will, by logic buy AM/FM rigs. And if FM has all this technical superiority that everyone keeps gassing about, they will use the FM section more than AM.  
*American Express*  
*Glasgow*

*(Credit where credit's due. he's got a point.)*

## Nag, nag, nag

Dear Breaker,  
I think its just great you bringing out this wonderful magazine, but here I am CB mags all over the place, trying to find one article, hows about a binder or similar?  
*Marksman*  
*Reading*  
*Berkshire*

*(Alright, alright. We told you there's one on the way. Eventually. Don't you lot nag?)*

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# GIVE US A BREAK

## Bike talk/1

Dear Breaker,  
Re The Oil Burner in Issue No 6, I am a biking breaker and there is no special equipment needed as long as the bike is 12v and has a fairly good alternator.

The twig is mounted onto the carrier via a standard mirror mount and, providing the carrier is mounted onto the frame, there will be no problems with the SWR. The rig is mounted onto the bike (into the fairing if fitted) using a PA speaker, if an ordinary hand held mike is to be used, or a one-piece in the helmet set.

*The Vee Too  
Reading  
Berkshire*

## Bike talk/2

Dear Breaker,  
In response to a letter sent in by a biker breaker, I have a General Electric 40 channel fitted on my bike; a 250cc Super Dream.

The rig itself is fitted on a slide mount under the dash on a full touring fairing. If there is no fairing, fit it in side Panniers or a top box. It is wired straight to the battery. The antenna is mounted on my top box and when not in use just unscrews and fits along the side of the bike.

With this set up it is possible to monitor conversations whilst on the move but its best to stop if you want to copy.

*Mustang  
Peterborough*

## Bike talk/3

Dear Breaker,  
I have just read The Oil Burner's letter in Breaker No 6 and I hope the following will be of use to him.

I have been running a rig on my bike (a 750 Triumph Bonneville combo) for about three months and I find it very useful and great fun.

I'm using a Midland 3001 rig, fitted (via slide mount) to a handle bar fairing, and a 5 foot red Firestik twig mounted on the rear of the bike (SWR'd 1.1-3).

I use a modified 8 ohm ear phone (supplied by Tandy) fixed in the helmet. And for a mike I'm using the standard Midland item, but I hope to change that soon for a K40.

The only drawback of this system is that when fitted the rig is in full view to Buzbys and Smokies, but so far I've had no problem with them.

*Uncle Wombat  
Lincoln*

*(Three letters we received on the subject of CB for bikes. If anyone has any other tips for bikers, or any other breaker, drop us a line and we'll pass them on. Might even cross your palm with something green. The mind boggles.)*

## Thumbs up

Dear Breaker,  
Just got your sixth issue. Up until now I've found it very dull reading, as until CB radio arrives all legal like, there isn't an awful lot your mag or anyone else can print that is original or refreshing to read to an old dog who's been in on the campaign from the start.

Anyhow, the reason for this letter is to say thanks for the article on how Zaphod Beeblebrox's head works. And more so for the superb colour portrait of Zaphod and Trillian from the Hitch Hiker's Guide.

I'm afraid I find the Guide a lot more fascinating than CB now, since the advent of all the squeakies and other assorted jerks on 27MHz. So at least this month's mag put a charge in my day. Thanks.

*Keith Povall  
Bilston  
West Midlands*

*(Well; we weren't too keen on your letter until the second paragraph...)*

## Excuse me, officer

Dear Breaker,  
Just picked up my copy of Breaker No 6 (nice mag, incidentally, I've read the first five) and I saw a news item on page 15 under the heading Insure Rescue (opposite the beaver with the neat shirt). It said that if you have your rig swiped, the police might not do as much as they might to help.

Now, I just happen to be employed by Buzby and I just happen to hear that possession of a rig is not an offence (only importation, connection/ installation and transmission).

Therefore, might it not be assumed that if your prized possession is taken unlawfully from your wheels — or anywhere else for that matter (but it wasn't connected to a power supply, officer)—you would be quite at liberty to report its loss to the police and claim on your insurance.

I am not, I hasten to add, trying to do Mr David Allen out of business, but merely pointing out a few facts obtained from a senior British Telecom official.

*Bob  
South Glamorgan*

*(I'm sure the police would do their level best to recover any stolen equipment. And if you got it back, they might even keep an eye on you. Just to make sure it doesn't get stolen again, of course.)*

## Breaking new ground

Dear Sirs,  
I've now bought two of your magazines and quite honestly I'll buy a couple more before I decide to stop wasting money.

The fact is I hardly understand a word printed in it.

CB will be legalised soon and regardless of the number of operatives presently using CB equipment, there will be ten times as many in October or when ever.

All these people will be as new to the subject as I am and will look to a specialist magazine for guidance. What is needed is part of your journal given over entirely to educating us.

People need information on choosing a set because not all dealers will sell all models there will be a tendency to palm the naive off with anything.

In addition some advice on fitting sets might not come amiss.

*MJ Campbell  
Manchester*

*(Stay with us a bit longer, MJ. All will be revealed. More people are turning to CB all the time and we obviously can't repeat the same features every month. We have explained technical terms and looked at installations in the past but we'll be covering it all again in more detail around the time of legalisation, when the majority of newcomers will arrive on the scene.)*

## Lost and found

Dear Breakers,  
Please would you be kind enough to print a thank you to all the Breakers in Washington (The President City) for all their help in looking for my car that was stolen from my work 20 on Wednesday 13-5-81.

I would like to say a special thank you to Blue Max, to Tool Box and to Box Spanner, who drove me around looking for it. And especially to Jealous Guy, Pretender and their seat covers, Lucky Apple and Peaches and Cream, who found my wrapper today.

*Steering Wheel  
Washington  
Tyne and Wear*

*(I just hope he's bought you all a drink.)*

## No kidding . . .

Dear Breaker,  
I am a breaker and I'm 14. When I burn rubber on my pedal power custom two wheeler to get home to make a break nobody ever copies me—and I pass six square wheel breakers at their works 20 every night, about 1 mile from home twenty.

It's not my rig, it's not my twig, it's just that stupid little ankle biters (young kids) play big on their dads' big home base rigs and give us older breakers no chance.

I'm not a perfect CBER but I'm good enough. I hope anyone

coming through Severn City will try to copy me. I get sick of talking to the ice cream man who stops outside my home 20 and my best good buddie Ded Duk.

*Green Goose  
Shrewsbury*

*(He wanted us to mention the Prime Minister, Pink Cow and Dirty Dick too, but we'll do no such thing, of course.)*

## BBC channels

Dear Breaker,  
In Bedford we had a conflict between truckers and local breakers all trying to use channel 19. We are on a direct route between the M1 and the A1 and all points east.

The problem has been solved by a vote at an eyeball organised by the Bedford Breakers Club. As a result channel 19 has been left for the truckers and the local 'breaking' channel is now 22.

In answer to Blue Max (Breaker No 5) I have found that during the day there is more skip on those channels below 19 (including 14) than on those channels above 19.

That's all, keep up the good work Breaker. With so many rumours and stories flying about, a good national magazine helps to keep us all informed.

*The Michelin Man  
Bedford*

*(We still haven't heard from all you clubs on channel allocation.)*

## AM support

Dear Breaker,  
We are members of the North Birmingham Citizens Band Club, which has a current membership of one thousand breakers, and we feel that FM will not fulfil the requirements of the existing breakers and will only add to the chaos.

A vote on AM versus FM was taken and the vote for AM was supported by one hundred percent of the membership. *Sea Otter and Spiderman Birmingham*

## Patient

Dear Breaker,  
I have little to add to your survey questions, except I hope to be on the air as soon as FM is legal and will join REACT UK as soon as I can.

*Miss P.E. Lewis  
yeovil  
Somerset*

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# LOWDOWN

## Hard sell

One of the letters we received this month ended with these words: 'I won't finish by saying '10-10' or any of that jazz because that is CB talk and this is only a piece of paper.' Can't remember whose letter it was but it's true — all that slick spiel is fine over the air but it does look a bit silly written down. And even slightly annoying when its obvious that its been done to cash in on the CB market.

Such is a letter from Carriages Leisure Centre Ltd in Droylsden, who have started up a breakers' centre. It's in the form of a press release, presumably sent to all the CB magazines. Do they seriously think anyone would quote straight from it — or do they think that it's the only language CB journalists understand? We've decided we will quote excerpts from the letter, anyway. And it serves them right:

'Burn some rubber down to Carriages Breakers' Centre . . . calling all old buddies . . . we are opening a new Eyeball . . . a central Eyeball for breakers, XYs, seatcovers and last but not least beavers from all around, to ratchet with all the Good Buddies you have copied on the airwaves . . . Brown Bottles will be at Brown Bottle Shop prices . . . 10-10 breaker break we gone.'

They may well be very genuine, and they are running a business, but I wish they would write in plain English instead of pouring over a CB jargon dictionary for hours.

We're too late for their first event but if you want to check on the dates of forthcoming jamborees, call them on 061 370 2021. And see how good they are at using jargon on the phone.

## That's life . . .

**Esther Rancid:** ' . . . unless, of course you know something more boring.'

(Tilts head to prevent teeth glinting in studio lights. Waits until somebody laughs.)

**Esther Rancid** again (and again): 'And finally Squirrel . . .'

**Squirrel Stretcher:** 'And finally Esther. One of our programme researchers has sent me this cutting from The Times . . .'

(Cutting appears on screen, upside down and largely obscured by a thick felt pen ring. Squirrel squints at idiot board and reads.)

**Squirrel Stretcher:** 'An Irish meat lorry driver who admitted smuggling £153,000 of illegal citizen's band radios into the Scottish port of Stranraer was fined £4,000 at Stranraer.' (Squints sincerely into camera and attempts to get bottom lip

## CB smuggler

An Irish meat lorry driver who admitted smuggling £153,000 of illegal citizen's band radios into the Scottish port of Stranraer was fined £4,000 at Stranraer Magistrates' Court yesterday. William Curran, aged 49, of Dundalk, co Louth, had 246 radios in his lorry.

over his nose. Makes joke.)

**Squirrel Stretcher:** 'I wonder if they were Ham International sets. . . .'

**Esther Rancid:**

'Aaaaarhummpooorr . . . ' (Rancid, Stretcher and the two nice chaps, who can't seem to finish their sentences, all collapse, overcome by hysterical laughter. Roll credits, wake up audience and go home wearing cardboard That's Life hats.)

## Pillow talk

According to Tarmac from Chesterfield in Derbyshire, a local breaker can't use her rig at home because she's coming through on the neighbours' bed springs. Maybe you ought to lie down, Tarmac.

## Calling card

At the risk of sounding like Noel Edmunds, a PS on a letter from Montana Red in Aberdeen is worth mentioning: Q — How do you contact the dead? A — Dial 100 and wait.

## Mug shot

This is Timothy St Ather, who has joined Shellpost in Bury as sales manager responsible for setting up a retail dealer network for HMP antennas and Colt rigs. They took the trouble to send us the pic, so I thought, what the hell, might as well slip it in. He used to work for Polaroid, by the way. Which probably accounts for the excellent quality of the photograph. Just thought I'd mention it.



## Naughty

A couple of issues back we carried a feature about certain radio hams declaring war on breakers. We said that some

operators were going down to 27MHz — and themselves breaking the law — to pose as Post Office trackers in a bid to scare CB users off the airwaves.

Others have threatened to block the frequency with their sophisticated equipment. And we've since heard from breakers confirming that these and other ploys are used by a minority of hams throughout the country.

There is very little we, or anyone else, can do about them except warn you. We therefore suggest you watch out for a red Avenger estate, registration KFC—T, which is being used to track down base stations in North London. And a phone call to the authorities might leave him with a bit of explaining to do . . .

## Fool's game

If you fancy making fools of yourselves, and money for the emergency monitoring group Suffolk EARS, drop a line to the Eastern Counties Open Channel Club because they are looking for teams to enter an It's a Knockout competition.

It'll be held on the Gt Whelmeitham playing field (about three miles outside Bury St Edmunds) on August 22 at 2pm and if you don't want to enter, you can always go along and watch everyone else make fools of themselves.

If you want more information write to the ECOCC c/o Everards Hotel, Bury St Edmunds, Norfolk. The club's social secretary is Carolina Kitten, who'll probably never speak to me again because I got her handle wrong last month. Mind you, her handwriting is worse than mine.

## Slowly, slowly . . .

When motorcyclist Graham Duckworth was carried off to a special spinal injury unit after an accident, he had a less than comfortable ride as passing trucks shook the ambulance.

So ambulance driver Dave Ward flagged down a truck and told the driver to ask them over the air to slow down. Within seconds they had reduced their speed and the ambulance continued on its way. Smoothly.

## Rubber bits

John McCaffery was so taken with the QSL movement when he visited the USA recently that he has started importing rubber stamps and QSL cards. Send him 50p to cover printing and he'll send you a rubber stamp catalogue. A catalogue of rubber stamps, that is. Printed on paper not rubber. Don't want to confuse anyone. Anyway, his

address is 18 Broughshane Road, Ballymena, Northern Ireland.

## Warning

In our never ending campaign to increase the moral standards of this great nation, and in a concerted effort to stamp out the illicit use of our hallowed airwaves, we must warn you not to tune your wireless to 279 metres on the medium wave between 7.30 and 9pm on Sundays if you live in the vicinity of Sunbury, Shepperton or Walton.

If you were to do so, you would be committing the heinous crime of receiving an illegal transmission broadcast by Radio Metallica, a so-called pirate radio station.

Our thanks for this public spirited warning goes to Hi-fi Pete, an upright and responsible citizen if ever I've copied one. Er, sorry . . . met one.

## Friend or foe?

This is not a Post Office van. It does not contain any DFing equipment. It is not used for busting breakers. Please do not hurl heavy objects through the windscreen. Please do not spray 'Give us a break' down its side. Please do not lovingly etch your handle on the back door with an ignition key. It belongs to a reader called Hawkeye. He is a breaker. He is getting a bit pis . . . annoyed. The bubble on the roof is an astro dome off a World War II bomber. I don't know why. That is what I was told. It was grafted onto the van long before CB saw the light of day. Probably by someone who reads Custom Car. That magazine has got a lot to answer for. All bills for damage done to vans mistaken for Post Office DFing vehicles should be sent to: Custom Car Conscience Fund, Link House, Dingwall Avenue, Croydon. They must learn to face up to their responsibilities.



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# LOWDOWN

## Citizens' Advice

We get a lot of letters and telephone calls asking for technical help on CB and, unfortunately, we haven't been able to help you all out simply because it's too time-consuming and we're rushed off our typewriters putting the rest of the magazine together. But fear not, you troubled souls. Help is at hand. Or very nearly.

Within a few months, we hope to introduce a new feature called Citizens' Advice in which experts will answer a number of technical queries each month. This is a bit of a tease really because we'll give you more details nearer the time but if you don't mind waiting for the answer, you can drop us a line now giving as much information as possible. We won't be able to give personal replies, of course, only those which we include in the feature but we'll try to cover the most common problems and as much ground as possible.

If you want to write to our very own agony page, and perhaps get in the very first feature (think of the honour, the pride), address your letter: Citizens' Advice, Breaker, Link House, Dingwall Avenue, Croydon.

In the meantime, we might cover your problem anyway and you will have wasted a stamp. Life's like that.

## You need hands

What do you get if you stand 17,000 people in a human chain 4.5 miles around the Shropshire landmark of Wrekin? Answer: A lot of good publicity and an entry in the Guinness Book of Records.

The record was set by the Shropshire Star Group of Newspapers working closely with the Telford CB Radio Club. Base stations were set up on the top of the hill and, with breakers using hand helds, worked in close liaison with the police, army, organisers and first aid teams.

The objective was to form a human chain of people around the hill and the breakers worked with a helicopter to control the flow of people to the correct locations at the appointed time. All to the music of five discos, spread around the area. The helicopter sent down the message that the line was complete and the record was on its way to be ratified for the record books.

The Telford breakers say special praise must go to Big Ears, Nutmeg and Silver Fox who controlled the 30 or so stations scattered about the area and also kept track of traffic, first aid helpers, organisers, officials and the helicopter.

Local breakers not involved in the operation kept off the two

**BREAKER**

control channels all day and even the Italians kept quiet until the event had finished. Maybe some of the 'official' CB event organisers should have a word with the Telford club . . .

## Speaking Frankly

If you've been reading the national press — quite understandable, Breaker doesn't tell you what's on TV, does it? — you might have noticed a shock-horror-threatening the fabric of society-story about criminals using CB. Not AM users, but the sort of dastardly bounders who break into your house and steal your copy of Breaker. Really nasty, evil sorts.

Several papers carried the story. The Sun said: 'Crooks switch on to CB radio'. The Daily Mail used the headline: 'Radio-controlled crooks'. Good emotive stuff. The Mail story began:

'Crooks will cash in on Citizens' Band radio, a security conference was warned yesterday. They will use it to carry out crimes with better timing and it could be used for advertising stolen goods, said Home Office lecturer Frank Pegg.' Sounds official too. They quote Mr Pegg further:

'Already there is a new language developing which is specifically designed to confuse, and terminology aimed at outwitting the police. Illegal trade will be carried on over any of the 280 CB channels, with codes used to denote goods available, goods required, and meeting places to exchange and dispose of stolen goods.'

Obviously, news items like that don't do the CB cause a lot of good, but where did the story originate? It was taken from a press release sent out by Little John Associates, a public relations consultancy working for security specialists Volumatic Limited in Coventry.

And who is Mr Frank Pegg? Chief executive of Volumatic Limited, who would be jolly pleased if everyone rushed out and bought security systems to ward off this impending wave of crime set to sweep the nation.

But they forgot to mention that in the press release.

## Anarchists unite

As you might imagine, we get quite a varied post here at Breaker. Informative complimentary, criticising or just plain begging, we read it all and we try to find space to pass on anything we think you might find interesting. And then we come across something which is just plain odd.

One particular something which certainly falls into this category came to us from Dr

Smith at the University of Kent in Canterbury. I quote the following excerpts:

' . . . CB and anarchy have some of the same kind of prejudice in common . . . well you guys and gals, such emotional prejudice makes me mad . . . I wrote to the producer of the Jimmy Young programme on Radio Two to say how pee'd off I was that I'd heard all that guff on the programme about how terrible anarchy would reign in our society . . . the reply I got was a bit like a Civil Service letter. It was impractical to cover esoteric stuff like that on Radio Two (meaning it was the proles' programme).'

Stirring, isn't it? He goes on to say CB is 'very near' to anarchy and 'all you good buddies are anarchists'. He quotes the correspondent of a CB magazine who, he says, 'spoke as an anarchist' and assures us that the anarchists' magazine 'Freedom' will carry more articles on CB in the future.

The anarchist movement has nothing but praise for the stand that users of illegal CB have made against the Government. I bet you thought you were just chatting to your mate on a radio, didn't you?

Our political correspondent, Molly Toff, writes: 'Anarchy rules.'

## CART land

A group of volunteer breakers in the Nottinghamshire/Derbyshire area have formed an organisation called CART — Catch A Rig Thief — and they are looking for volunteers nationwide to help the operation spread.

The idea is that CART compiles a list of all stolen rigs, along with the serial number and name of the owners, which is then published in the local press.

Once funds are available, CART hopes to be able to offer a reward for information leading to a successful prosecution. And should any breaker buy a stolen rig in good faith, and subsequently find it to be stolen, CART will reimburse the cost providing the rig is returned. Again, funds allowing.

To help them help you, they ask you to: 1) Note your serial number. 2) Inform CART if your rig is stolen (ask for a member of CART on the breaking channel). 3) Contact CART if you know of anyone using or selling a stolen rig. 4) Check the serial number with CART if you are buying a secondhand rig. And 5) If you, or your club, can raise funds for CART, send them a donation.

If you have information for them, or you are interested in forming a group in your own area, call the Chairman El Cid

on 0602 302906 or write to CART (UK), 72 Wood Street, Ilkeston, Derbyshire.

As a result of CART action, four people are facing prosecution and several other rigs and twigs have been returned to their rightful owners.

## Newsflash

Breaker picks up stalker shock. Madeley breaker Private Benjamin came across a 20 month old toddler who, according to the Shropshire Star, had taken to the street in the rain rather than face a bath.

Private Benjamin wrapped him in a blanket and put out a 10.33 emergency call. The police were told and after other breakers put out appeals on their PAs the boy was soon reunited with his parents.

They are the bare facts and this is the end of the newsflash.

## Nature corner

Hello nature lovers. This month in Spotters' Corner we turn our attentions to the Customs and Excise Official (Lat: Custimica Excisa Officicus), an illusive predatory creature which will hide in any little cranny in wait for its prey.

Customs and Excise Officials have been observed before by keen bustologists but this is the first photograph taken in its natural environment, actually at the scene of a kill. It was the result of many patient hours in a make-shift hide outside the Ten Four Telecomm shop in Maidstone.

One strange characteristic of this species, which is after all virtually a member of the homo sapien family, is its relationship with a small, yellow bird, the Eagle-eyed Buzby (Lat: Soddatum Bastius), which, like the vulture, swoops down to pick on the remains after the kill.

One final word of warning to any would-be bustologists. Both these creatures can be dangerous and should not be approached. And on no account should they be shot out of season.



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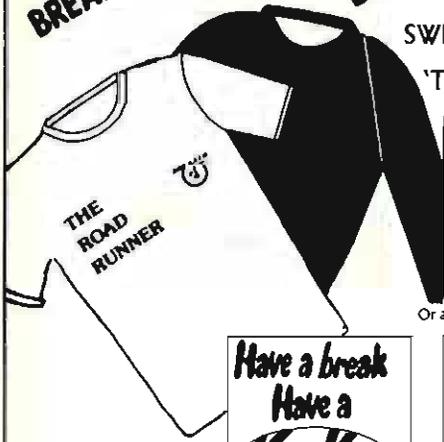
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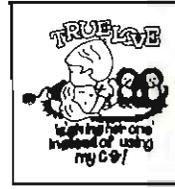
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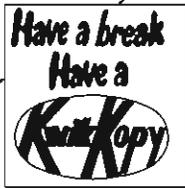
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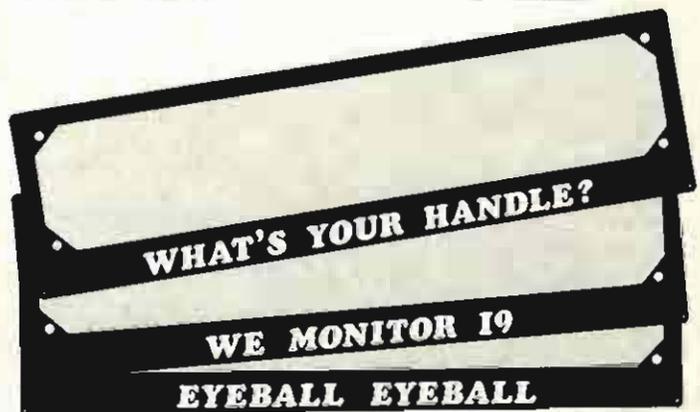
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The completed Switcheroo with the components and (below) the printed circuit board, before and after.

# We inter

CB signal appears on the CB's own loudspeaker. If the radio loudspeakers are used for the CB it is possible to choose whether one or both loudspeakers of a stereo system carry the CB signal (of course if the radio is a mono unit this choice is not possible).

## CIRCUIT DESCRIPTION

The circuit of the Switcheroo is very simple — it uses only fourteen components (four resistors, four diodes, two capacitors, two transistors, an integrated circuit and a relay) and is illustrated in Fig. 1. It has been designed so that when there is no CB signal present it draws negligible current (less than one microamp) so that there is no need for an ON/OFF switch — it may be left connected permanently to its +12 volt supply (which should be fused with a 1/2 amp fuse).

In its rest state the Switcheroo connects the radio to its loudspeakers by means of the normally closed (NC) contacts of the relay RL1. When a signal from the CB appears at Input 1 (IP1) it causes current pulses to flow in the base of the transistor T1. The transistor amplifies these pulses and thus discharges the capacitor C1. In the rest state this capacitor is charged to +12 volts but when T1 is turned on by the audio it is quickly discharged to less than +1 volt.

This change of voltage is sensed by the integrated circuit, a CD4093 Quad Dual-Input NAND Schmitt. (This is a complex description for a simple circuit, but don't be put off by long names; all it does is to sense whether C1 is charged or not — if C1 is charged IC1 has an output voltage of under +1 volt, but if C1 is discharged its output is nearly +12 volts. It goes suddenly rather than gradually from one state to the other — that is all 'Schmitt' means.) The integrated circuit uses a process called 'Complimentary Metal-Oxide-Silicon' (CMOS) which draws no power at all during standby operation.

When IC1 senses that C1 has been discharged by an audio signal from the CB its output voltage, as mentioned above, rises. The rise in output voltage causes a current to flow in the base of the second transistor, T2, which amplifies it. The amplified current goes through the coil of the relay RL1 and causes it to switch.

When the relay switches, the radio is disconnected from the loudspeakers and, if link A or link B or both are present, the CB is connected through the loudspeakers instead (if the links are not present the CB operates through its own loudspeaker).

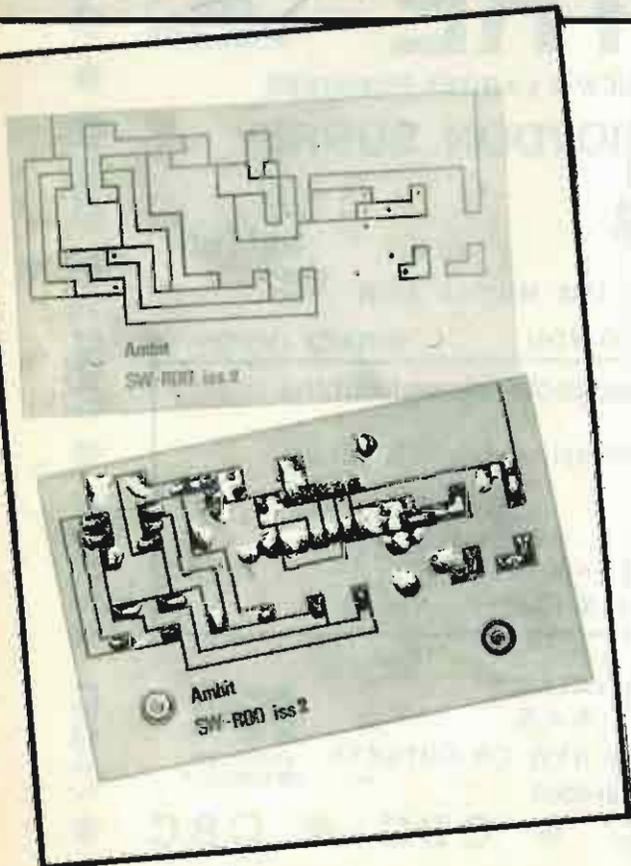
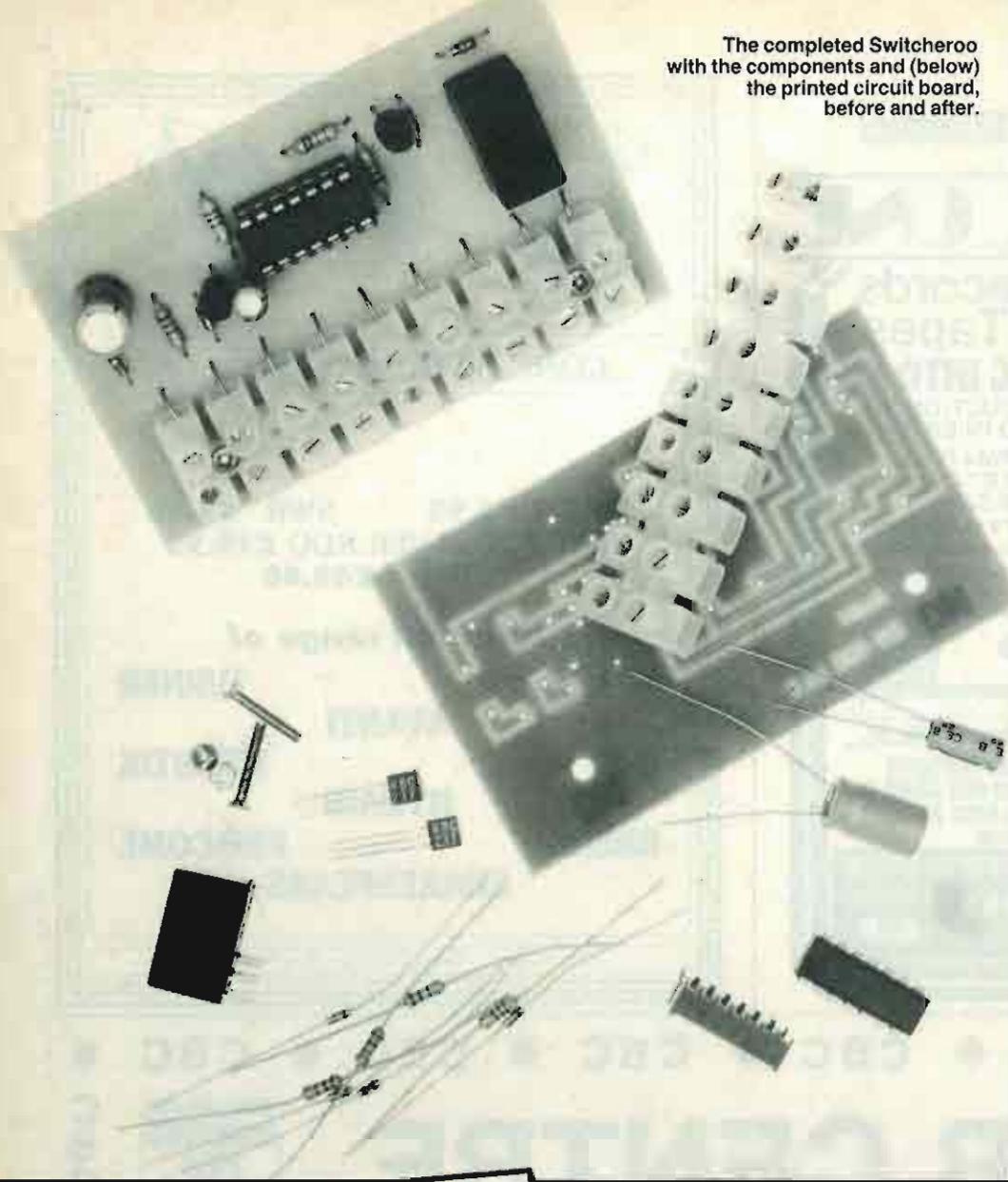
As long as there is a signal from the CB the radio will remain disconnected. When the CB signal stops the current pulses in T1 will stop and C1 will start to charge through R1. After 1 1/2 seconds C1 will have charged to a high enough voltage for the integrated circuit to turn off. This in turn will turn off the relay and the radio will be reconnected to the loudspeakers.

If the delay after the CB goes off is too long or too short it may be changed

We've decided it's about time you lot did something. You've all had it too easy for too long. It doesn't take ALL month to read Breaker so we thought we'd give you something to do during those long, wet summer weekends. And a jolly clever and useful something it is too. It won't cost you a fortune because we've fixed up a special deal, and if you know which end of the soldering iron to hold, it shouldn't be beyond your capabilities. Intrigued? Read on and James Bryant will reveal all. Next month: DIY brain surgery...

Many CB operators find that there are often times when they wish to listen to the broadcast radio or music from a cassette player but nevertheless be aware if there is any activity on a particular CB channel. The Switcheroo is a small and simple device which is connected between the CB radio (which we shall call the CB), the broadcast radio or cassette player (the radio), and the loudspeakers. When there is no signal from the CB the radio plays through the loudspeakers but when a signal appears on the CB the radio is automatically disconnected so that the CB can be clearly heard.

The Switcheroo may be used in two ways — to switch the CB signal into the same loudspeakers as the radio uses, or merely to turn off the radio when a



# Interrupt this programme...

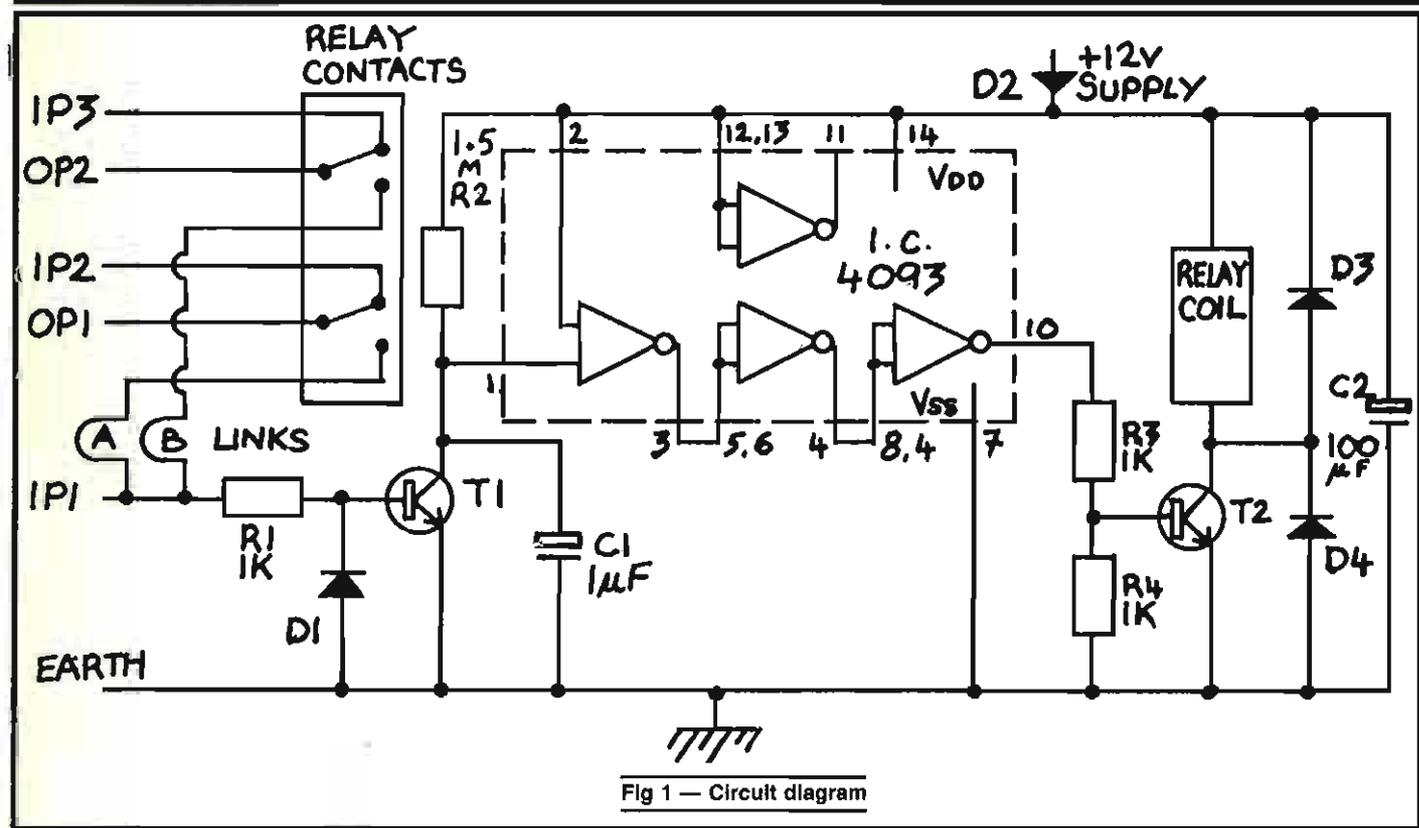


Fig 1 — Circuit diagram

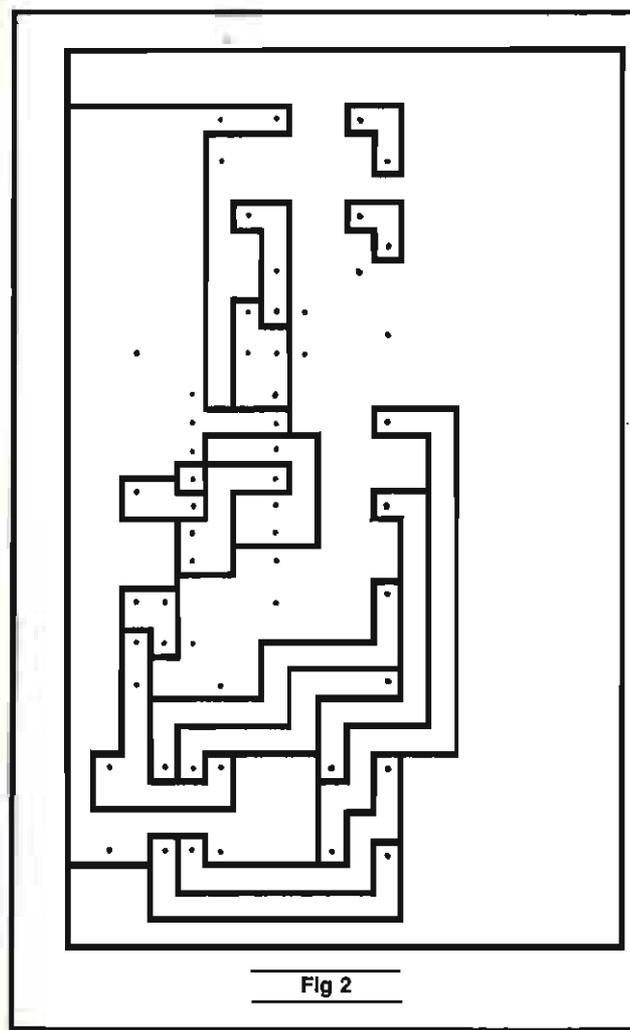


Fig 2

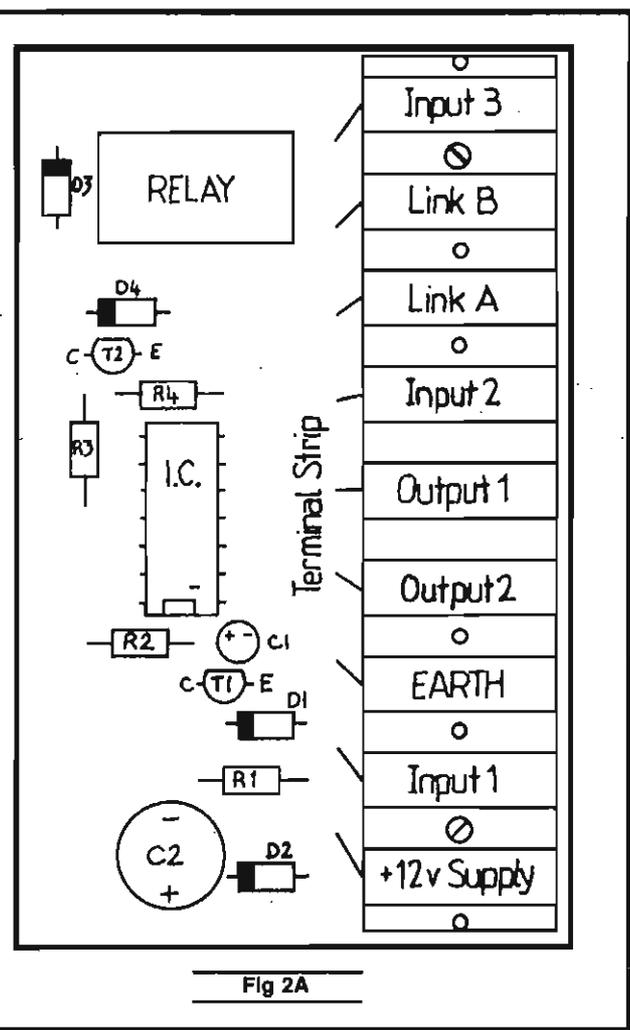


Fig 2A

by changing R1. Increasing R1 increases the delay, and vice versa. R1 should not be less than 330K or more than 3.3M.

### CONSTRUCTION

As we have said the Switcheroo uses very few parts. They are all mounted on a small printed circuit board and connections are made by means of a strip of 'chocolate block' connector. All the components and the board are available from Ambit International, 200 North Service Road, Brentwood, Essex.

The transistors and diodes used in the original design were BC237 and 1N4148 respectively. In fact the design is not all critical and any small signal silicon NPN transistor (2N3904, BC107 and many more) and small silicon diode may be used. The only important features are that both must have a voltage rating of at least 20 volts and be able to carry a current of at least 40mA.

The components are mounted on the printed circuit board (PCB) and soldered with resin cored solder and a small, hot soldering iron. Leads should be kept as short as possible and joints should be made quickly to prevent overheating.

It is important to remember that there are two possible ways of mounting the transistors, diodes, capacitors and integrated circuit and that ONLY ONE OF THEM IS CORRECT. Resistors may be mounted either way but all the other components must be polarised correctly. This is not difficult to do — the correct positions are shown in Fig. 2. The polarity of the capacitors is marked on them, the cathode (+) of the diodes is marked by a thick coloured band, the pin 1 end of the integrated circuit is indicated by a semicircular notch in the body (and probably by a dot beside pin 1 as well), and the collector of the transistors is the righthand lead when the device is held with its flat face upwards and its leads towards you.

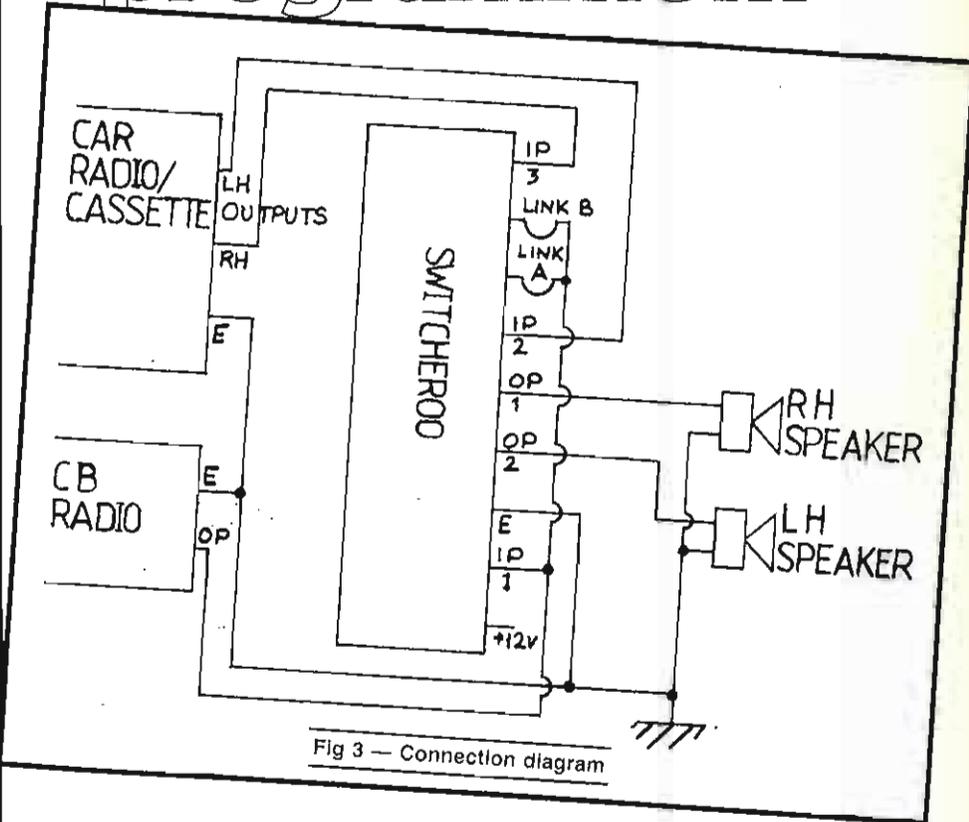
When the board has been assembled it may be tested by connecting the supply and short-circuiting C1. The relay should operate (you can hear it click or, if you have a meter in the supply, see the current rise from zero to 30-50mA). When the short-circuit is removed there should be a delay of about 1½ seconds before the relay opens again. If the test is satisfactory the Switcheroo may be mounted in the car (or wherever it is to be used).

### CONNECTION

The Switcheroo is connected as in Fig. 3. If the radio is not stereo then IP3 and OP2 are not used and are left unconnected. Since the Switcheroo uses a common earth return for both power and all signals it cannot be used with radios or CBs which do not have their audio output earth lines connected to the negative supply.

The connection to the CB is made to

# We interrupt this programme...



the External Speaker socket. If it is desired to use the CB internal loudspeaker for CB reception both link A and link B must be left off the Switcheroo and, if fitted, the muting switch in the External Speaker socket must be disabled.

If the radio speaker is to be used for CB then link A must be fitted. The CB should only be played through both loudspeakers of a stereo system (by fitting links A and B) if the CB is capable of driving the extra audio power involved. If you are in doubt about this — don't do it!

All the signal connections to the Switcheroo should be made before connecting the +12 volt supply. The supply should be connected via an in-line ½ amp fuse.

When all connections have been made turn on the radio — it should play normally. Now turn on the CB and find an occupied channel — the radio should blank out and you should hear only the CB. Turn off the CB and the radio should return after a short delay.

### CONCLUSION

The Switcheroo is a simple project and even beginners at electronics should have no trouble in building it. Once built, however, it is a valuable addition to any CB station and is of particular

value to emergency monitor systems such as REACT.

James M. Bryant, MIERE

### COMPONENTS LIST (All components may be obtained from Ambit International)

- Integrated Circuit type CD4093.
- 2 Silicon NPN transistors (Type BC237 or similar types — see text).
- 4 Silicon diodes (1N4148 or similar — see text).
- Miniature 2 pole changeover relay. (12 volt coil).
- Printed circuit board.
- 9-way miniature terminal strip.
- C1 1 µF Tantalum capacitor.
- C2 100 µF Electrolytic capacitor.
- R1, R3 & R4 1K ¼ watt resistors.
- R2 1.5M ¼ watt resistor.

So that's what you need and what you do with it. Now you want to know what it's going to cost you, right? Don't panic, it'll only set you back a fiver. Is that value, or what? The proper price is £4.90 plus VAT, postage and packing but the kind chaps at Ambit International will package up all the components and send them to you for £5. All you have to do is complete the form and send it with your cheque or postal order. What more do you want us to do, fill in the form for you?

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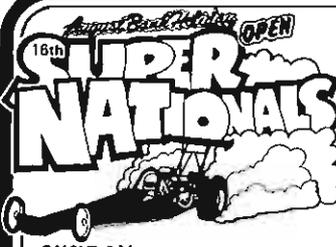
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# Hello sailor



Swab those decks, sound the hornpipes and hoist the skull and cross bones, this month Breaker takes to the stormy seas to look at another use for CB — and one that looks like being a biggy. For the benefit of those who take to the water like a duck to the motorway, and for the more nautically minded who haven't yet discovered the advantages of CB, we'll ask the question: Why are many boat owners turning against the conventional ships radio. We might even answer it.

Radio has been common — and legal — on pleasure and commercial craft for years and it's necessary to look first at their existing service to see why many are now looking towards CB for the future.

The modern marine VHF transceiver (on 150–165MHz FM) has power and performance to make breakers envious. The first big advantage is that it broadcasts over flat unobstructed sea space with, providing your navigation is up to scratch, nothing to interfere with the signal. Add to this a power output of up to 25 watts and high, mast-mounted antennas and the result is an effective range of around 40-50 miles. Working from a high shore station, almost double this distance can be achieved.

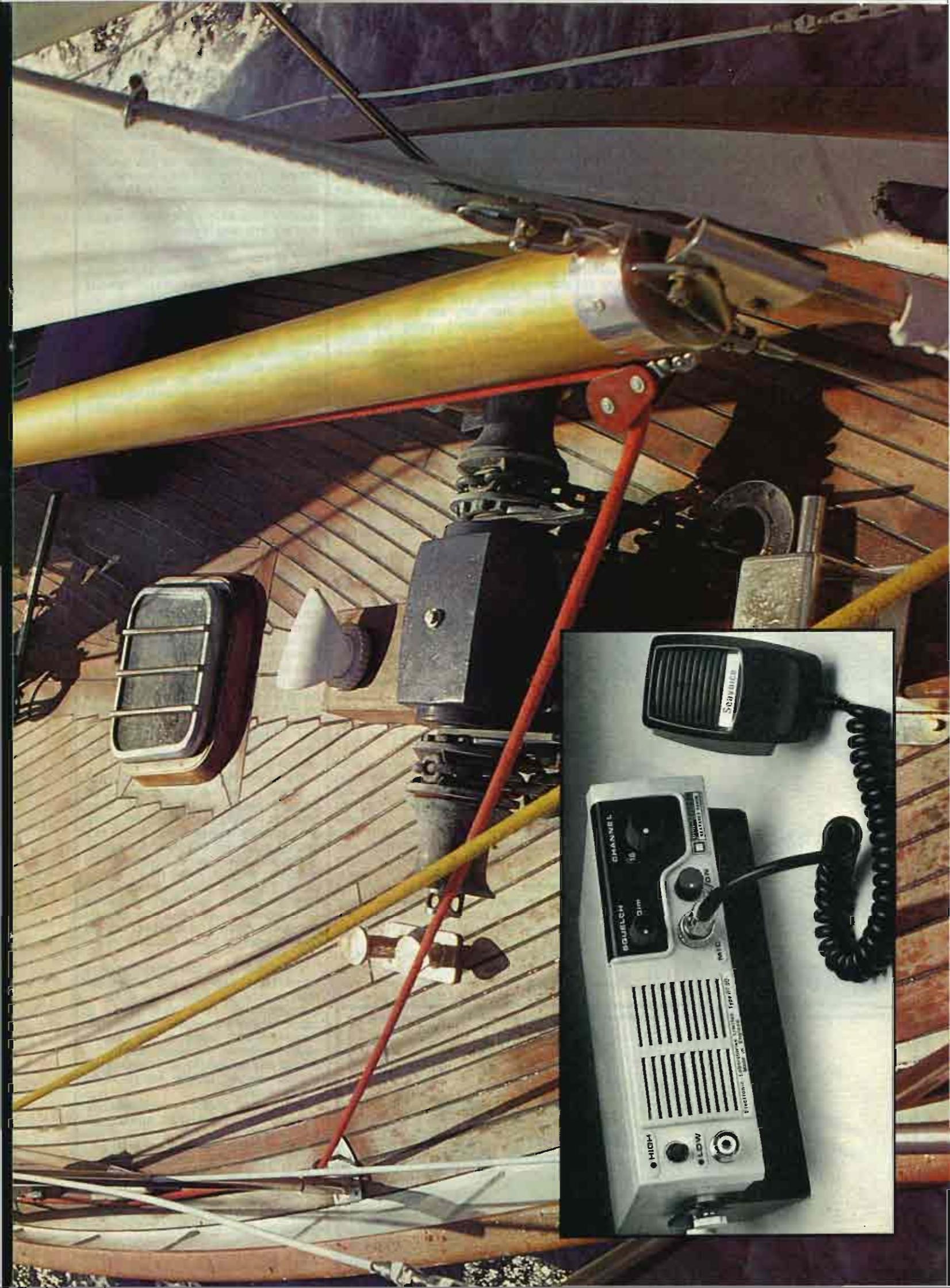
Most of the modern sets operate on 55 channels, breaking on 16. They also have a dual watch system, so that while communications can be monitored on any channel, a priority message on 16 will cut in automatically.

The latest outfits have private channels too, so that the operator can contact his home or marina. To tell the wife you've been becalmed off the Isle of Wight with your female crew or to reserve a bed in the sick bay, that sort of thing.

Ship to ship communication can be maintained on around a dozen open channels, though channels 6 and 8 still remain the most popular. Local ports can be contacted on channels 12 and 14 to find out what berthing facilities are available (no, nothing to do with mid-wifery) and the local coastguard can be called up on 67 to check on sea conditions, weather reports and, most importantly, to call for help when it starts getting damp around your feet.

**BREAKER**





This link with the coastguard is vital to the yachtsman and just like the mobile breakers' link with base stations, it is a two way affair. Drifting wreckage, missing buoys and other yachts in trouble can all be reported back to the coastguard who will in turn spread the message. And when you think that there's hundreds bobbing around in the briny every summer weekend, you'll realise how extensive that coverage is.

So far the service is not too different from the CB system we've all heard about from a friend but there's one function, and perhaps the most useful to the yachtsman, which is unique to the yotty. The VHF marine system can be patched into the GPO telephone network. Just call up the nearest coast radio station on channel 16, transfer to 26, 27 or 28 and they can connect a telephone call to anywhere in the world. When you consider that this will set you back just 50 per cent on top of the price of a normal call, it makes the existing, very expensive car phone service look a bit sick. But then there's a limit to the amount of business mileage you can do by boat.

And it's just as easy to pick up your sailor friends. Just go down to a pub in Portsmouth and . . . sorry, I could be hung from the yardarm for that . . . and then whipped and then . . .

To contact a vessel from the shore, simply pick up the phone, dial 100, ask for a freephone connection to the nearest coast radio station and give the operator there the name of the vessel you want to contact. Again the connection is cheap and immediate and if the yachtsman is working on deck and can't hear the call, the coast radio station regularly broadcasts a list of all outstanding calls.

If the existing VHF radio system is so effective then, why are so many boat owners considering using CB after legalisation? Or even using the illegal units available now? It all comes down to two factors; cost and application. And the greater of these is cost.

While CB provides cheap communication, available to anyone, there is an air of exclusivity about its nautical cousin, marine radio. VHF transceivers have been selling for years at around £500 and manufacturers have all the time claimed that they were unable to produce equipment any cheaper. But with legal CB just around the corner, prices have suddenly fallen to well under £200. And the standard has increased.

Buying the equipment isn't the only area of expense. Our friends the Home Office are also responsible for the airwaves over the sea, of course, and they have bumped up the licence fee from £6.50 to £17.50, an increase of almost 200 per cent. And an increase made without warning, without consultation and certainly without appeal. A marine radio licence costs the same for a pleasure yacht, the QE2, a cross-channel ferry or the world's largest tanker. Did you know that a radio licence for a trans-Atlantic 747 jet only costs £8.00? Just fancy that.

The yachting world is in uproar over the increase, particularly since they get so little for their money, although the Home Office are doing their best to justify it. Marine VHF installations have increased dramatically, they claim, so it now costs more to inspect them all. And yet they haven't inspected a single pleasure yacht's radio for years. Perhaps they would like to supply us with the figures so we know just where the money is going. There is one thing the boat owner gets for his £17.50 — a lot of hassle.

Before installing a radio he has to apply to the Post Office for a licence application form — and not the local post office but to the central department

at St. Martin-le-Grand. With the application form comes booklets, bumph and details of the test he must take, which might seem sensible until you find a list of the questions likely to be asked also enclosed. The applicant then has to travel on a weekday, at his own expense, to a Home Office examination centre where he takes the test — which lasts about five minutes and which nobody fails. All in all, it means a lot of wasted time and money.

The Home Office has to keep up this front of licensing and control to justify the fee they are collecting. But consider, if you will, how tempting millions of future CB users must seem to the chaps who hold the purse strings at the Home Office. It really would be the final insult to implement a complex and expensive licensing system for CB.

As we said, cost isn't the only factor turning a number of the yachting fraternity away from conventional radio. We also said the other one was application. And we were right.

Up to 25 watts of power and 55 channels is all very impressive — and necessary when you're some distance offshore — but for the pleasure boat sailor, cruising up and down a stretch of coast or navigating rivers and canals, marine radio is a mighty meaty, and expensive, way to crack the local communication nut. Around £200 and £17.50 annually, is a lot to pay for a chat with your mates in the boat across the harbour. It is people like these who are turning to CB, but if they ever do get into trouble, and being only one mile from the shore is no consolation when you're about to drown, they could find themselves high and dry. Or rather, just the opposite. The coastguards have no plans to monitor CB, so it looks like being left to the volunteer groups, such as REACT UK, to keep an ear open. Although I suspect both coastguards and lifeboats will equip themselves when the demand increases. So start demanding.

The biggest growth area for CB afloat is likely to be the narrow boats on Britain's inland waterways. For them safety is no problem, unless I'm at the helm, there's always a phone box in a nearby pub, and hopefully the coastguard will never need to launch the lifeboats on the Avon and Kennett canal. The short range, the lack of red tape (hopefully) and the competitive price tag will make CB a big seller on the rivers and we can expect holiday fleet owners to be at the front of the queue.

Installation is simple using mobile or home base sets — and waterproof marine sets will also be available — because most craft have plenty of space inside the cabin. Lack of steel panels means using a 'no ground-effect' antenna (as used on motorcycles and glassfibre cars) and again we can expect special marine items come legalisation.

Whether by choice or necessity, CB looks like being almost as popular with the thousands of boat owners in the country as with the land lubber mobile users. A lot of them will have turned to CB as an alternative to marine radio. And if licensing brings similar problems to CB, we'll have nowhere else to go. But the authorities will have learnt their lesson by now. Won't they?



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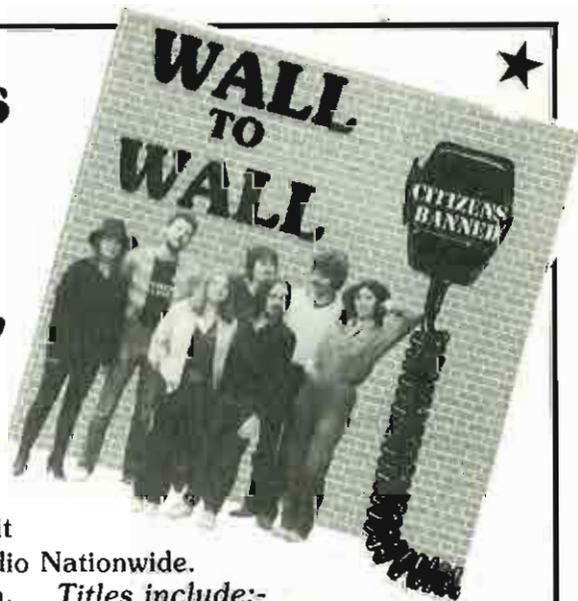
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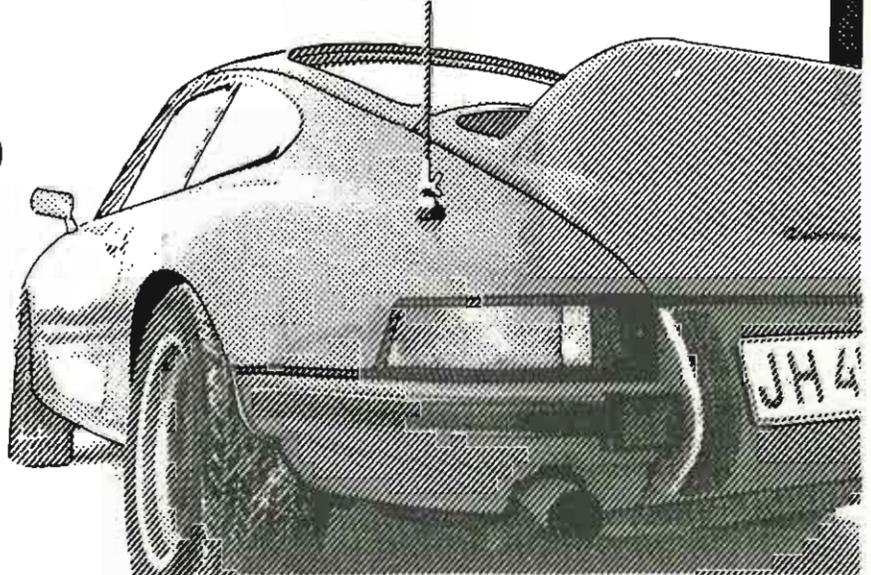


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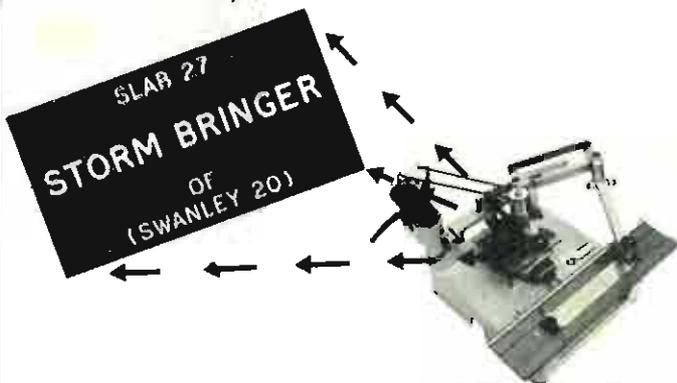
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## Zachary T.

MODEL 1002002 — 80 CHANNEL AM Base Station



I should have written this feature last week. It would have been simple then. These are the new FM rigs from Ham International, I'd have said. And then I'd have gone on to tell you about the specifications, which had finally been approved and announced by the Home Office. It would have been clean-cut and precise. I wish I'd written it last week.

This week things are different. The dog-eared and coffee-stained specification document is still sitting on my desk. And since the Home Office have said nothing to the contrary, it still stands. But there is an air of doubt in the ... er ... air. Not to mention sheer disgust.

Since the major criticism of the Government's FM system is that it is incompatible with the rest of Europe, they upset breakers not only in this country but all over Europe. And it wasn't long before they too put their weight behind the campaign to change the Government's mind. We Europeans might not be the best of friends sitting around a table in Brussels but upset breakers and you soon get a bunch of very dedicated enthusiasts knocking at your door. Or rather the Government does.

The campaign is co-ordinated in this country by the Citizens Band Association and Natcolcibar — thousands of breakers are protesting but the CBA and Natcolcibar are actually sitting down with the Home Office and talking about it. The European Citizens' Band Federation have written letters to Margaret Thatcher and Timothy Raison, signed by representatives from France, Italy, Netherlands, Sweden, Belgium, Germany, Luxembourg, Greece and Switzerland. They are asking for frequencies in the band 26.965 to 27.405 and with the strength of their lobby, they might just swing it. Then again, they might not. I wish I'd written this last week.

By the time this appears before your very eyes, Natcolcibar will have met with the Home Office and the position may have become clearer. We'll continue to keep you up to date with developments but in the meantime, your guess is as good as ours.

Having said that, you can be sure that whatever the specifications, the manufacturers will comply with them, so I'll just say that when these new FM rigs from Ham International go on sale, they will be legal.

Ham International are a Belgian company and one of the best known names in the CB world. Illegal sets have already found their way into this country from Europe and the States, so they are well known among the AM users, and like the Major rig we featured last month they are likely to be high on the shopping list of anyone already involved in CB.

They have released details of three rigs, the Explorer, the Mariner and the Hercules, and just to show that things are by no means finalised in the CB industry either, they say that the Viking may yet be rechristened the Explorer. Either way, the format and functions will be as they appear in the pix.

The Explorer/Viking is at the budget end of their range and is likely to set you back around £75 come legalisation. Along with the conventional channel

change, volume and squelch controls it features a distant/local switch, to improve local reception by cutting out distant signals, and a normal/clear switch, which is, in effect, an on/off tone control.

The Mariner uses a calibrated tone control which can also be pulled out to bring in the 'clear' facility. The RF gain control incorporates a similar on/off switch for the roger beep and the squelch control also operates the PA function, which means a lot of facilities can be incorporated without making the set look like the flight deck of the space shuttle.

Left of the signal strength meter and channel readout is a standby switch. By flicking to 'standby', the transmitting components are cut out, thus using less power, so the user can park up and listen without draining the battery. Saves the embarrassment of fixing up an eyeball and then finding the car won't start, huh? And so that you can hear someone to fix up an eyeball with, there's also a noise blanker and an automatic noise limiter to cut out the hissssss. All that is going to cost you about £110.

The home base is known as the Hercules and follows the trend of the new FM units in that it will slot in a treat alongside your hi-fi system, although it won't fit in a treat alongside mine because, yes, I had to give it back. It's even got those little handles that screw on the end. I've never really known what they're for, but they look ever so racey.

It has all the goodies found on the Mariner mobile plus a built-in SWR meter, mic gain, PA gain and a two position antenna switch for those of you with more sticks than Epping Forest. It's also got warning lights for each of the functions, which may seem a bit gimmicky but they're actually quite useful because they not only tell you what you're doing but also what you're not doing when you think you're doing it.

But enough of this technical phraseology, what will it all cost? About £165ish, but I should mention that all or any of these prices could change if the specifications change because the components will differ. They might even be cheaper.

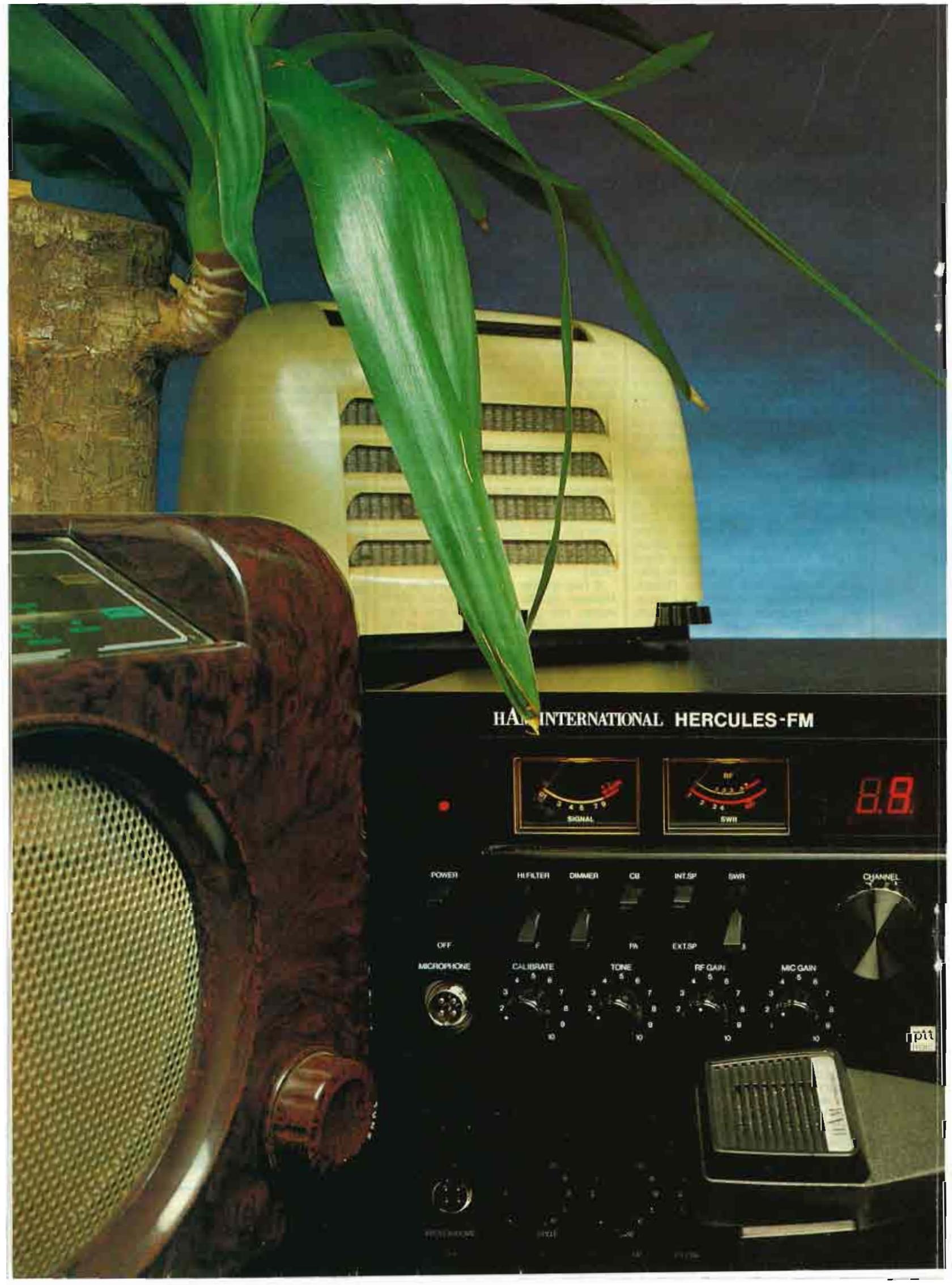
Ham International have formed a UK company to look after their interests over here and they will be handling all the distribution deals. Now, the next bit is for dealers only so all you private, non-commercial types ignore it. Ham International! (UK) can be contacted at

# Ham's new role

their warehouse at 24 Buckland Road in Leicester or on Leicester (0533) 761731. But that is trade only so all you private enthusiasts — I knew you'd still read this bit — will just have to wait until they are in the shops. And the chaps at Ham have asked us to make it clear that they don't stock the illegal rigs, so please don't pester them or the FM rigs will never get to the shops. And I'll never walk again. But it's not all bad news because you can still write to them at the above address enclosing a SAE. No SAE and they'll stand their coffee on it.

That's the newies for this month — there should be more in the next issue. And by then maybe the specs will be sorted out. And maybe they'll abolish income tax. And maybe ...





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ptt

RX, T, ANT A, AN

ANTENNA: A, B

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# Germany calling

One of the major criticisms of the coming FM CB system is that it will be incompatible with the rest of Europe. But by that statement alone it may seem that there is already a standardised system throughout the EEC. That is not true.

We will be out of step with the rest of the world on frequencies — all other 27 MHz systems use some or all of the American frequencies, 26.965–27.405, and Britain's will run from 27.60125 to 27.99125. But that's all the other services have in common. Some use FM, others AM, some have sideband, legal, illegal, something of everything and a bit of a mess. So if you think things are getting confused in the UK, take a look around Europe. Better still, let us do it for you, I could do with a holiday.

This is the first in an occasional series (you're not catching us with any of that 'where was last month's') on European CB and we're starting with West Germany because they seem to be in more of a mess than most. We could, perhaps, learn a thing or six from their experience.

Don't think we've been jaunting about at your expense, though (much as we'd love to). It was written by Irving Stewart who has just returned from... er...

jaunting around at your expense. Pity I had to mention him really. I could have claimed it on expenses.

West Germany legalised AM CB in 1975 but they have already run into big problems and introduced FM this year to meet the huge demand. In common with most countries, including our own, CB started with sets smuggled in and used illegally — particularly by US forces stationed in the country — and the Deutsche Bundespost (Post Office to you foreigners) were forced to introduce a legal system. Also in common with most countries, this is where they went wrong. Right at the beginning.

Like our own government they hadn't a clue what they were letting themselves in for and started issuing licences on 27 MHz using half a watt. The system is simple: base rigs are licensed, mobiles are free. But then the law becomes unusual because it is only legal to talk between mobiles or from a base to a mobile. Modulation between bases is out. To licence a base rig costs about £3.15 per month, but remember all rigs — including bases — are only 0.5W. Just like in Britain the post office looks after TVI and here the fun begins.

In virtually every country where CB is legalised, television and hi-fi manufac-

turers are given a government specification with which to comply and which includes the filtering of 27 MHz — but not in Germany. The inevitable result was a vast increase in TVI reports. Many of these reports were not traced to CB and the post office started to spend a fortune in sorting out the televisions and hi-fi sets all over the country, which far outweighed the money raised from licences.

To add a little more confusion, detector vans used in Germany are only equipped for VHF and radio on public bands and only a very few can detect 27 MHz. A further problem is that their equipment (such as it is) will not detect under 1.3W output, so they can only detect breakers who are getting their rigs to peak above the legal limit. The post office decided to add an FM service for the already confused public and from January 1980, 12 channel AM and 22 channel FM (both on 27 MHz 0.5W) are allowed, plus 12 channel combined AM/FM rigs. This, in effect, means that there are now three systems in Germany all working at once. And it gets worse.

Despite the many regulations in Germany it is still legal to offer any rigs for sale — even those not meeting the specification — so in the shops there are selections of 12/22 channel half-watt rigs side by side dirty great base rigs from Stalker, President, Colt etc. Not only is it legal to sell them but it is legal to own them. But they must not be connected to any power or antenna. If they are connected, the post office consider the rig to be working, and thus illegal. Gets confusing. So the sale of legal rigs is, to say the least, slow and the number of licences bears no relation to the population of breakers which is now estimated to be six million.

The bust laws are more clean cut but no more sensible. A post office man has no right to seize equipment but if a breaker is silly enough to hand gear over, its gone. However, the police do have the authority to take rigs and there is little chance of appeal. Any set that is



A selection of the President rigs available to German breakers, including the six channel hand-held and the McKinley 80 channel AM/FM/SSB home base.

used without an official type approval label is fair game and can be confiscated.

The use of directional or beam antennae is strictly forbidden but this can also be evaded with a little forethought. Firstly a visit is made to a local ham radio club where a membership is taken out as a short wave listener. A trip to the local superstore will provide a vast selection of directional beams (strictly for hams, of course) and an equally good selection of cheap short wave monitors. Thus armed, the breaker only has to obtain a short wave listeners' licence and a beam. Legally. And who would think of connecting that directional twig to a CB rig? Only everyone.

Herbert Simons, an executive with CB importer Commetel in Germany, has some interesting views on the social aspects of CB:

'When talking about CB in general we are, in fact, referring to the most valuable medium in the world today; communication between human beings. It is only the act of communication that gives our species superiority over lower mammals. It is fair to say that at present the majority of CB users in Europe tend to be occupied in non-professional occupations and have thus probably never considered trying to obtain the qualifications required to obtain a ham licence. In this situation CB gives the only 'cheap' alternative to obtain radio communication. If CB is not adopted in a country simple communication between individuals is being denied in a highly technical world.'

Whilst many arguments have been laid both for and against CB in Britain, an angle not commonly heard is volunteered by Herbert Simons:

'A person who saves to buy a simple CB rig is soon hooked on the hobby and will want to improve his radius of copies and may even start DXing. Just like the Hi-fi enthusiast this means better equipment. Our CB fan has his new rig, and to use this new equipment means a process of education. It may sound grand; but that, in a nutshell, is the truth of the matter.'

'The whole world is now within grasp and contact with other countries begins to broaden the outlook of our CB'er. Another language may be learnt, ham exams taken, and our CB fan will continue to operate even under adverse conditions and pressures.' Adverse conditions and pressures brought about by world governments, perhaps?

There is no doubt that the CB phenomenon is firmly rooted in the Germany countryside and towns, and there is no reason to believe that an equally virile growth should not be seen in Britain. We should take note of the problem experienced in Germany, and other countries, and not allow our government to ensnare British breakers in the trap of insufficient channels and lack of power. This will only promote the growth of black-market operations and the propagation of a high proportion of illegal rigs, thus reducing both the efficiency of the service and the revenue collected.

When CB is legalised in Britain, we must make sure we have a system that is the envy of Europe, not yet another cock-up of bureaucracy.



Left: Part of the range available from Albrecht Electronics. Sorry chaps, they're in Germany. Below: The President AX hand-held; six channels, five watts and have you got your passport?



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### **IVAN FRANCIS**

Probably by now many of you will be aware of the death of Ivan Francis. Ivan died of a heart attack at the beginning of June after a prolonged illness which was a severe handicap to him in all the work he did for REACT. His heart condition forced him to swallow an amazing number of pills daily and it cut down on the amount of physical effort of which he was capable by a measurable amount. Despite this, and despite repeated requests from fellow-members of REACT to slow down and pass on some of his work load, Ivan continued to do more than his share every day.

It's an attitude we can understand quite well; when you're present at the beginnings of a new project or idea it becomes a very personal issue, and once the involvement is established

delegation becomes a delicate art which is harder and harder to practise.

Our own long-established contracts with REACT pre-date Breaker by a couple of years and go right back to the first major involvement with CB by Custom Car, some three years ago. It was Ivan who appeared on a bitter and snowbound day outside the House of Commons then, to help deliver a huge mound of magazines to the House, and he remained in the firing line continually.

The existence of the REACT organisation in this country owes a great deal to Ivan; his death is a great loss and he will be missed by many. We're sure that he would want nothing better than that REACT should continue to grow and be in a position to offer help where and when it is most needed in the future.

# REACT

can see nothing in it for anyone to be pleased about for any reason.

In the end all the emergency monitoring services share the same ideals and the same intent. It would be a sad day if they were not able to realise this and work together. They all say they want to help, and that's the most effective way of doing it.

To get involved, especially at this critical stage, in a power-struggle because one or several of them wish to control the 'official' emergency network, or don't wish to operate under the umbrella of someone else is contrary to everything which they jointly claim as their allotted task. Once again we find ourselves appealing for common sense in a set of circumstances where we would have thought that the need for it was obvious, especially to those most closely concerned.



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Not unnaturally the situation at REACT has taken a couple of days to clear up. Ivan left a great deal of unfinished work behind him and all that has now been painstakingly sorted through and re-organised.

Fortunately the structure of REACT is such that this is not too difficult a task. Although it may perhaps seem to outsiders that REACT is yet another of these top-heavy organisations with a hundred or so big white chiefs and about three braves, this is not the case.

The strength of REACT lies in its ordinary membership; it must be so since these are the people at the sharp end who will be doing the everyday (and every night) monitoring of the emergency channel. They must have both the ability and the autonomy to deal with emergency situations as they arise. It's basically a sort of cell principle, in which each part is a self-sufficient whole but the sum of the parts is even greater.

The top-heavy bureaucracy which normally accompanies structures of this size has to be avoided within REACT or the system would never be able to function. Makes sense when you think about it.

This has enabled REACT to continue without hiccups, and everything is as it was before.

Since this is so it follows that you are still needed as much as ever, if not more so. Just by looking at our Club page you could easily work out for yourself that there must be more than 250,000 people who are sufficiently interested in CB to join a club. Strikes us that if they're all that interested then they're probably nearly interested enough to join REACT as well.

Truth of the matter is that joining can cost money — like five quid. Possibly this is the sort of thing which is putting a few people off the idea. Perhaps that's not the case; it may be that the idea of making some sort of commitment to monitoring at some times is a bit difficult.

That's up to you of course. But joining commits you to nothing other than lashing out a fiver and we all know what that's worth these days. If it was me, though, I'd look on it as a sort of AA subscription; I give you the money, you get the gear and the organisation together and then when I need you one dark and stormy night I know there'll be someone around to help.

Insurance is another word for it. There are a growing number of other emergency monitoring groups coming

to the surface now as you will know since you read about it in Breaker not all that long ago. Unlike REACT many of these organisations don't ask for your money. They are, however, efficient and skillful and offer exactly the same service to the community.

Also unlike REACT they seem to indulge in a less than wholesome amount of banner-waving and back-biting which appears to be not only totally unnecessary but also damaging to CB users rather than helpful.

We aren't going to mention any names; it's a rotten choice. If we do we'll get protest letters from the few we've named, if we don't we'll get letters from everyone in case we meant them. You'll all just have to guess.

Listening to a discussion on the topic of emergency monitoring the other day it struck us that the admission of any dissent between the various parties involved is a ridiculous state of affairs. In the end it doesn't really matter whether you're affiliated to one group or another just so long as you're there on the air and capable of handling an emergency when it arises. And it's going to make absolutely no difference whatever to the poor bugger who needs help if you belong to REACT or the Girl Guides. He's interested in your skills not your politics.

So far REACT have not involved themselves in this sort of argument other than on the point at which it impinges on one of their more strongly-held opinions. REACT has been and still is opposed to monitoring the illegal network which currently exists on the grounds that doing so may impede their ability to cooperate with established official agencies after legalisation. In this they are unique.

It does seem remarkably silly for other monitoring groups to suggest, as they have done, that they are in some way superior to REACT because they do not share this view and have been monitoring for some time, and even more ridiculous to say that they can cope with emergencies a whole lot better than other groups simply on the basis that they are British and the others are 'American'.

Don't think that we've ever heard anything quite as nonsensical as that statement for a long time.

Nor have we ever heard anything quite as distasteful as the person from one monitoring service who was publicly gloating over what he claimed as fact: that 'only one breaker attended Ivan Francis' funeral'. Even if it were true we

## Membership Form for REACT UK Supporters Club

10 Buckingham Way, Sharnford, Leicestershire LE10 3PE

|   |  |   |
|---|--|---|
| Please find enclosed my Money Order/Cheque made out To: <b>REACT UK</b> |  | Annual Membership £5 each ..... <input checked="" type="checkbox"/> |
|   |  | Donation Contribution ..... <input type="checkbox"/>                |
|   |  | Sponsorship Contribution ..... <input type="checkbox"/>             |
| Name .....<br>Address .....<br>.....<br>.....                           |  | Name .....<br>Address .....<br>.....<br>.....                       |
| County ..... P/Code .....   |  | County ..... P/Code .....   |

Receipts issued on request with stamped sae enclosed

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# BREAKERS 20

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BREAKERS 20  
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Butwell, Nottingham.  
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# TRUCKERS PARADISE

10 MARSHALSEA RD., LONDON SE1 1HL Tel. 01-403 1717



## TRUCKERS' SPECIAL This month we're offering a range of trucking goodies, just as popular with breakers on 4 wheels, 2 wheels or feet even.

### FLAG STRIPS

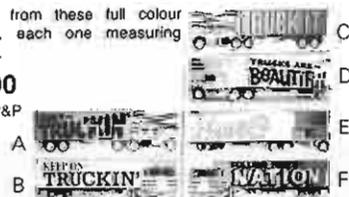
Printed in full colour with various European flags, each strip measures 20" and looks great in the windscreen or rear window of cars or trucks. To attach them all you need are our plastic suckers. **£1.00** + 15p P&P

### MINI SCARVES

Look at any 18 wheeler and the chances are it will have one of our mini scarves hanging in the window. Now we've got them with C.B. designs. Each is complete with a miniature hanger and sucker for attaching. **£1.95** + 15p P&P

### TRUCKIN' STICK-ONS

Choose from these full colour designs, each one measuring 12" x 4". **£1.00** + 15p P&P



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With "Teddy Bear" high in the charts, it's a good time to listen to some other trucking songs. We've chosen 3 albums each containing a good selection of numbers, guaranteed to put you in the mood for some heavy trucking.

**LONG VEHICLE** 11 songs written and performed by Britain's leading trucking band, Barbary Coast. **£3.50** + 30p P&P

**16 GREATEST TRUCK DRIVER HITS** 16 songs by the original artists. **£3.50** + 30p P&P

**CONVOY** 10 songs including "Convoy" on cassette only. **£1.95** + 25p P&P

### ATTENTION RETAILERS

If you would like to stock truckin' goodies such as these in your shop, just let us know. We are the largest distributor in the business and will be happy to help in any way we can. Phone us for instant service on 01-403 1717 and ask for Sheena, Andy or Mark.

To: Truckers' Paradise, 10 Marshalsea Rd., London SE1 1HL  
Please send me the following goodies:

|  | Quantity |              |
|--|----------|--------------|
| Flag strips                                    | .....@   | £1.15 £..... |
| Suckers  | .....@   | £0.10 £..... |
| Mini scarf                                     | .....@   | £2.10 £..... |
| Stick-ons A.....B.....C.....D.....E.....F..... | .....@   | £1.15 £..... |
| Convoy cassette only                           | .....@   | £2.20 £..... |
| Long Vehicle cass/record                       | .....@   | £3.80 £..... |
| 16 Greatest Hits                               | .....@   | £3.80 £..... |

I enclose a cheque/P.O. made payable to Truckers' Paradise for £.....

Name.....

Address.....

All prices include VAT and P&P We can take orders over the phone using ACCESS or BARCLAYCARD. We cannot accept Irish cheques or P/Os.

# Easy as QSL

The mail bag is really full these days and I'm sure my postman's legs are beginning to bend. Still, he says he doesn't mind, and he is getting very interesting in CB, so with a bit of luck we might have another QSLer in our ranks.

First out of the bag this month was a letter from Joey of PO Box 250, Caracas 1010-A, Venezuela, who sent a beautiful map-style QSL card illustrating the Republic. One thing about QSLing, it certainly improves your geography. Joey also sent me a letter simply addressed 'To Alan 1-UK-181', and asked me to kindly find him, as Joey had received Alan's card from Harry Hertz of the Super Stinky QSL Club in Germany, and that's all that he had put on his card (shame on you Alan).

After a little detective work I found that UK call signs are used by members of the United Kingdom International Radio Group run by UK 001 Arthur, of PO Box 13, Long Eaton, Nottingham NG10 1BU. I soon had Alan's full name and address and Joey's letter was on its way to him.

By sheer coincidence my next QSL was from Joey's neighbour (well almost), Patrick of PO Box 57054, Zip 20000, Rio de Janeiro, Brazil, who sends a very nice QSL of his station 'Lunar' complete with a ribbon of Brazil's national colours. I had to smile when I delved a little deeper into his letter, and found an application form for the Shamrock International Radio Group of Shamrock Base, Baugh, Ballinasloe, Ireland, who appear to do a decent club package. All those of you who would like details, send them an International Reply Coupon (from your post office) for full details. Thanks Patrick, nice to see you're an English International as well.

It never ceases to amaze me that suddenly you are talking to fellow QSLers like long lost friends. It is very reassuring to know that really good people still exist in these troubled days, and QSLing really brings home the unity and friendship that can still be found. You probably guessed what I am leading up to — yes, I have had a letter from some really wonderful QSLers. Well, not a letter exactly but a cassette tape from Al and Vera Byers in Canada.

I won't give you their address until next month, as they are just about to move, but what a great way of QSLing.

I also received four different coloured QSL cards from Henry and Charlain Bartholomew of 623 North 16th Street, Allentown, Pa 18102, USA, who also produce custom badges. They sent me quite a sample batch, thanks friends, really appreciated.

Had a newsy QSL and letter from Bill Lump (The Green Roadrunner) of 4822 Ingram Drive, Corpus Christi, Texas 78415, USA, and he would like to make contact with CBers in the UK, so go to it lads and lassies.

I am pleased to be able to brag, show off, poke my tongue out, call it what you will, because I have at long last tracked down the QSL that we have all been looking for since 'Smokey and the Bandit' inspired us all — a QSL from The Bandit, proud owner of the Bandit car, and not afraid to show it on his card. Larry Loveless of 40 Knight Street, Grand Falls, Newfoundland, Canada says he is always real proud to hear from 'across the pond', so do QSL him, and await your prized possession BANDIT QSL.

Heard from Vi and Pat Patton of PO Box 63, Alexander, North Dakota 58831, USA, fine folks who must get first prize for maximum coverage of a QSL card, absolutely covered with news and far better than 'Got your card from a friend — please QSL'.

A little bit of overseas club news just in, first from Gene Chelbourg President of Redwood Country QSL Club (31900 Pudding Creek Road, Fort Bragg, California 95437, USA), who has affiliated with the Icelandic International DX-QSL Snowmans Club (PO Box 10040, Reykjavik, Iceland). He tells me it is a top-class club, so I will be making a few enquiries.

It appears the defunct Hellenic Worldwide QSL Group is in the process of being reformed, and is sharing the headquarters of the VIP Club at PO Box 41, Zografou, Athens, Greece. They're offering a full membership package for 17 dollars. Personally I am still not convinced, due to my previous experiences with this club, but if any of you wish to take the gamble I will be pleased to share your evaluation of the new club with your fellow QSLers.

Received a further newsletter from the Thistle QSL Club of Canada, run by Bill McBride, inviting me to a Coffee-Breakfast-Break at the Norlander Hotel in Winnipeg, where all Thistle members can enjoy bacon, eggs, panfried potatoes, toast and coffee. That's what a good club should be like, well done Bill and sorry I can't take you up on the invite. If you would like to contact Bill his address is PO Box 4, Postal Station C, Winnipeg, Manitoba R3M 3S3, Canada. And, of course, do not forget a reply coupon.

Thank you all for your letters and cards, I am replying as fast as possible, but rest assured I will be in touch. First of the home batch came from Blue Fly and Money Spender of Cotswold Breakers UK of Stroud, Gloucestershire. Thanks for the card friends, but you forgot to add your address, sign or date it, so if you write again I would be very pleased to hear from you. Next from David Nairn of 150 Smallgains Avenue, Canvey Island, Essex SS8 8LU, who runs the Co-ax Melters Club of England. He is a little secretive but I managed to persuade him to tell me that it is a club mainly for Essex breakers to eyeball, so contact him if you qualify.

Another club which is becoming very evident in QSLing is the East Kent Breakers DX Club. They all operate from PO Box 81, Canterbury, Kent CT1 2XG, and apart from their individual cards, the East Kent Club card is really nice. I have made contact with Tony (The Archbishop) and will report in next month's Breaker.

Greenfingers (Chris Hodgson, No 1 QSLer) from Tyne & Wear tells me he received a letter from Australia just addressed Greenfingers, England SR3. That's all. I have had a few like that myself, addressed to The Medicman, West Molesey. Someone at the Post Office has done their homework — thanks boys.

**ALBATROSS RADIO of AUSTRALIA**

**Lakeside QSL Club of Australia**

**The Sharp Family**  
Great Granny  
Russell & Debbie  
Hellen & Shawn  
Jeanette & Brenda

**CALLSIGN**  
LAKESIDE 35  
30, 36, 31, 32,  
881 & 882

**THE FOUR GENERATIONS FAMILY GROUP**

LOCATION  
Please address QSL  
DEBBIE SHARP  
C/O P.O. BOX 114  
TOURKEY NSW 23  
AUSTRALIA

The family that prays together stays together

Every so often I hear from someone who has let QSLing completely take over their lives (haven't we all). One such victim of QSLitis is Dark Star, alias David Heddle of 40 Whitefield Crescent, Peshaw, Tyne & Wear DH4 7QT, who has even had a very cleverly designed headed notepaper printed. Watch out for some really nice cards from Britain including an excellent one from Terry Andrews of North Harrow (Firefox), one of the new mini-QSL cards from Calum Anderson of Mount Vernon, Glasgow (The Yankee), an attractive club card from Music City Breakers Club in Newtownards, Northern Ireland (thanks Steve EI 263), a funny from The Nuthouse (Andy Cookson, PO Box 48, Preston) and one that has me really puzzled from The Hairy One, Dave Anderson, whose card gives his address as 18 Gallacher Terrace, Blackhill, Consett, Co. Durham. The Post Office returned this one marked 'Premises derelict' so, if you are reading this Dave drop me a line with your new address — or paint the front of your house.

High Roller (Clay of 316, Garth Road, Morden SM4 4NW, Surrey) tells me he contacted one of our boys in the forces who would dearly love to keep in touch with the CB scene at home, so drop him a letter and a card. He is L/Cpl E Wilson, 'A' Troop, 62 Tpt & Mov Sqn., RCT, BFPO 45. Clay also tells me of a further QSL club on the scene, the No 1 QSL Club of Great Britain. From what I can see, it looks a very good club, supplying nice rubber QSL stamps and an excellent range of county and area QSL cards. Something like 50 different, costing about £6.00 per hundred. For a list of items available send a 9 x 4 SAE to PO Box 5, Horsham, West Sussex RH12 3SX. Next month we will have a look at the Red Devil QSL Club of Italy, and give you a world-wide list of good QSLers, including some from obscure places. If you have anything on the QSL scene to share, please drop me a line, and I will be pleased to pass it on, good addresses, clubs, your views, anything of interest. Until then here's some news of QSLers in Australia and New Zealand.

**SWAGMAN QSL SWAP CLUB OF AUSTRALIA**  
PO Box 43  
Buleen  
Victoria 3105  
Australia

The Swagman is probably one of the best three QSL clubs in the world today, founded in May 1978 by its President Garry Morosoff, who writes the regular QSL Column for Australia's only CB magazine, CB Action.

Currently with 1600 members in over 50 countries, the very distinctive 'Swagman' club card is highly collectable, and very sought after, and the club also offers self adhesive address labels with club logo, QSL holders, log books, cloth badge, tee shirts, airmail envelopes with club logo, personalised rubber stamps, cassettes, a range of standard CB rubber stamps — in fact almost a QSLers dream supply shop! In February the Swagman acquired 'Quality QSL Printers', and, having its own printing company, can now offer a completely new range of custom QSL

cards, at a very reasonable cost.

Garry tells me the time is rapidly approaching when he will probably devote himself full-time to the club. He has spent just over a year programming his computer, and the first run will be the first computer QSL roster list ever produced, and the club will be computer-based in the future, although Garry will never allow the club to lose its 'personal' touch.

For the £6 Sterling fee you will

receive: membership certificate, membership ID card, tourist information, club rubber stamp, Swagman QSL cards, other members' QSL cards, Swagman airmail envelopes, newsletters, postage stamp bulletin, Garry's fun sheet and club shop lists.

For enquiries only please send an addressed envelope, together with two International Reply Coupons. Hope you consider joining this club, it certainly has the Medicman seal of approval.

### AUSTRALIA QSL ADDRESSES

| CALL SIGN                                    | OPERATOR                                       | ADDRESS  |
|--|--|--|
| LAKESIDE 91<br>SPR 25                        | Jim Green<br>Chris                             | PO Box 114, Toukley, NSW, Australia.<br>PO Box 155, Smithfield, NSW 2164, Australia.   |
| LAKESIDE 18<br>LAKESIDE 817<br>TM 2          | Daryl<br>Wendy<br>Ted                          | PO Box 532, Sallsbury, South Australia 5108.<br>PO Box 452, Gawler, South Australia 5118.<br>PO Box 78, Croydon Park, NSW 2133, Australia.         |
| UNIT 57<br>PD 5<br>14                        | Colin<br>Roger<br>Neville Lee                  | PO Box 281, Brighton, South Australia 5408.<br>PO Box 526, Penrith, NSW 2750, Australia.<br>36 Hamilton Road, Coleraine, Victoria 3315, Australia. |
| SWAGMAN 1469                                 | Robin Tapp                                     | 35 Cadow Street, Frenchs Forest, NSW 2086, Australia.  |
| WHISKEY TANGO 35<br>TAD 106                  | Trevor<br>Bob                                  | PO Box 22, Plympton, South Australia 5038.<br>PO Box 168, Launceston, Tasmania 7250, Australia.  |
| UNIT 191<br>NCB 452                          | Malcolm McCosh<br>Bob                          | RSD Ellerslie, Victoria 3265, Australia.<br>PO Box 452, Murwillumbah, NSW 2484, Australia.   |
| CW 22  | W. J. Lawson                                   | 68 Churchill Avenue, Orange, NSW 2800, Australia.  |
| GB 48 + GB 105                               | Brett & Pat Geraghty                           | PO Box 48, Goombungee 4354, Queensland, Australia.   |
| PM 823/4                                     | Margaret Bremner                               | 16 Lyndhurst Street, Palmerston, North Australia.  |
| LAKESIDE 23<br>TASSIE SIDEWINDER             | Ian & Maureen Brown<br>Peter MacDonald         | PO Box 67, Hamilton, NSW 2303, Australia.<br>132 Cambridge Street, Launceston, Tasmania 7250, Australia.   |
| THE OUTLAW<br>SWAGMAN 1<br>A.I. 1            | Kevein Smith<br>Garry Morosoff<br>Paul Dunster | 31 Rldge Street, NSW 2783, Australia.<br>PO Box 43, Buleen, Victoria 3105, Australia.<br>PO Box 855, Fremantle 6160, Western Australia.            |
| SWAGMAN 684/685                              | Eddie & Dot Cowen                              | 66 Stanford Street, Kurri Kurri, NSW 2327, Australia.  |
| VBS 184                                      | Doug & Brenda Jennings                         | PO Box 829, Geelong, Victoria 3220, Australia.   |
| TB 094                                       | Trevor Brooks                                  | 25 Park Avenue, Bray Park, Murwillumbah, NSW 2484, Australia.  |
| MOTHER BEAR                                  | May McKinnon                                   | PO Box 160, Benteleigh 3204, Victoria, Australia.  |
| KW 46<br>AB 26                               | Terry Myers<br>Tony Barnes                     | PO Box 105, Maitland 2320, NSW, Australia.<br>216 Old Southern Road, Yanderra 2574, NSW, Australia.  |
| BW18<br>BLACK SHEEP                          | Bob King<br>Andrew Kidd                        | PO Box 1, Snug, Tasmania 7154, Australia.<br>27 Aonach Street, Westall 3169, Victoria, Australia.  |
| PT 40  | Jan Childs                                     | 277 Hoxton Park Road, Cartwright, NSW 2168, Australia.   |
| SWAGMAN 65                                   | Peter Hall                                     | PO Box 256, Ashgrove, Queensland 4060, Australia.  |
| QAZ 429                                      | Roy Drain                                      | 24 Gordon Street, Ayr 4807, Queensland, Australia.   |
| AI 20<br>SWFCCA 054                          | Geoff Carter<br>Patricia Hawkes                | PO Box 550, Fremantle, Western Australia.<br>102 Neville Street, Marrickville 2204, NSW, Australia.  |
| ALBATROS RADIO 353<br>LAKESIDE 36<br>NAL 037 | The Browns<br>Debbie Sharp<br>John Ham         | PO Box 67, Hamilton, NSW 2303, Australia.<br>PO Box 114, Toukley, NSW 2263, Australia.<br>18 Malvina Parade, Gorokan, NSW 2273, Australia.         |
| HR 106<br>GW23                               | Paul<br>Mark                                   | PO Box 299, Moorabbin 3189, Australia.<br>51 Railway Place, Williamstown 3016, Victoria, Australia.  |
| LAKESIDE 840                                 | David Hocking                                  | 2 Babilia Street, Fairview Park, South Australia.  |



LAKESIDE QSL CLUB OF AUSTRALIA  
18 Malvina parade  
Gorokan  
New South Wales 2263  
Australia

Really two clubs in one, and a little on the expensive side, membership fee being £9 Sterling, but the membership package is sent by airmail. For your £9, plus 10 or more of your signed and dated QSL cards, you will receive: Lakeside call-sign, membership ID card, personalised rubber stamp, mem-

bership certificate, subscription to club newsletter and the opportunity to join Lakeside International Club at special rate of £4.

This international offshoot of Lakeside is run especially for members who wish to exchange correspondence, stamps, coins, souvenir spoons, medals, cassette tapes, colour slides, and anything collectable. I rate this club very middle-of-the-road, but I welcome any QSLers personal experience of this or any other clubs.

Keep it clean, catch you next month in Breaker.

### QSL CLUBS IN AUSTRALIA AND NEW ZEALAND

| CLUB   | PRESIDENT      | CLUB ADDRESS  |
|--|----------------|---|
| SWAGMAN QSL SWAP CLUB                        | Garry Morosoff | PO Box 43, Buleen, Victoria 3105, Australia.                |
| LAKESIDE INTERNATIONAL                       | John Ham       | 18 Malvina Parade, Gorokan, NSW 2263, Australia.            |
| KANGAROO WHISKY QSL                          | John Tomczyk   | PO Box 270, Woodville, South Australia 5011.                |
| AUSTRALIAN INTERNATIONAL                     | Paul Dunster   | PO Box 855, Freemantle 6160, Western Australia.             |
| SUNSHINE STATE QSL SWAP                      | Graham Habler  | PO Box 260, Maryborough, Queensland 4650, Australia.        |
| ALCATRAZ QSL CLUB                            |                | PO Box 68, Geelong, Victoria 3220, Australia.               |
| SWAMPLAND QSL CLUB                           |                | PO Box 256, Ashgrove, Brisbane, Queensland 4060, Australia. |
| DEVILS QSL SWAP CLUB                         |                | PO Box 532, Salisbury, South Australia 5108.                |
| NEW ZEALAND AND WORLDWIDE QSL SWAP CARD CLUB | Bert Turner    | PO Box 41128, St Lukes, Auckland, New Zealand.              |
| GUMBOOT QSL CONTROL                          | Tracy W Ward   | PO Box 4127, New Plymouth, New Zealand.                     |
| LEOPARD INTERNATIONAL                        | Norman Topp    | PO Box 899, Gisbourne, New Zealand 16349.                   |
| KIA ORA QSL CLUB                             | Brent Bolton   | PO Box 630, Wellington, New Zealand.                        |
| BUBBY'S QSL CLUB OF NZ                       |                | PO Box 36, 212, Auckland, New Zealand.                      |
| WORLD WIDE QSL SWAP CLUB                     |                | PO Box 9590, Hamilton, N.I., New Zealand                    |
| SILICON CHIP INTERNATIONAL                   |                | PO Box 28, Manurewa, Auckland 1732, New Zealand.            |

NEW ZEALAND AND WORLD WIDE QSL SWAP CLUB  
Via 683  
PO Box 83 020  
Te Atatu South  
Auckland 8  
New Zealand

The President of this club, Bert Turner (KIWI 1), must be one of the wonders of the world of QSLing, offering a really magnificent membership package, the only disappointment being the six week wait while it came by seamount. If you think you know all about New Zealand, try this one and Bert will convince you otherwise with the extensive New Zealand and Maori information.

This club costs £7 to join, and your membership package contains: four colour membership certificate of Maori and New Zealand design, ID card, club rubber stamp, 20 QSL cards from New Zealand and worldwide members, XYL unit number and card if required, application forms for clubs worldwide, cloth club pennant, kiwi tie or lapel pin, New Zealand postcards, detailed map of New Zealand and New Zealand Paua shell brooch for your XYL (very nice touch). In addition a large range of other New Zealand and Maori items are available, from NZ crested teaspoon to NZ history books, Again, for enquiries only, send two. International Reply Coupons.

### NEW ZEALAND QSL ADDRESSES

| CALL SIGN      | OPERATOR             | ADDRESS   |
|----------------|----------------------|---|
| HN 1748        | Terence Howes        | 13 Baberton Street, Tokoroa, New Zealand.                                 |
| WG 1688        | Danny Wallace        | 68 Puriri Street, Wanganui, New Zealand.                                  |
| AK 7314        | Boris Essipov        | 112 Madeline Avenue, Glendowie, Auckland, New Zealand.                    |
| 3076           | Albert W Duncan      | Oropi, RD3, Tauranga, New Zealand.  |
| RO 3650        | Kelvin Pearce        | 95 13th Avenue, Tauranga, New Zealand.                                    |
| HN 4303        | Peter Were           | RD5, Te Kuiti, New Zealand.   |
| RO 2354        | John Lee             | Pyes PA, RD3, Tauranga, New Zealand.                                      |
| HN 4275        | Warren Williams      | 3A Mangawhero Road, Matamata, Ph 8644, New Zealand.                       |
| RO 2258        | A. G. Parker         | 172 Otumoetai Road, Tauranga, New Zealand.                                |
| WG 1869        | George Moulin        | 21 Maire Street, Wanganui, New Zealand.                                   |
| WG 922         | Paul & Pat Thomason  | 6 Kea Place, Wanganui, New Zealand.                                       |
| WN 1907 & 2244 | Harry & Lorna Jones  | PO Box 116, Otaki, New Zealand.   |
| NA 2510        | Colin McNought       | 426 Gloucester Street, Taradale, New Zealand.                             |
| DC 35          | Errol Murgatroyd     | PO Box 169, Dunedin, New Zealand.   |
| MS 647         | John & Lynn Guy      | 12 Runciman Place, Dannervirk, New Zealand.                               |
| NU 639         | Barry & Raewyn Allan | 74 Kelly Street, Inglewood, Taanaki, New Zealand.                         |
| NA 2000        | Tyrone Peakman       | PO Box 732, Hastings, New Zealand.  |
| NA 2903        | Maurice Tiny Hinder  | PO Box 732, Hastings, New Zealand.  |
| AK 1186        | Trevor Brown         | 20 McDivitt Street, Manurewa, New Zealand.                                |
| IN 2350        | Mervyn Officer       | c/o C. W. Erskine, New River Ferry, No 9 Road, Invercargill, New Zealand. |
| CH 3339        | Norman Hurst         | 34 Studholme Street, Somerfield, Christchurch 2, New Zealand.             |

BREAKER

WIN 3750  
BRENT BOLTON  
P.O. BOX 630  
WELLINGTON  
NEW ZEALAND

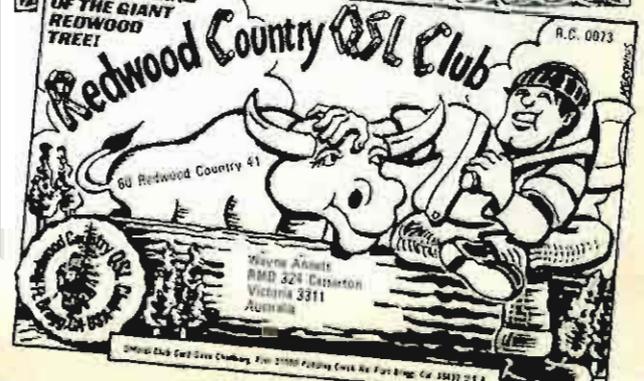
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DATE 25/2/91 TIME  
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 MOBILE  
 SKIP  
 EYEBALL  
 BASE



## THE HELL-RAISER HR 106 (PAUL)



MELBOURNE  
AUSTRALIA





It was like a timeslip... dogsoldiers from World War II American Army units toting GI carbines... German Wehrmacht ambling around carrying Schmeisser machine pistols... and everywhere there's khaki jeans, jumpers and army boots. And, for chris-sake, they all speak in Cockney, Devonshire, Brum, and unheard of accents. Despite this anomaly, it's a sample of the Second World War brought to us courtesy of the Military Vehicle Conservation Group.

The vehicles are the central focus of attention, however. In the assembly and display area next to the parade ground is gathered a stunning array of military hardware on wheels. From the BSA Para bike and the Willys MB jeep, to the Bedford QL Cypher and the Canadian Ford F60S LAAT. And in the field beyond is the *real* army. You can tell the difference between the regular troops and the play actors because the real soldiers look so goddam hard, and they're standing around next to huge mobile guns on tracks sporting stenciled names such as *Holocaust* and *Apocalypse*. Signs in front of these fearsome weapons tell the observer that they are capable of throwing shells



20 000 metres, and that they have a lethal splinter range of 50 metres. That means that from Thrupton circuit they could devastate Oxford.

It's a good job I'm not drunk, or else I'd be doubting my sanity. It's dead weird, like I said, a timeslip... only it's mostly play. The main reason the vehicles are here is to celebrate the tenacity and determination of the owners of these trucks and jeeps, landrovers and tank transports (and tanks, too) who have lovingly restored them from rusty jettisoned hulks on the scrapheap, to working museum pieces. It's a chance for someone like me, who was too young for the war, to breathe in the environment that my elders lived and moved in. Did guys really go helter skelter into combat sitting inside one of these armoured cars, with the bullets mashing themselves on the armour? And all the while waiting for the armour piercing cannon shell with their number on it, chewing their bottom lips and wishing they were sitting safely at home by the fire?

logical that people will start to treat these trucks, cars, lorries, half-tracks, and tanks as if they're the same as veteran and vintage vehicles. A tremendous upsurge in development occurred in the second world war in almost every branch of technology — including the motor vehicle. It would be a shame if these motors were lost to the world.

So, the MVCG devotes its energy to organising rallies and runs, and puts collectors and restorers in touch with each other for spares and expertise. Liberation tours are held to Paris, Arnhem, the Normandy D-Day beaches and the Ardennes. Can you imagine the reaction of some old pensioner in a village in northern France in 1981 as a Second World War convoy trundles out of the past before his very eyes?

Membership of this organisation is pushing 1000, but more members are continually sought. Ownership of an old war wagon is not a prerequisite of membership. But encouragement to get one is forthcoming if you join.



None of that today, however. Everything is for show and those machine guns with the bullet belts, and the machine pistols with the drum magazines, and the Browning pistols, and the 88mm cannon, all are defused duds purely for spectator interest.

The Military Vehicle Preservation Group is an organisation set up in 1969 in order to preserve and restore those military vehicles that survived the second world war. Collecting these vehicles is a fairly recent development. But now, almost 40 years later, it's

The most common vehicle at Thrupton on the open day is the Jeep — both the Willys and the Ford versions. All are in good nick, painted khaki and carrying ammo boxes, panniers and pennants. All are done up in American livery, naturally. It seems that in the veteran military motor stakes, the American image is the most sought after, with the German stormtrooper chic following close on its heels. The poor old British Tommy doesn't get a look in. Shame.

Seventy three jeeps are listed in the programme. Forty seven motorcycles

# HAVING A SASS

are assembled, from BMW R12s to Condor Swiss army bikes. Of the light to medium class, the Heavy class, and the Tracked and Armoured class, there are a further 80 contraptions. In the latter category there lurks a Sherman tank. Remember Telly Savalas as the Sherman tank commander in *The Battle of the Bulge*? Cool, huh? Personally, I wouldn't relish being shut in a tin can and then going out into a battle zone to be shot at by German Panzers. But somewhere, sometime, somebody must have experienced just that. Terrific. I'm glad it was somebody else and not me.

The owners of the vehicles dress to match the spirit of the event. Mostly, those American and German soldiers I mentioned earlier were taking part in a reconstruction of the D-Day landings later in the day, so it's possible to forgive them their mimicry of brave Yank lads, and the sinister overtones of the Kraut cloth. But maybe the chap who was wandering around in SS uniform with full insignia (like the double lightning flash) should be taken aside for a quiet chat. One Dutch participant in the festivities is very turned off by some of the Nazi uniforms being paraded that day. He says that anybody who wears such clothes should go to the Netherlands and learn just how people feel about Nazi dress. The organisers expressly forbid anybody wearing these highly emotive clothes, and it's a shame that they don't enforce their regulations, because the day was spoiled to some extent by the appearance of this paraphernalia.

Another attraction of the day was the fleamarket, where about 20 stalls sold all kinds of paraphernalia from the era of combat. Tank caps, expended shell casings (for £20), old medals and insignia, standard issue clothes, two way radios, walkie talkies, field telephones, spare parts for the vehicles on display, and replica guns. They did brisk business all day.

When everybody had been given a chance to appreciate the motors in their drive around the concourse arena, it was time to stage one of the major attractions of the day — the simulated D-Day landings. In the middle of the arena, a squadron (or a platoon, or a gaggle) of Nazi soldiers set up their position, with a field gun as a bonus. Then it was the turn of the American GIs to assemble just along the way. Soon the attack began, and the crack of guns and the screams of the wounded mingled with the bellow of attacking soldiers and the shouted commands of the officers. It was just like the game I used to play in my junior school called *Best Fall*, where you pretend to be shot and then fall over in the most sensational fashion possible. Only these guys were grown-ups with better toys. It was an excellent laugh. Thunderflashes went off, and simulated mortar strikes threw great lumps of dirt into the air. The finale of the day was the detonation

of a petrol bomb, or that's what it looked like. A huge gout of rolling red flame went mushrooming up into the heavens with a big bang. Clouds of greasy black smoke coiled around it, and lumps of flaming debris landed all around the arena. The word for it is spectacular.

At the end of the display, the arena was littered with simulated dead and dying German and American soldiers, though naturally it was the GIs who were victorious. Everybody who was watching sported a black face, and some, the spectacle wearers, looked like racoons after they took their glasses off. The kids thought it was aaaaazing. Just like all their fantasy games come true.

At the end of the day, all the vehicles had to move. This was the good bit. It was a little like a motley circus, but in convoy they all looked fairly respectable. What the Sunday drivers from Andover and its environs thought as that lot trundled out of Thruxton I don't know. Yes, a curious collection of vehicles. And funnily enough, after the radical chic of the Yanks, the quaintest and most bizarre looking of all the vehicles present were the British ones.

As far as Breaker readers are concerned, perhaps the most interesting vehicle at the MVCG Thruxton on D-Day should have been the Volvo Command Radio Car, designated TP21 Radiopersonterrangbil.

These odd looking motors were produced by the Swedish Volvo manufacturer between 1954 and 1959, and the one at Thruxton was the 1954 version. Obviously, any car built to meet the arctic winter has to be tough, and that the Volvo certainly is. The engine is a Volvo ED six cylinder sidevalve displacing 3650cc, and producing 90bhp at 3600rpm. Transmission is by a four speed main gearbox, with a two speed transfer box and vacuum operated differential locks.

This old wagon could hit 70mph, and

returned 15–20mpg. It is fitted with a 16½ gallon fuel tank, with a three gallon reserve tank. 12-volt electrics are fitted, and it weighs 2880kg (2¾ tons). Hydraulic brakes stop it in its tracks, and the tyres are 9.00 x 16 all round.

It was delivered to the Swedish Army in 1954, and was imported to Britain in December 1978 and now has 18 000 recorded miles on the clock. This particular vehicle was designated for high ranking officer use only, and this is evident from the pennant attachments on the front bumper and roof.

The cooling system is frost proofed down to -36°C (yes, that's minus thirty six degrees Centigrade), and it has a heavy duty heating system to keep the occupants alive. An interesting bit is the connection on the heater pipes for linking to a garage's central heating system. This means that, for cold starting, hot water from the central heating can be run straight through the pipes of the Volvo. Neat, huh? Those Swedes thought of everything.

It's got a light truck chassis which is common to several Swedish Army vehicles, and the nickname for it is Sugga — which means Pig. Personally, I don't think it looks much like a pig. More like a pregnant rhino.

Up front is for driving only. In the back is the business end of the truck. And that business is communications in the field of combat. Those huge aerials poking from the roof aren't there for show, sonny. An officer sits in the back at his desktop and coordinates battle lines.

I wonder what it's like sitting in 36 degrees of frost coordinating battle lines? Mind you, with that heating system, I don't suppose it's too bad. All you have to do is sit back and shout 'tenski fourski bjorn' into a microphone.

It's probably poor old Bjorn, the footsoldier, who has to worry about the -36 degrees.





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Committees, let us never forget, are the people who designed horses with two humps and a propensity for spitting, or something like that. The point being that if you take more than two reasonably sane people and ask them to come to a decision which will be as satisfactory as possible to as many people as possible on any subject — say sports-cars — then they will inevitably come up with the TR7. Not surprising, then, that any body calling itself the National Committee for the Legalisation of Citizen's Band Radio will probably be viewed with suspicion by a great number of the very people it could do the most to help. This is doubly so when it is more popularly known as NATCOL-CIBAR, although we're not quite sure as to exactly who this supposed abbreviation is popular with. Not surprising to find that one of the items discussed at the National Committee meeting in Woolwich at the beginning of June and then put on to the agenda of the next meeting for a vote was a change of name.

Lurking behind this frightening array of titles and initials sits a body of dedicated souls, however, whose sole aim is the legalisation of an acceptable CB facility as soon as possible. They have a great number of other aims, naturally enough, but they are all secondary to their first purpose. Makes sense, after all; no CB, no nothing else.

The Woolwich meeting was long and intense, and covered a vast array of topics, not least of which was the departure of several of their senior officers. It must be true to say that the most notable among these was Richard Town, who resigned at the previous meeting and issued a Press Release in the name of NATCOLCIBAR explaining why he had done so. It must be said that more than a few of the Committee members felt that this was slightly unorthodox; indeed several of them expressed themselves in rather stronger terms. The outgoing Chairman seemed to feel that the proposed FM service was indeed a wonderful thing and that everybody ought to be jolly grateful they'd been offered it. Unfortunately the bulk of the Committee did not share his opinion, which left him with few alternatives.

Under the new Chairmanship of Ian Leslie this meeting got off to a running start, as the various parties who had met with Mr Whitelaw on the preceding Friday outlined what had happened.

We should, at this juncture, remind ourselves that this was a reasonably historic occasion, since it was the first time that anyone directly connected with the pro-CB campaign had met with the Home Secretary himself.

It wouldn't hurt to remind ourselves of the background. The Home Office had issued, on a rather restricted basis, their draft specifications for the new FM service only a few weeks earlier, and it was already being rubbished in more than a few quarters.

The main problems lay in the fact that (after years of denial that any such thing existed) the Home Office had suddenly come up with 400KHz of space in the 27MHz band which they proposed to use for this new facility. This sub-band surprised more than a million people, among them the radio modelling fraternity. These amiable

# non-committal



types, have been willing, even anxious to move from their existing bit of 27 into an area which didn't present them with as many problems. Remember that 27 is a fairly useless part of the spectrum, which is why CB was put there in the first place. It's full up with all sorts of spurious emissions from factories, ignition noise, the bloody Italians, everyone.

Now this new bit of space has turned up the modellers are quite keen to have it themselves; they would only have to replace a crystal, they wouldn't even have to re-tune a coil. Save a fortune, also loads of aggro.

Also, and perhaps more importantly, the new frequencies have upset those people whose first concern is the provision of a CB facility, including the various European federations.

And it's not surprising that they're upset. Remember that not very long ago the Government was saying that it didn't want to introduce a CB facility which would be unique to this country and which would effectively isolate us. At the time they were hoping that everyone in Europe was going to opt for 928, and they were using their non-isolation policy as an argument against 27. Now that the situation has changed more than a bit we find that we are about to be saddled with a perfectly useless set of frequencies used nowhere else in the world and which would totally isolate us from the rest of Europe. British CB users would find that their rigs were totally useless on the Continent. TIR drivers would find themselves talking to diathermy units, and then in French or something.

You can imagine why British CB lobbyists were annoyed. Not much of a surprise to find European CB Federations upset as well, even offering to send delegations over to meet with the Home Office, and explain precisely the nature of their complaints.

More complaints were voiced as well. The draft specs included a section on antennae which seemed to indicate that only a very basic type of antenna would be permitted, which would effectively halve the potential output of the 4-Watt transmitters. And worse still, a compulsory reduction of transmitter power by ten times if the mast was erected more than 7 metres above the ground. A daft regulation if ever there was one, because it would automatically ensure that all antenna installations were at almost ground level where they could interfere more easily with domestic hi-fi sets and similar.

And the CB trade, naturally enough, makes a lot of its money by being able to offer a variety of choice in antenna purchase. Take that away from them and they're all going to be in a spot of bother, so you can see how they weren't laughing a lot, and also didn't have a lot of faith in this 'boost to British industry' attitude which the Government have been so fond of emphasizing of late. Mostly while slagging off 27AM.

The other interesting little snippet which came up was the fact that the new frequencies require a special synthesiser which may have as its principal, if not only present, source a Japanese company, who think that they may restrict its sale to *other* Japanese companies. Clearly this would be a big

shot in the arm for us Brits.

The meeting with Mr Whitelaw was convened at 24 hours notice by telephone. The Home Secretary arrived promptly and opened the meeting by saying he couldn't stay long as he had a train to catch. He then said that the draft specifications, other than a few minor amendments, would not be changed. He was, he said, seeking the co-operation of various interested parties in helping to make a smooth introduction of the new facility.

Patrick Wall explained to Mr Whitelaw that this specification was both impractical and unreasonable, mostly for the reasons which we've all heard ten times before. All except Mr Whitelaw, that is. He evinced not a little surprise at this intelligence. It appeared to be the opinion of the Committee members at the meeting that Mr Whitelaw was unprepared for any opposition to his new specs. In fact, he was apparently surprised to find that no-one at all liked them very much, apart from the RRD. It would be very wrong of us to draw the inference that the RRD have been misleading their Home Secretary at all, but he wasn't as clued up about the situation as one might have supposed.

The old chestnut about TVI came up as well, and the Committee were very curious; apparently there were 13,000 complaints about TVI in the first five or six months of this year. Seemingly there were none last year. Could this sudden upsurge of complaints have anything to do with the request in the Radio Times that anyone suffering TVI should report it ASAP? Why was no such request printed last year? Or the year before?

The Home Office also took a dim view of European CB Federations. So much for unity. They had the spec printed and if we don't get started soon it will be too late to have a CB facility by the autumn; that seemed to sum up their argument. Lord Morris pointed out that urgency is a wonderful thing as long as what you are doing urgently is the correct action. It's not much good being urgent about rubbish.

But Mr Whitelaw had not come to the meeting to discuss anything. He had this train to catch, and he'd come to tell the Committee what was going to happen. It didn't. After a 45-minute discussion Mr Whitelaw decided to withhold publication of the specifications pending further meetings and discussions. He asked the Committee what their priorities were, and they said they didn't want to choose. If forced, frequencies came first with modulation second after a photo-finish.

It was an inconclusive meeting. But it was important. It's taken two years for anyone to get to see Mr Whitelaw, and from a 'not open to discussion' attitude he changed radically, agreeing on more meetings in the following week. You may well hear the outcome of those before we get into print. Let's just hope it's good news.

The meeting at Woolwich went on from there, though, because not everybody believed that Mr Whitelaw's intention to think again would necessarily result in a change. Various methods of making the point were discussed, and one of the strongest sentiments to emerge was the feeling that CB hasn't





been getting its fair share of media exposure. It's a point we've made before ourselves, although we've always allied it to the fact that the Government statement that CB would be legal 'soon' has defused the campaign and robbed it of its newsworthiness. Delegates at the Committee meeting were more suspicious, though. They are well aware that CB itself, together with the various charitable and fund-raising activities indulged in by so many clubs, has been getting a lot of space in local newspapers, and they felt that its absence from the National press had some reasonably sinister overtones. Not entirely sure we agree about that.

Still, the Committee resolved to put CB back on the front pages and came up with two plans to achieve this. One of them, masterminded by James Bryant, involved an extensive and highly organised week-long campaign of lobbying MPs and delivering letters to various Government bodies and personages, followed up by telephone calls to daily papers informing them of what was happening. With calls like that arriving every three hours for a week the Committee felt that the press would have to notice that something was afoot.

More drastic was the plan to arrange a large convoy of vehicles to congregate in London, not very far away from the RRD at Waterloo, in an attempt to create weekday traffic chaos. The Committee again felt that the press would have to acknowledge them, and would be made to realise that the campaign for CB is far from over.

Reports on two demos staged in preceding weeks were heard, and both were encouraging to the supporters of another London demo. The recent Cornwall to London convoy was

reported as being spread out over 18 miles at times, and received a fair amount of coverage. Somewhere in excess of 1000 people attended this one, which culminated with a march from Hyde Park to deliver a 5,000-signature petition.

In Birmingham 7000 people (twice as many as for any other demo in the City) marched through pouring rain, watched over by the police who had catered for up to 1000 marchers and were impressed with both the turnout and the organisation. Despite the immense size of this march the local organisers were a bit disappointed. They estimate that there are as many as 30,000 people in the area who are sufficiently interested in CB to be members of clubs or to have bought AM rigs. In the face of that 7000 seems quite a small turnout. It always, as several delegates remarked, seems that people join clubs or the CBA or similar to find out what the club will do for them. The answer, of course, is nothing, for as long as the members sit on their bums waiting for it to happen. Any club is only as active as its membership. No-one is going to give you CB as you want it. You're going to have to get it.

The National Committee is working very hard to that end. Let's hope that their support doesn't flag but that more people join in to help them. Breakers in the Warrington area will be able to do so quite easily soon, simply by voting for their CB Legalisation Party candidate in the by-election. Ian Leslie is standing as a candidate in the fight for a seat which, mostly because of Woy Jenkins and his new Party, is going to be watched very closely by the country and even by the rest of the world. It's a golden opportunity to get some attention for the campaign. Pity there aren't more elections coming up soon...



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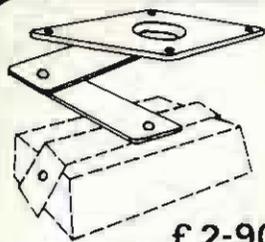
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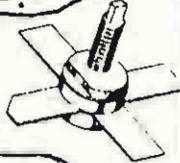
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## Which clubs? And where.

It looks like the date for legalisation of FM will soon be announced but it doesn't seem to be making much difference to the AM clubs—new entries for the listing are still flooding in each month.

We haven't heard of any plans to set up an FM club yet, so if there's any in the offing let us know.

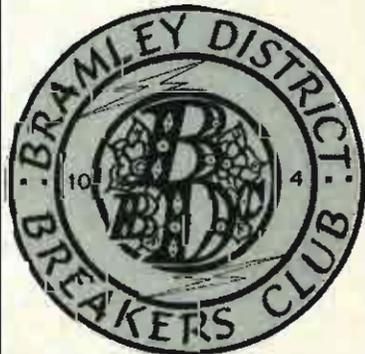
If you're going on holiday in the UK, take the club list with you and try to get along to a local club meet. If they've only given us a postal address for the list, drop them a line first or put out a call on channel for details. We'll publish a list of breaking channels when we've heard from all the areas (hint, hint) but in the meantime, try 14, 19, 25 and 27 and you should strike it lucky. Breaking channels are so busy these days that they are usually easy to locate but if you're really stuck, go in on the side of a conversation. But politely, we don't want to upset the locals, do we?

If your club still hasn't had a news item in Airwaves have a go at someone on your committee and tell them to drop us a line with as much information as possible (and a pic would be nice) to Airwaves, Breaker, Link House, Dingwall Avenue, Croydon, Surrey CR9 2TA. And don't forget, lots of warning if you want publicity for an event. Right, on with the business:

**The Lost County Breakers** in the Lake District have bought a rig and all the trimmings for a disabled enthusiast in their area. Is your club doing anything for the Year of the Disabled? . . . **Received** a copy of a circular that Hazzard County Breakers Club in Farnham, Surrey, are sending to all the clubs in our list. It invites them along to any of their meetings and the secretary Silver Lady includes stickers for a swap. Nice idea . . . **Slaveman** and Tarkus at the Didcot and District 27 Club in Oxfordshire threaten to tell the 197 members who signed our petition to stop buying Breaker unless we give the club a mention. They finish: '10-10 'til we blackmail you again' . . . If the Church Town Breakers in Stamford (Lincs) tell us where they meet, we'll pass it on. In the meantime, try channel 19 . . . **The Walsall CB Radio Club** in the West Midlands have got the right idea. They meet at Max's nightclub, open until 2am . . . **A national club** is being set up to assist the housebound and encourage clubs to supply CB equipment for the disabled. We'll bring you more information soon but if you're interested, in joining or helping, ring Bognor Regis 822115 and tell them we sent you . . . **A club** formed for breakers in the North West

Wales town of Penygroes, and surrounding villages in the Nettle Valley, has taken in 204 members in the first two months, good going for a rural area. They're known as the Country Town Breakers Club or Clwb Torwyr Y Dref Wledig (I think), if you're bi-lingual . . . **Would** the Nationwide Breakers Club in Lincoln please give my love to Sue Lawley? . . .

**Around 2,000 breakers** arrived in convoys and buses from all over Scotland for a mass rally in Inverness campaigning for 27 AM or an amnesty. It was organised by the Highland Breakers CB Club with full co-operation from the police and the local authority and was, I hear, a great success. Apart, that is, from the absence of a Jolly Famous CB Campaigner who mysteriously failed to turn up . . . **Another** one for the record books. The Test Valley Breakers of Sin City (Andover) signed up 120 members in their first night . . . **The Isle Of Man CBC** sent us a very smart newsletter, with proper typesetting and photographs. Seems the new format attracts advertisers and actually makes it cheaper to



produce . . . **The Bramley and District Breakers Club** have formed the Northern England Breakers Committee to provide a link between all the northern clubs who want 27 AM. They also work with the Central England Breakers Committee who cover the Derbyshire area . . . **Had** a note from one of the older clubs, the Gwent Breakers Club, formed back in January 1980. They break on 14 if you're

passing through... Another mail shot going out to the clubs aims to attract serious DXers to the UK International Radio Group. If you haven't heard from them yet, drop a line to PO Box 13, Long Eaton, Nottingham... And in Manchester, membership of the Tango Foxtrot Charlie International DX Club now stands at 250. Write to J King at PO Box 14, Heywood, Lancs., for details... Lucy Gower (Juicy Lucy) from the Aquae Sulis Club in Bath has



won the title Miss Lady Breaker 1981... The Hereford 14 Club are planning a CB Jamboree for August 31 with parachute display, car raffle and all the usual attractions. Profits will go to a local organisation for the mentally handicapped and towards a club house... The Buckingham Breaker Club is newly-formed but they're already adopted a local charity. The Red Cross are building an old peoples' centre and the BBC hope to help out with furnishings when its finished... Whatever the weather, it is supposed to be summer and clubs on the coast can expect visits from clubs inland. Club 14, a branch of the North London Breakers Association, are calling in on the Victory Land breakers in Southsea... Still on holidays (or rather I'm not because I'm writing this) the White Cliffs Breakers Association at Dover tell us they break on channel 19, so if you're heading for the continent, you know where they are... Clubs come and go department. The Weymouth CBC is no longer but check out the new WD40 Club in the list... Fox hunts

members. Write to the BP Breakers Association at 19 St Helens Avenue, Flimby Maryport, Cumbria... Holidays again and I'm starting to get envious. The 27 Coastline Breakers from Clwyd would love to hear from you if you're in the area. They'd also like to hear from you if you're not in the area because they've formed a QSL swap section. Check the list for the address... If you fancy a bit of entertainment along with the chat, try the Clogtown Breakers Club in Bolton, who have a cabaret every third week... The Long Eaton Breakers Club have set up a 24 hour monitoring service known as LEADER (Long Eaton And District Emergency Radio). Anyone in the area interested in helping out can contact Pete Beilby on Long Eaton 63980 for more information... Details got to us too late for advance publicity, but hope the Uttoxeter Breakers Club's sponsored bed push, in aid of the Burton Hospital Spine Bed Appeal, went well.

About 2,000 breakers (well, I'm not counting them) at the Inverness rally, organised by the Highland Breakers CB Club.

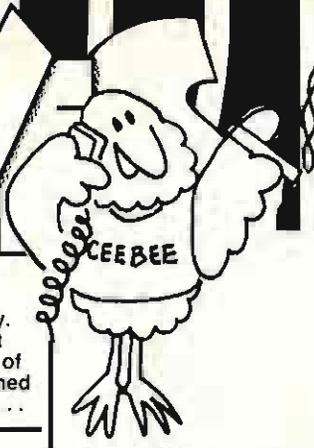


and treasure hunts are nationwide club pursuits but some others are regional. The Sheaf Valley BC in Sheffield held a pie and pea disco this month... With a lot of clubs now closing their membership, news of a newly formed outfit on the lookout for

BREAKER



# AIR MAIL



Welcome to the new-look, condensed club directory. Entries are still coming in each month so we thought rather than drop any clubs we'd reduce the type size of the list. What do you mean you can't read it? We warned you about looking at those naughty pix for too long . . .

**27 Club**  
Every Monday at  
Saxon Tavern  
Southern Lane  
Calford SE6

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

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

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

**Aquae Sulis**  
c/o The CB Centre  
Chelsea Road  
Weston  
Bath  
Tel: 0225 333379

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**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

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

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

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

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

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

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

**Breakers Yard CBC**  
Every Monday at  
St Helier Arms  
Carshalton  
Surrey  
Tel: 01-669 5441

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

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

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

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

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

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

**Buckingham Breakers Club**  
35 Addington Road  
Buckingham

**Bruggen Bandits 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  
Dunbag  
Connel  
Argyll PA37 1QJ

**Canary City Breakers Club**  
c/o 16 Meadow Close  
Hellodon  
Norwich  
Norfolk

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

**Carlton & Langold United Breakers**  
Thursdays at  
Langold Hotel  
Langold  
Worship  
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 File**  
32 Balaise  
Leven  
File

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

**CBA Reading**  
PO Box 123  
Reading

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

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

**CBGB**  
CB House  
Crosby  
Liverpool

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

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

**CB Radio Action Group**  
55 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**  
Alternate Tuesdays 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

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

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

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

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

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

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

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

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

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

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

**Country Town Breakers Club**  
Angoria  
Baptist Street  
Penygroes  
Caernarlon  
Gwynedd

**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**  
Turrill  
Aberdeenshire AB5 7PQ

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

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

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

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

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

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

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

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

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

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

**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 Huime**  
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 Geilenkirchen  
West Germany

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

|   |   |   |   |  |
|---|---|---|---|--|
| <b>Good Buddies Club</b><br>Alternate Wednesdays at<br>Halfway House Hotel<br>Kingsseat<br>File                       | <b>Leapool Breakers Club</b><br>c/o Maid Marion Hotel<br>Coppice Road<br>Arnold<br>Nottingham                       | <b>National Independent Pirate Band</b><br>Heirman Straal 37<br>Merksem 2060<br>Belgium                           | <b>Rhondda Breakers Club</b><br>35 Shady Road<br>Gelli<br>Rhondda<br>Mid Glamorgan  | <b>Swindon CBC</b><br>3 Heddington Close<br>Penhill<br>Swindon<br>Wilts  |
| <b>Gower Breakers Club</b><br>PO Box 12<br>Swansea<br>South Wales   | <b>LEBC (Castle Breakers)</b><br>Pete Bellby<br>c/o 189 Derby Road<br>Long Eaton<br>Nottingham                      | <b>Nationwide Breakers Club</b><br>Tentercroft Street<br>Lincoln  | <b>Richmond &amp; District Breakers</b><br>Friday nights at<br>Black Horse<br>Richmond  | <b>Tango Foxtrof Charlie</b><br>International DX Group<br>PO Box 14<br>Heywood<br>Lancs  |
| <b>Gramplan Breakers Club</b><br>59 Jasmine Terrace<br>Aberdeen<br>Scotland   | <b>Leicestershire CBERS</b><br>c/o Modern Motoring<br>68 Narborough Road<br>Leicester LE3 0BF                       | <b>New City Breakers Club</b><br>9 St Leger Court<br>Linford Local Centre<br>Gt Linford<br>Milton Keynes<br>Bucks | <b>Ringway Sideband Club</b><br>Every Thursday at<br>Benchill Hotel<br>Wythenshawe<br>Manchester  | <b>Tayside CB Club</b><br>c/o 271 Finty Drive<br>Finty<br>Dundee   |
| <b>Granite City CB Club</b><br>92 Forest Avenue<br>Aberdeen<br>Scotland PH 322073                                     | <b>Lennox Breakers Club</b><br>4 Lismore Crescent<br>Oban<br>Argyll   | <b>Newton Breakers Club</b><br>Meet every Tuesday at<br>Book and Candle<br>Redditch                               | <b>River City Breakers Club</b><br>c/o 38 Worcester Road<br>Burnham-on-Crouch<br>Essex  | <b>Telford CBC</b><br>Tel: Telford 603474  |
| <b>Grantham Breakers Assn</b><br>8 Parklands Drive<br>Harlaxton<br>Grantham<br>Lancs                                  | <b>Leslie Breakers</b><br>Mondays at<br>The Leslie Arms<br>Cherry Orchard Road<br>Croydon                           | <b>Noisy City Breakers Club</b><br>Wednesdays at<br>Wheatseal Hotel<br>Darlington<br>Co Durham                    | <b>River Exe Breakers</b><br>c/o 149 Withycombe Village Road<br>Exmouth<br>Devon  | <b>Test Valley Breakers Club</b><br>c/o AMOECO (Hydrospace) Ltd<br>North Way<br>Walworth Industrial Estate<br>Andover<br>Hampshire |
| <b>Grass Court Breakers Club</b><br>Every Sunday at<br>The Wagon & Horses<br>Haydock<br>St Helens                     | <b>Log Breakers</b><br>Every Monday at<br>Log Cabin<br>Royal Oak Pub<br>Wainall<br>Notts                            | <b>North East Derbyshire 10-4 Club</b><br>12 Coniston Drive<br>Clay Cross<br>Chesterfield<br>Derbyshire S45 9ET   | <b>Road Apple DX Club UK</b><br>SAE to Robert RA 68<br>c/o Top Ear<br>London Road<br>Eaton Socon<br>Hunts                                 | <b>Toadtown Breakers Club</b><br>Meet every Sunday at<br>Bridgend Inn<br>Howey<br>Nr Llandrindod Wells                             |
| <b>Guildford City Breakers</b><br>Tuesdays at<br>The Cannon<br>Portsmouth Road<br>Guildford<br>Surrey                 | <b>Lost County Breakers</b><br>Meet every Tuesday at<br>Pete's Paradise<br>Windermere<br>Cumbria                    | <b>North London Breakers</b><br>Wednesday at<br>The Sparrowhawk<br>Glengall Road<br>Edgware<br>Middlesex          | <b>Roman Road Breakers</b><br>Tuesdays at<br>Galway Arms<br>Harworth<br>Nr Doncaster  | <b>Tunbridge Wells CB Assn</b><br>PO Box 319<br>Edenbridge<br>Kent   |
| <b>Gwent Breakers Club</b><br>Meet every Wednesday at<br>The Gladiator<br>Matpas<br>Newport                           | <b>Lowestoft &amp; District Jolly Breakers</b><br>10 Viburnum Green<br>Lowestoft<br>Suffolk                         | <b>North London Breakers</b><br>Wednesday at<br>The Sparrowhawk<br>Glengall Road<br>Edgware<br>Middlesex          | <b>St Neots Breakers Club</b><br>Every Thursday at<br>St Neots Working Mens Club<br>Hardwick Road<br>Eynesbury<br>St Neots                | <b>UK International Radio Group</b><br>PO Box 13<br>Long Eaton<br>Nottingham   |
| <b>Harrow and Wembley CB Group</b><br>26 Greenway<br>Kenton<br>Middlesex  | <b>Maidenhead Official Breakers</b><br>Thursdays at<br>The Prince Albert<br>King Street<br>Maidenhead               | <b>North Sea Breakers</b><br>c/o 27 Zena Street<br>Glasgow  | <b>Saddleworth Breakers Club</b><br>Every Monday at<br>Well Lit Pub<br>Saddleworth  | <b>Untouchables</b><br>299 Manchester Road<br>Kearsley<br>Bolton<br>Lancs  |
| <b>Hazzard County Breakers</b><br>c/o Oakshaw Hall<br>School Wynd<br>Paisley<br>Renfrewshire                          | <b>Market Town Breakers</b><br>PO Box 2<br>Ashford<br>Kent  | <b>North West Breakers Association</b><br>c/o 8 Longhill Walk<br>Moston<br>Manchester M10 9NT                     | <b>Sandwell Area CB Club</b><br>4 Baldwin Close<br>Twidale Watley<br>West Midlands  | <b>Walsall CB Radio Club</b><br>c/o 6 Central Close<br>Bloxwich<br>Walsall<br>West Midlands  |
| <b>Hazzard County Breakers Club</b><br>22 Radcliffe Avenue<br>Chaddesden<br>Derby                                     | <b>MCBRA</b><br>85 Allens Lane<br>Pelsall<br>Walsall<br>West Midlands   | <b>Norwich Social Breakers Club</b><br>72 Silver Road<br>Norwich<br>Norfolk NR3 4TD                               | <b>Saundersfoot and District Breakers</b><br>Club<br>14 Ryelands Place<br>Kilgetty<br>Dyled SA68 0UX                                      | <b>Wellingborough Breakers Club</b><br>Wednesdays at<br>Dog and Duck pub<br>Wellingborough   |
| <b>Hazzard County Breakers Club</b><br>Meet first Tuesday of month at<br>Fleet Country Club<br>Surrey                 | <b>Medway Breakers</b><br>55 Playstool Road<br>Newington<br>Sittingbourne<br>Kent                                   | <b>Open Channel CBC</b><br>17 Coronation Street<br>Preston  | <b>Sedgefield Breakers Club</b><br>c/o 4 Pine Ridge Avenue<br>Sedgefield<br>Co Durham   | <b>Wessex Open Channel Club</b><br>48 Holsom Close<br>Stockwood<br>Bristol BS14 8LX  |
| <b>Hereford 14 Club</b><br>Meet every Monday at<br>Crystal Rooms<br>Hereford  | <b>Merseyside 27 Club</b><br>34 Mickelfield Road<br>Liverpool L5  | <b>Open Channel Citizens Band Club</b><br>17 Coronation Street<br>Blackburn                                       | <b>Seven Towers CBC</b><br>15 Canruff Drive<br>Ballymena<br>Co Antrim   | <b>Wessex Glamorgan Breakers Assn</b><br>25 Plass Newydd<br>Baglan Moors<br>Port Talbot<br>West Glamorgan SA11 7DF                 |
| <b>Highland Breaker Club</b><br>PO Box 39<br>Inverness  | <b>Mexico City Breakers</b><br>The Old Masons Arms<br>High Street<br>Mexborough<br>Yorks                            | <b>Pandle CB Supporters Club</b><br>110 Barkerhouse Road<br>Nelson<br>Lancs                                       | <b>Singing Wheels CBC</b><br>c/o 2 Grenolen Cross<br>Tavistock<br>Devon PL19 9ER  | <b>West London Breakers</b><br>Tuesdays at<br>White Hart<br>Southall   |
| <b>Hillbillies</b><br>Meet every Friday at<br>The Friend at Hand<br>West Wycombe Road<br>High Wycombe<br>Bucks        | <b>Mid-Kent CBC</b><br>c/o Ten Four Telecom<br>22 The Broadway<br>Maidstone<br>Kent                                 | <b>Pennine One Nine Club</b><br>29 Legrams Avenue<br>Lidget Green<br>West Yorkshire BFD 7 2PP                     | <b>Sheaf Valley BC</b><br>c/o 27 Ashberry Gardens<br>Sheffield  | <b>Weston Breakers Club</b><br>33 Lower Church Road<br>Weston Super Mare<br>Somerset   |
| <b>Hornblower Open Channel Club</b><br>c/o 65 North Street<br>Ripon<br>North Yorkshire                                | <b>Midlands CBRC</b><br>Unit 2<br>72 Oval Road<br>Erdington<br>Birmingham   | <b>Pirates</b><br>Meet every Thursday at<br>The Mill<br>Halfway<br>Sheffield                                      | <b>Slab Town Breakers Club</b><br>Meet every Thursday at<br>East and West Ardsley Social Club<br>Morley<br>Nr Leeds<br>West Yorks         | <b>Wetherby District Breakers</b><br>Meet every Thursday at<br>9 Norfolk House<br>Wetherby<br>West Yorks                           |
| <b>Hucknall Welfare Breakers Club</b><br>Hucknall and Linby Miners Welfare<br>Portland Road<br>Hucknall<br>Nottingham | <b>Midlands CB Radio Club</b><br>85 Allens Lane<br>Pelsall<br>Walsall<br>West Midlands                              | <b>Popular Breakers Club</b><br>29 Puttenham Road<br>Sherfield Park<br>Chineham<br>Basingstoke                    | <b>South Blrmingham</b><br>CB Club<br>Meet fortnightly at<br>Solihull Civic Hall<br>Solihull<br>Birmingham                                | <b>West London Breakers</b><br>Meet at the Steam Packet by<br>Kew Bridge   |
| <b>Ironstone Breakers Club</b><br>c/o 16 Lunedale Road<br>Scunthorpe<br>South Humberside                              | <b>Milktown Breakers</b><br>Meet every Sunday at<br>Vanity Fair Disco<br>Bradford Road<br>Huddersfield              | <b>Quaker Breaker Club</b><br>c/o Waggon and Horses<br>East Street<br>Saffron Walden<br>Essex                     | <b>South Somerset Breakers</b><br>c/o 19 Vincent Street<br>Yeovil<br>Somerset   | <b>Weymouth CBC</b><br>Flat 1<br>39 St Thomas St<br>Weymouth<br>Dorset   |
| <b>Journeys End Breakers</b><br>Alternate Thursdays at<br>Escrick Social Club<br>York                                 | <b>Molesey Open Breakers</b><br>c/o Royal Oak<br>337 Walton Road<br>East Molesey<br>Surrey                          | <b>Rainbow Breakers</b><br>c/o PO Box 56<br>Cookstown<br>Co. Tyrone<br>N. Ireland                                 | <b>South Wales Big 10-4 Club</b><br>139 Manselton Road<br>Mansellon<br>Swansea  | <b>White Cliffs Breakers Association</b><br>PO Box 13<br>Dover<br>Kent   |
| <b>Junior Breakers Club</b><br>Scout HQ<br>Clifford Bridge Road<br>Coventry<br>1st Thursday every month               | <b>Monklands Breakers Club</b><br>c/o 78 South Commonhead Avenue<br>Airdrie<br>Lanarkshire<br>Scotland              | <b>R &amp; B Club</b><br>PO Box 4<br>Stranraer<br>Scotland  | <b>South Wales 10-100 Artists</b><br>Club<br>Tuesday nights at<br>The Landing Strip<br>Swansea  | <b>Wirral CB Assn</b><br>Meet every Monday at<br>Riverside Restaurant<br>New Brighton  |
| <b>Kings Lynn Breakers Club</b><br>c/o Cellar Man<br>Victoria P.H.<br>John Kennedy Road<br>Kings Lynn                 | <b>Morey CB Breakers Club</b><br>c/o Gearchange<br>40-42 Moss Street<br>Elgin<br>Morayshire                         | <b>REACT UK</b><br>28 The Coops<br>Stockwood<br>Bristol BS14 8LH  | <b>Stag Town Breakers Club</b><br>Every Thursday at<br>Courtlands Social Club<br>Thorpe Road<br>Bellamy Road Estate<br>Mansfield<br>Notts | <b>Woking Centre Breakers</b><br>c/o Jovial Sailor<br>Ripley<br>Surrey   |
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| <b>LA Breakers</b><br>Unit 13<br>Carlton Industrial Estate<br>Hawthorn Avenue<br>Hull                                 | <b>National Committee for the</b><br>Legislation of 27MHz CB Radio<br>47b Stonegate Road<br>Narborough<br>Leicester | <b>Redhill Radio Breakers Club</b><br>c/o The Ram Inn<br>Mansfield Road<br>Redhill<br>Nottingham                  | <b>Stourport-On-Severn Breakers Club</b><br>Every Sunday at<br>The Old Anchor<br>Stourport  | <b>Wyre Forest Breakers</b><br>19 Chawson Pleck<br>Chawson Estate<br>Droitwich   |
| <b>Laker Town Breakers Club</b><br>Every Tuesday at<br>The Cornish Man Hotel<br>Wythenshawe<br>Manchester             |   |   |   | <b>Yorkshires Elite Breakers</b><br>Fairway Inn<br>Birley<br>Sheffield   |
| <b>Lazy K</b><br>Lima Kito Radio Club<br>PO Box 55<br>Portadown<br>Northern Ireland                                   |   |   |   | <b>Young Breakers Assn</b><br>22 Romley Crescent<br>Bolton<br>Lancs  |
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