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BREAKER

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CB a la Francais



The Citizens Band radio magazine

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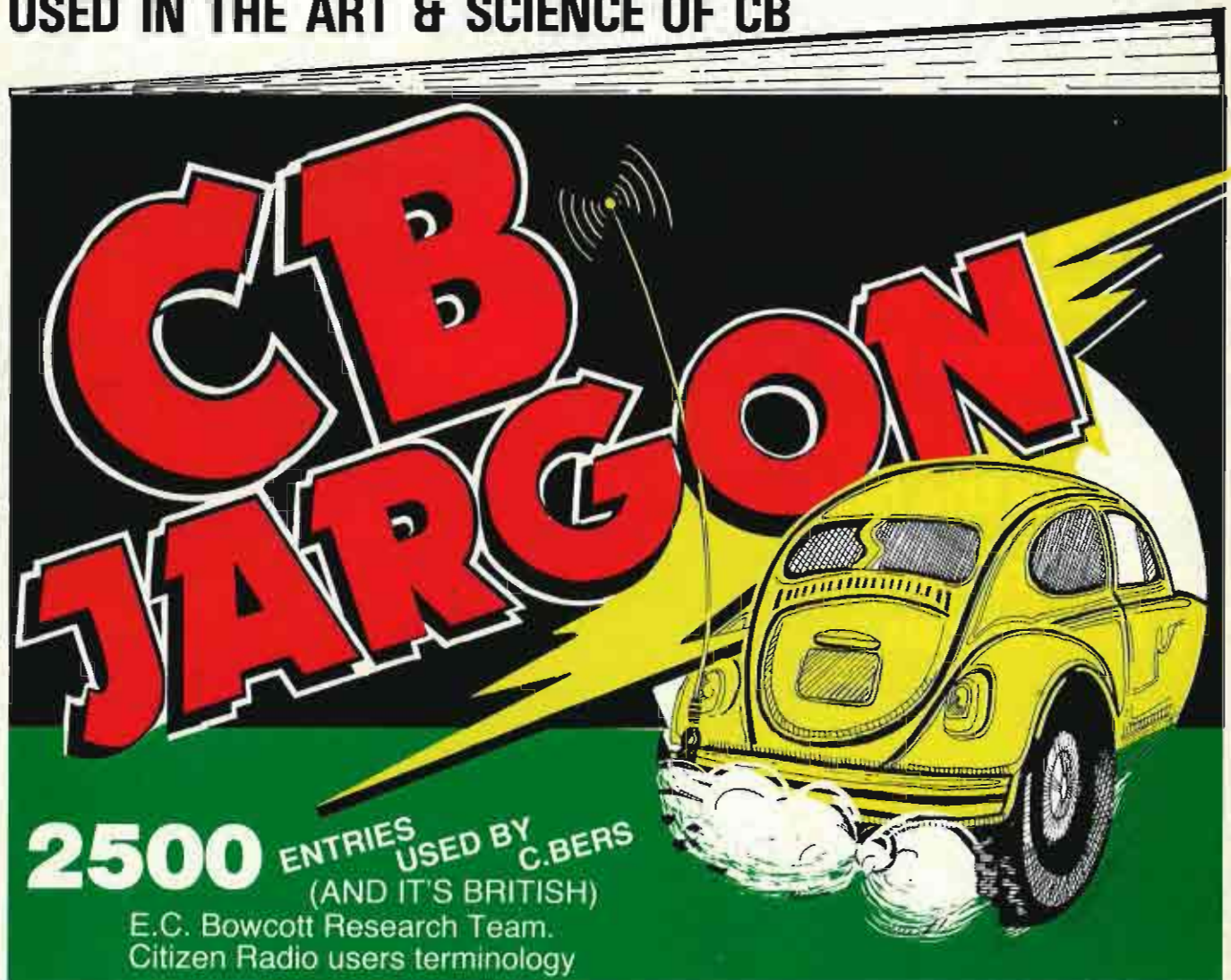
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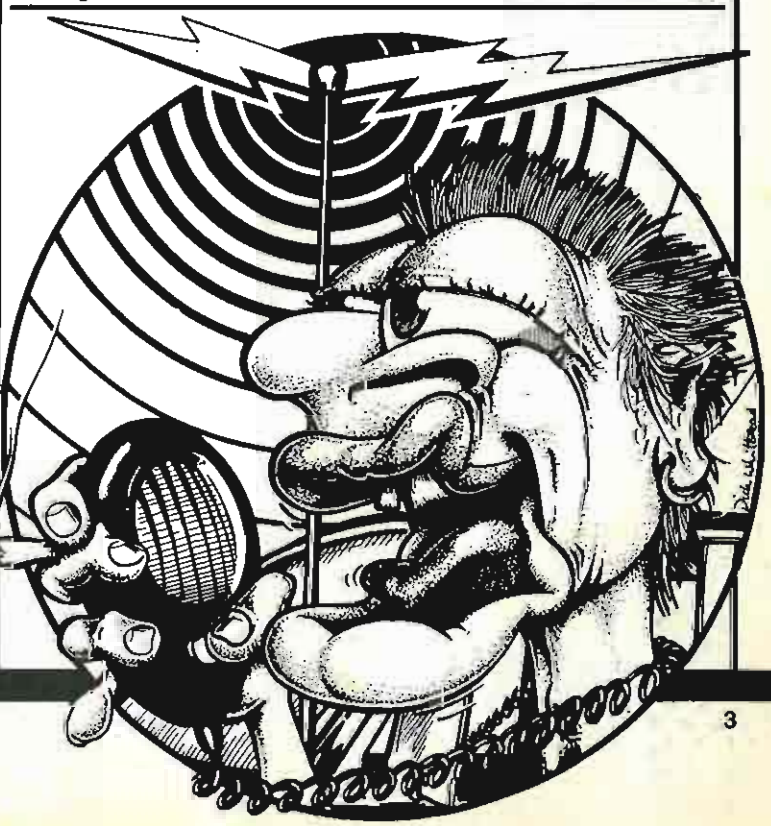
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 A LINK HOUSE PUBLICATION

This is a lousy job, you know. They keep me in a darkened room all month. Bring me out just to write the poxy credits. I'm actually a very talented writer but I only have chance to mention that David Leigh did the cover and centrespread pix and then I run out of spa

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

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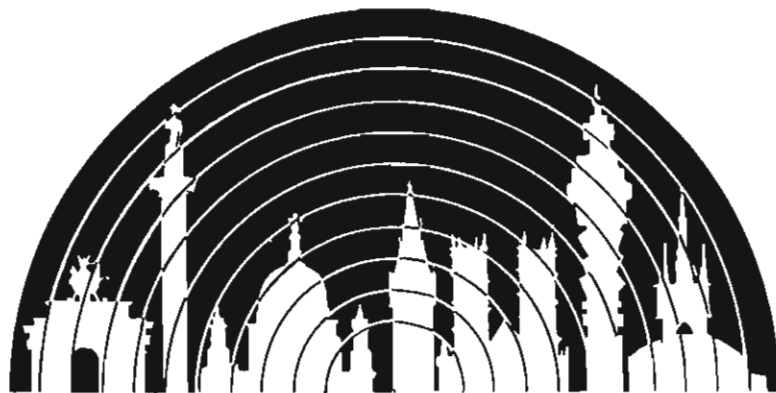
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CITIZENS' BAND
Radio Centre Ltd.

RATSWELL JAW

As a startling new departure from our normal format we include in our Ratchet Jaw spot this month a guest appearance. In a piece of vitriolic diatribe, which we unassuming types on Breaker are incapable of, none other than millionaire recluse Justin V Gnomebrain III dips his quill in the bloodstream of a menial to bring you this message from his mountaintop hideaway in Neasden . . .

Over the past few weeks a number of disgusting allegations about the noble art of CB have been made by the media which I feel it is my duty to dispel.

As you know, it has not been my desire to seek fame or notoriety — in fact quite the reverse — and I have therefore previously remained silent on many occasions when the need to speak out has been strongest. But now the situation calls for desperate action.

In a bout of midsummer frivolity, a few high-spirited chappies have recently taken to disporting themselves on the streets of this green and pleasant land, also in shop windows. Ongoing conflict situations with the forces of law and order have been the inevitable result, and the gutter press have seized upon all this in order to sensationalise sensitive issues and make editorial capital in the circulation war.

Christening these high jinks 'riots' was the first step on the downward spiral; a classic piece of misnomer, of which any politician could rightfully be proud. After that a whole new world of journalistic opportunism opened, particularly with regard to the cause of these so-called riots. Worst offenders here were probably the Sunday supplements, who are much given to unintelligent speculation on matters they don't understand as a commonplace filler. Four-page 'specials' on toad-sexing, teach yourself puberty and similar have been the norm for years, and the advent of the riots has given the hacks a new target upon which to focus their poorly-served guns. After months and months of writing about Brian's operation for ingrown toenails, or Lady Di's mishap with the breakfast cornflakes, and other pieces of world-shaking news, the street fighting must have been greeted with the kind of Bacchanalian celebration normally reserved for Bernard Levin's birthday.

The big question of the moment, of course, was the cause of the problem. We all knew there was a problem, and for as long as the TV cameras managed to bring back graphic scenes of devastation there was little the papers could do to compete, save speculate on the root cause.

Their initial flagship — racial tension — went down like the Titanic on its maiden voyage, leaving them with some blank options. Organised rioting, in protest against unemployment was next up, but despite all attempts at digging up the truth behind the rumour (save, of course, the Spectre of chequebook journalism) no *agents provocateurs*, no Grey Cardinals, no Darnleys of any sort emerged from behind the boarded-up shop windows. In the end, because of a marked lack of success in turning up the truth, simple 'yobboism' was eventually accorded the Gold Star for Blame.

Somehow it never rang true, and it's easy to see why; it wasn't.

With the Warrington by-election approaching rapidly, the young people of Britain took to the streets in a vain attempt to stem the rising tide of apathy, as personified by Woy and Co, and put into the seat of Government the real candidate of the people — Ian Leslie.

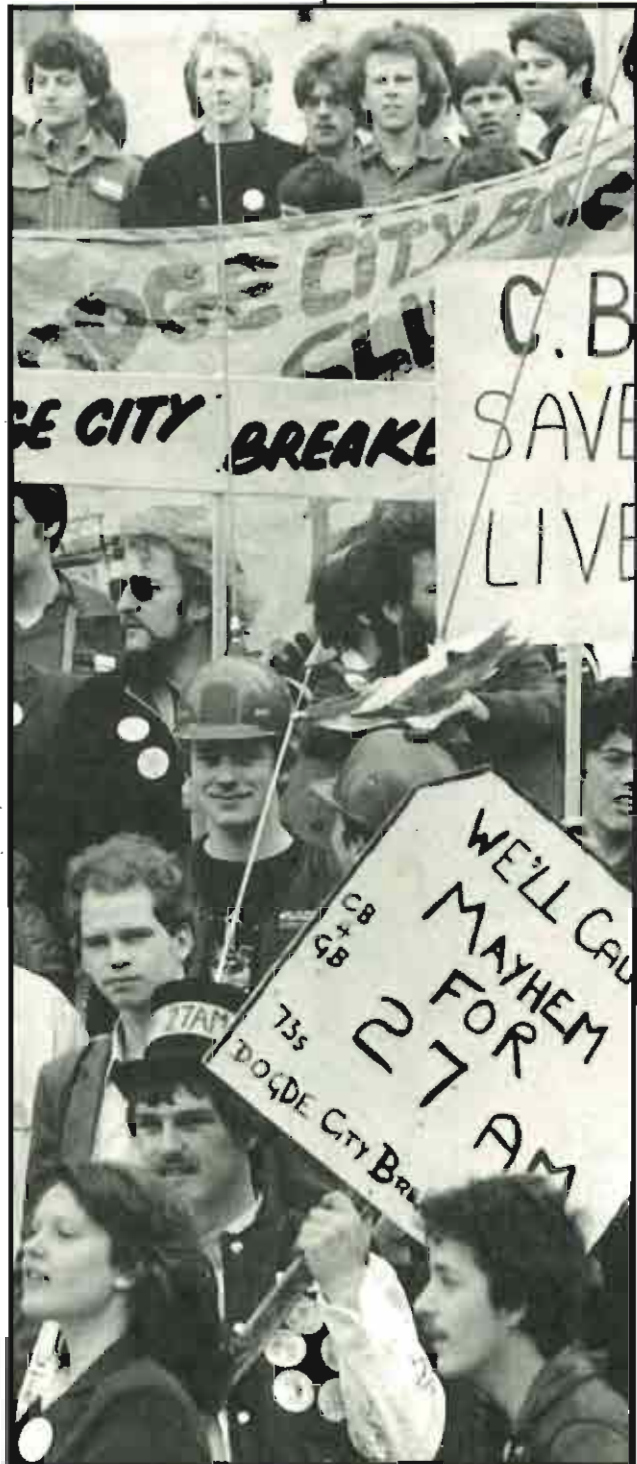
An oversight at the printers meant that the double crown posters announcing the truth to a startled and breathless world were unavoidably detained in a siding near Crewe and a great opportunity was lost forever. History records that Woy didn't make it either, but it was very close.

Now Croydon North-West beckons, and the CB candidate (whoever it turns out to be) goes forth to do battle with Shirl herself. Question this time is whether the hacks will make the connection. The TV stations, and the ubiquitous Mr Anderton (Chief Constable and part-time Festival of Light member) nearly made it this time, pointing to the use of CB radio by the rioters as evidence.

They failed to obtain any proof of this allegation, and amused themselves by talking of 'hooded motor-cyclists' and 'professional agitators' using 'CB'. It's a sad fact that no ordinary breakers in the afflicted areas managed to pick up any of the riot transmissions on an overcrowded and publicly-accessible facility, otherwise we are sure that the riots would have been

better-attended. Perhaps the rioters have been reading H't C'r, and think that CB operates on 29MHz. Perhaps they had more sense than the police and the telly journalists gave them credit for, and were using a much more private VHF frequency. Or maybe they used cocoa tins and string . . .

Justin V Gnomebrain III



Picture courtesy of Birmingham Post and Mail

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CITIZENS BAND 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.

Good thing

Dear Breaker, I am in full agreement with the legalisation of a workable Citizens Band/Open Channel facility, but do we have to put up with all the businessmen who think they are on to a good thing?

I have purchased all of the copies of Breaker because I also like Custom Car but please don't become another of the 'We don't care a toss about CB but it looks like we're on to a good thing' magazines.

Trapper J
Ironville
Nottinghamshire

(He wanted a plug for his disco, Street Life, but wouldn't that be jumping on the band wagon? Businesses will inevitably try to cash in but we don't have to buy, do we?)

Major contribution

Dear Breaker, I would like to thank my fellow breakers for the help I received following a high speed blow-out on the M56.

When my car came to rest I was eyeballed by a trucker, Black Shadow, who enquired after my health and allowed me to manoeuvre onto the hard shoulder.

He and another trucker, Jetranger, changed my wheel for me while Treble Seven supplied me with hot sweet tea. My sincerest thanks to all these breakers and to the two smokies who ignored my chattering chicken box, for all the help they gave me.

Status Quo
Chester

PS I believe CB is a major contribution to road safety

Phone facts

Dear Breaker, In response to J Ashley's letter in 'Breaker No 6', I would just like to say 'what a load of rubbish'.

What's all this 3/4 year's telephone rental? If 'old ladies' were to have as many chats on the phone as they could have

copies on a rig in 3/4 years, their phone bill (including rental, call plus VAT) would more than cover the cost of a good rig and all the accessories you could possibly want.

Electric Warrior
Dunstable

(You're on the right lines.)

Fortification

Dear Breaker, I believe that within the first year of legalisation, many breakers will be sick of the 40 over crowded channels (27.601-27.991) and will be shouting for more. All these new FM rigs look great, but they are still forty straight channels.

Maybe if HMG gave us more than 40 channels and SSB for DXing, more breakers would change over.

The Jackal
Hartlepool
Cleveland

(Sideband fortifies the over forties...)

Question time

Dear Breaker, I am writing to ask a favour. I have got a WKS Electronic 100, and I need an RF gain chip. I've tried every shop in the area and they say I've got to send to the manufacturer but I don't know the address. Where can I get hold of a WKS workshop handbook?

Spacehound
Blackpool
Lancs

(Get your little black books out.)

Jolly angry

Dear Sir, Someone from Link House has kindly sent a copy of Breaker for our interest. I do not wish to appear rude but the whole magazine tone is about the worst I have ever experienced and those awful pictures of mutilated faces is enough to put me off my food. I must live in a completely different world if this sort of thing is considered the norm. I am indeed surprised that Link House would associate themselves with such a publication.

Managing Director
Motion Electronics Ltd
Maidstone
Kent

(Hmm. Perhaps this person has been living on a different planet...)

Freak of the week

Dear Breaker, First of all, thanks for the superbo-brill mag — best I've read yet.

But to business: my opinion of the Beeb dropped yet another

couple of notches the other day after reading in the Radio Times: 'Are Citizens' Band radio freaks interfering with your TV picture?' Apparently the Beeb aren't aware that CB enthusiasts are normal (well, almost) people who enjoy a harmless and often helpful hobby, and who haven't got two heads, four arms, or any other odd number of appendages for that matter.

Will the Beeb still be calling CBers 'freaks' when CB is made legal in the Autumn? I think not.
Yours angrily,
Glass Rat
Wakefield
W Yorks

(You wait 'til I see Sue Lawley...)

Satisfied customer

Dear Breaker, Just a short note to say thanks for bringing out such a great mag (more praise).

Until a week ago I had never heard of CB, and then a good buddy of mine came down with one. I finally got round to asking for a copy (after a few drinks I might add) and we had a good chat for about half an hour.

We then copied another breaker who asked if we would like an eye ball and it turned out to be great fun. So, thanks breakers for making CB such fun and a special thanks to Razamatraz from Red City (Warrington) for letting me use his rig and another thanks to you for bringing out such a good mag.

Soul Sister of the Cemetery
Chorley

(Another innocent young thing corrupted by this evil menace...)

Name dropping

Dear Breaker, I would appreciate it very much if you would print this letter and let the readers know I QSL 100%.

Charlie Delta 299
The Grove
Ruchbrook
Co Cork
Ireland

Club call

Dear Breaker, I have taken part in your survey with great interest. I am not yet a CB user or member of a CB club, and would be obliged to know if a club exists in my area.

I feel that the authorities view CB as a direct threat to the GPO monopoly, which is not a bad thing as the GPO have had things their way for too long.

Technology and better CB sets at a reasonable price could see the telephone as a thing of

the past. An old person could have a CB set in his or her house and they would then no longer be aloof from the younger generation and in an emergency they would be able to summon help. This is just one possibility, there are countless others.

I thank you for giving me the chance to express my views and I look forward to the result of the survey.

Desmond Whittle
Walton-on-Thames
Surrey

(You'll have to wait until next month for the Airwaves club listing but the survey results are in this issue. It's your day, isn't it?)

A solid citizen

Dear Breaker, I'd very much like to get away from the macho/trucker/breaker/biker image — all this stetson and CB caps will not do the movement any good in the eyes of Mr Joe Public and will turn away many people (older and/or mature) like myself who consider themselves solid, but not stolid citizens.

The Gadfly
Wythenshawe
Manchester

Stirrers

Dear Breaker, In Bournemouth and Poole, we are all doing our bit for the Legalisation of AM Citizen Band Radio; ie convoys, marches. The only problem is that we have never had any publicity, because of breakers relying on other breakers to inform the press and mags.

So I will take it on my own shoulders to let you know that down in sunny Bournemouth we are 100% AM 27MHz users and proud of it.

Mean Shark
Bournemouth

(Mean Shark told us about a convoy they organised but didn't give us enough warning for a preview. Hope it went well, though. And if anyone is organising a demo or rally, drop us a line well in advance if you want publicity and then let us know how it went and send in a photo.)

Junior talker

Dear Breaker, In your May Issue, one of our good buddies complained about kids using the airway. I thought channel 7 was the junior breaker channel. Can we not encourage this?

The Metro Man
Atworth
Wiltshire

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HOT MONTHLY ON THE 4th FRIDAY



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BREAKER

CITIZEN BREAK

US rescue

Dear Breaker,
Thanks for a great mag. Breaker is certainly the best. OK, enough nice words, now to the point.

I recently found myself in America on holiday and guess what? I got me a rig! It is a nice 3 channel, 3 watt handset, with a rubber duck flexible aerial and cost 39 dollars.

Travelling on a Greyhound bus from Vermont to New York we saw a car go over the edge of the road and down the side. Three of us got to the car to find that the guy inside was alright, but couldn't get his door open. While the two other guys sorted their problem out, I switched on my handset.

As I could only do channels 14, 19 & 11 I went to 19 and put out a 10-33 call. A trucker copied me, and after I had given him the details he went to get help. The fire brigade were there within a few minutes, arriving just before it exploded, but the guy inside the car would have fried if someone had had to go find a telephone. Need I say more?

Skyrider
Malvern
Worcestershire

Lust

Dear Breaker,
Breaker is very good but I must say one thing though. Let's have some males on the middle pages to brighten up some women's eyes! Including mine!
Bra Buster
Selby
North Yorks

(In the PS she says she's 16. And I've got the address. Tee hee. Now you know why we ask you to include them.)

Tartan Terror

Dear Breaker,
I have put pen and paper together to complain. I have been breaking now for about six months and I'm really fed up. At first when I set my rig up and went on the air I would get a copy straight away, but now, with all the new breakers on the air, I have to actually shout for ages to get one.

It's really sickening. Just because I've got a Scots accent nobody wants to know, except the breakers I copied when I started, which are all good buddies of mine.

I really think something should be done nationwide. All breakers are one of a kind, so why not treat them that way. I would really like to see and hear a United Kingdom again.

Tartan Terror
Aldershot
Hampshire

(Maybe your handle is scaring them off. If you don't mind me saying so.)

Heirloom

Dear Breaker,
There seems to be a lot of folk out there who are interested in obtaining a copy of the first Breaker. I've got one. I even have the sticker, but I don't want to sell it or swap it. Happen I'll pass it on to the lad when he comes of age.

Badger Bob
Hull
East Yorkshire

(Someday, son, all this will be yours...)

Sweet dreams

Dear Breaker,
Being a breaker is a way of life, to me and by being a breaker, we all become part of an elusive club. But why so elusive?

Let the people of our land know we're there, not just with demos, but car stickers, badges, radio requests (BBC) and anything else that gives us a 'plug'.

The Dreamer
Chatham
Kent

(Why didn't you give us your full name?)

Then again

Dear Breaker,
(Starts nicely, but then...)
But I hope you will shortly either be out of business or restricted to a small and diminishing clientele. Because I believe in CB.

It is precisely your type of magazine which is determined to snatch defeat from the jaws of victory. Giving all those opponents of CB ready-made material with which to counter the many positive aspects of CB.

I shall look for a CB magazine just as informative as Breaker whose editor and staff truly have the long term interest of CB in their hearts not their wallets. I expect to find their advertisements geared to a protected market of six million users, who will be in business long after the band wagon has crushed the fellow travellers.

John Loveridge
London

(Just what material we are giving to the opponents of CB I'm not sure. I think you're talking about our coverage of AM — the reason there is more AM in the mag is that FM is still very young so AM is still in the majority but once it's legal...)

Ace card

Dear Breaker,
Just want to say a big thank you for printing my letter and QSL card in Breaker issue No 7. The response I have had has been truly amazing, with cards

coming from as far away as Lands End to the Orkney Islands.

I received a very nice card from a London Breaker called Cockney Kid who is only 12 years old. It's great to see QSLing appealing to the youngsters.
White Knight
Slough

(One satisfied customer. Next please.)

Unsatisfied customer

Dear Breaker,
The frequencies which have been allocated are not compatible with any of those now used by a country with a 27MHz CB service. This means that we will be operating a completely unique service, and breakers will be unable to modulate abroad when on holiday or on business.

Although transmitter output power of four watts is allowed, antennas are to be restricted to a maximum height of fifty-nine inches, with no loading coils.

These proposals seem to be a deliberate attempt by the Home Office to create a unique and inferior CB service in this country. If these proposals are adopted they will provide us with a CB service which is less satisfactory, less efficient and less enjoyable than any 27MHz service anywhere else in the world.

Colin Woodcock
Hexham
Northumberland

(I know, you know it, but meanwhile legal FM comes ever closer...)

Old Thunderer

Dear Breaker,
I'm worried at the way British CB talk has become a carbon copy of the US version.

English accents sound strange running off Texas jargon and maybe we should try to establish an identity of our own. To start this movement off, I would like to suggest using 'FAB' (from the very British Thunderbirds series) in place of 'Roger the Dodger'.
Jolly Green Giant
London

(A good point, but I think we should refer it to a higher authority. Over to you Mr Tracy...)

Stick it

Dear Breaker,
If the Minister thinks that the average breaker is going to spend £50-£70 on a highly sophisticated FM rig and then stick a highly unsophisticated bit of wire on the output he's got another think coming.

I expect that most FM breakers will ignore the rules and use DV28's and Firestiks. Whatever happens later this year I will be using a 3/4 wave dipole for my base station.

Metal Mickey
Alton
Hants

(Good luck.)

Happy memories

Hello Breaker,
I would just like to express my opinion on the FM angle. I for one just want legal channels to use. I'm tired of trying to kid myself the GPO have not noticed the Duster on the roof or the Moonraker on the wife's motor. I give in.

Still, I will be able to show the kids the QSL card and have a smile to myself about the good old days. Roll on FM.

Ajax
Wolverhampton
West Midlands

(I suspect a lot feel like you.)

Holiday story

Dear Breaker,
I have recently returned from Minneapolis in the United States. Whilst there I copied several UK breakers with the kind assistance of my friend 'Bolt Buster' (Steve Robe) who, apart from being a keen CBer, is also a radio ham.

Steve has a room full of fantastic radio equipment and a 65 foot mast outside the house, with an array of aerials that enable him to reach the far corners of the world.

Double Diamond
St Neots
Camps

(This letter went on to say that Bolt Buster thought Breaker better than any American CB mag — but that is just creeping and we don't print that kind of thing.)

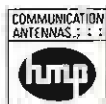
Bolt Buster in his Minneapolis radio room. See 'Holiday story'



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LOWDOWN

Course it is

Just to prove that people are finally waking up to CB, here's news of probably the first official CB course to be held in the UK.

It is being run by Mike Tooley at the Brooklands Technical College. The tutor is CJ Roberts, the course is called (surprise) CB radio, and it will last for an evening a week for eight weeks covering the basic principles of radio, antennae, SWR, AM, FM, SSB and interference.

If you are serious about your CB and think this course is for you, then contact Mike Tooley, Department of Technology, Brooklands Technical College, Heath Road, Weybridge, Surrey. Tel: Weybridge 53300, ext 215/246.

Rigs for disabled — on the cheap . . .

CB is all about talking to people. Keeping in touch. And these days a lot of people find that very difficult. The old and the disabled can become isolated and when they most need help there is no one there. Most breakers already know all about this and clubs up and down the country are keeping in touch with the disabled.

Just to do his bit Les Gay, a Devon businessman, is offering a free 40 channel rig to a deserving case in the Exeter area. Les, who runs Exeter TV and CB Service, believes that the social side of CB has not yet been fully recognised and is hoping that his offer of a home base CB will be taken up by a blind or otherwise disabled person.

'This is the international year of the disabled,' says Les 'and it is incredible how lonely disabled people can be. A CB radio can bridge that gulf by the flick of a switch. In the home of a disabled person it could be a life saver.'

The offer has one condition attached to it. Whoever gets the set must monitor channel 9. Because of that the ability to keep calm will be a great asset in contacting police and ambulance services. Even the Devon and Cornwall constabulary have given cautious approval to this type of scheme in, 'recognising the existence of personal radio transmitters, and their value in contacting emergency services'.

As well as the free rig, Les is offering a 10 per cent discount to any disabled person buying CB equipment at his shop. 'It could end up costing me a bomb,' he said, 'but it will be worth it.'

We're jammin'

When the legal FM system is introduced, it will be interesting to see what happens to the hundreds of thousands of

breakers currently using AM. Some will drift over to the new service sooner or later but there is a hard core who are determined to stick with it to the bitter end.

You know that and we know that, so it's pretty certain that the authorities will know it too. It's equally likely that they will try to do something about shifting their allegiance. And what better way than to make the AM service unusable.

As we go to press there is much talk about the GPO jamming the AM channels — or at least some of them — thus forcing off the baddies. But the British are an inventive lot and sooner or later they will find a way round it, right? Right. And sooner, as it happens, because Sirtel (UK) in Peterborough are already developing an anti-jamming device. And they aren't just working on a hunch because they claim the Post Office have already started jamming some channels in their area.

The demon little device is still in the development stage and mucho secret but our spies tell us it will retail at around £30 and a bit.

Also from Sirtel's own workshops come a power reducer and a TVI filter, which are available now, and after legalisation they will market two rigs under their own name, the cheapest running out at less than £50. Only just less, but less all the same.

They've also got an enormous range of antennae and accessories, some of which are featured in the photograph. If you're interested, drop in at 24 Alfric Square, Woodston Industrial Estate in Peterborough or ring them on 0733 233955.



Getting it taped

You've seen the film, you've read the book, now listen to the tapes. Three tapes have been released to tell the beginner all about how to get it right on the airwaves.



Two are pretty straightforward and the third is a bit odd. Let's do the easy ones first. 'How to SWR' is a beginner's guide to tuning your antenna to best suit your rig. And this really is for beginners. Each 13 minute side goes through every stage very slowly and very clearly, and there is even a diagram on the box so you don't get lost. A lot of it comes over a bit like Blue Peter, but if you don't know how to SWR then I think this is a good way to learn. Much the same goes for 'How to DX'. It's all very clear and concise, and notes give you Q-codes, phonetic codes and R-S reports. All good stuff.

The third tape is 'Breaking into CB'. While anything which tries to promote the proper use of CB is a good thing, I find it a bit hard to take this seriously. It does tell you how to use the common 10-codes, how to copy and so on, but it's the voices that get me. Norman Wisdom impersonations, along with John Cleese and Manuel breaking on channel 19 are all too much for me.

Still, if you don't know how to break then it does tell you how. You'll find them at Channel One, 17 Golden Cross Parade in Rochford, Essex.

Calling cards

Have you noticed a number of printers are specialising in QSL cards. Do they know a good deal or do they know a good deal?

Golden Number Printers are a Kidderminster firm who are moving into QSL. You may have already seen them at meets in the area. They're offering a fast personal service at reasonable prices, so it could be worth looking them up at 368 Stourbridge Rd, Kidderminster, Worcs.

Lion's share

If you're a good, loyal reader and rushed out and bought this issue as soon as it hit the newstands you're in for a treat. If you have left it a few days then you've missed it. Serves you right, I say. The Breakers for Breakers Club's trip to Longleat with 100 deprived children happens tomorrow. Or yesterday, if you're a bit slow.

The coaches will be leaving

from the Morden Tavern, Central Road, Morden on August 22nd and comedian Bob Todd has agreed to wave the children off.

Most of the club will be going too, so it should add up to 300 people all told. And just to show that it's not only breakers who have hearts of gold, Longleat have agreed to let everyone on the trip in for 25p a head. Isn't life good sometimes?

Speech, speech . . .

A noise cancelling power mike from the Florida based company TEI has been added to the JWR range of CB goodies. The mike is designed for any vehicle where engine or road noise is a problem and has a built-in pre-amp to push out the signal.

It can be switched from noise cancelling to normal power mike operation. The price is £12.78 plus VAT from JWR at Wolfe House, Norse Road, Bedford. Send them a pound and they'll get a catalogue off to you with details of their full range.



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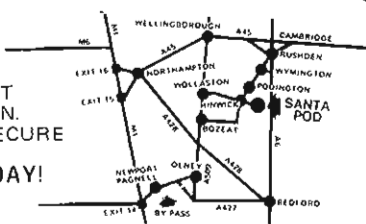
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LOWDOWN

Room at the top

If you wander down the Hornchurch Road, that imaginatively named street in the middle of Hornchurch, it's an even bet what you will spot first. Will it be the crowds bashing on the door? Could it be the enormous five element beam antenna on the roof? Will I tell you what this is all about? Oh, all right. This is all about the Romford CB Centre.

So what's new? Just another shop selling rigs, innit? Well, yes, but these are rigs with a difference — they're legal.

Let me explain. Mike Wheeler and Martin Barton, who run the shop, have gone to a great deal of trouble to find a way to legally import sets into this country. And when I say trouble I mean legal advice, sets confiscated by the Customs, a lot of time and a lot of money. And then came the final victory. Mike and Martin are probably the only people to walk out of a Customs and Excise office with rigs under their arms. The dynamic duo say that since duty has been paid on the sets, there is no way the Customs can confiscate them and if you are caught with one which is not connected, then no one can have you. If the set is connected, then you can get done under the telegraphy laws.

Mike told me of a recent test case where a rig was given back after only six hours, because with the duty paid there were no grounds to hold the set.

The result is success for the CB Centre. Mike told me, 'people storm in and buy, buy, buy.' The shop has only been open since the start of June when Martin Barton decided to extend his interest in CB into opening a shop. Mike Wheeler, who had experience as a sales manager, joined about a week later. In one week the shop sold over £10,000 worth of goods, £3,000 in one morning. There have been queues outside the shop waiting for it to open, not just for the legal sets but also for other big name lines. The list is long but includes Colt, Concorde, HNP, GPA, Shakespear and Jaws (400 of these were sold in six days).

Also, if you are this way inclined, the shop can supply burners from 25 to two kilowatts of power. The only reason I can think of to buy one of those is if you fancy beating NASA at their own game, but each to their own, I suppose.

Finally, if you cast your mind back to the start of this piece, you will notice I mentioned something about a five element beam antenna. It sits on the roof of the CB Centre and is so big

that when Capital Radio's traffic plane was flying around Romford looking for an over-turned lorry, or something equally boring, the biggest thing it could find to talk about was the antenna. It seems someone up there likes us.

The Romford CB Centre, full of rigs, aerials and advice, is at 2 Roneo Corner, Hornchurch Road, Hornchurch, Essex.

Silly sud . . .

I only came in to wash the windows. I wandered about polishing things and minding my own business when I saw a door with 'Do not disturb' on it. Well, I had to go in, didn't I? At first I thought it was empty, being all dark like, but when I drew back the curtains I saw it.

It was slumped over a desk snoring heavily. I was so surprised I dropped my bucket, which woke him up. He looks at me with these big bleary eyes and says, 'Hello, you must be the new staff writer. That's your desk.' He pointed with a shaking hand to an upturned cardboard box with a dashing red and white Olympia on top. Last words I got out of him were, 'I'm Martin', and he went back to sleep.

And I've been here ever since. If you don't believe this story just think about it. I mean, I get paid for writing rubbish like this, don't I? TM

Chain reaction

It looks like we unearthed a previously ignored group of breakers when we ran the CB on bikes feature in Issue No 7. We've been swamped with letters from bikers telling us about their installations, so we thought we'd pass on some of their ideas.

First in is Flying Horse from Gloucester who reckons that the best twig is an M125 because it's slim and stylish. Even better the SWR can take as low as 1.2:1 with a bit of careful tuning. Use a Post Office trunk type mount clamped to a bracket,

and then clamp that to the carrier.

The rig fits into a side panier with a spare 12V motorcycle battery for power. Use a locking type slider plate for the rig so you can take it with you and stop some bugger half-inching it.

Fizz Bomb from the Mermaid City Breakers' Club uses a Ham International Viking strapped on top of the petrol tank. Foam rubber stops vibrations and scratching. I think he meant the rig scratching the petrol tank, but I'm not sure. Anyway, the twig is a DV27S with SWR of 1.4.

The best bit is that Fizz Bomb has not only wired up a headset for himself, but has put a jack plug through the PA so the pillion can also hear him.

Yogi Bear's rigs sits in a tank bag with the controls facing him. As well as earphones in his helmet he's got a boom mike with a self-activating device fitted so when Yogi wants to speak, the rig automatically sends and reverts to hearing when he finishes. Good, huh?

Then there is 'Deep Six' from up there in Scotland. He uses a Superex headset, but found the speaker in the earpiece blew in a couple of weeks. The answer is to replace the standard four ohm speaker with an eight ohm job from an old tranny. The Horizontal Fitter from Urmston uses the same trick, but has taken his handset apart. The microphone goes inside the helmet and the key button goes on the handlebars like another indicator switch.

Next and best of all comes the pedal power breakers. Deer Hunter from the Cromwell City Breakers' Club and a young breaker from Warrington both push rigs from their bikes using 12V motorbike batteries. The thing is, how do you hide a rig on a pedal bike? Answers please . . .

And if other breakers — or manufacturers — have any suggestions, drop us a line. About time you lot had a say, isn't it?

VERY STOP PRESS

We left this bit until the last minute to bring you up to date, so we'll have to keep it brief.

The Home Office have said they will accept approved conversions of AM sets to FM. More news soon.

We hear that the FM service introduction will be postponed from October at least until November.

We also hear our European friends are considering slapping an injunction on HMG to prevent it coming in at all. To be confirmed, confirmed.

The Netherlands have got their CB service (2 watts, 40 channels, FM) — in 10 weeks. It's taken us 2½ years so far.



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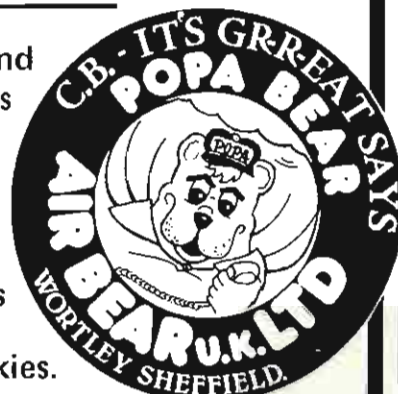
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LOWDOWN

Hot gossip

It seems to me, and I'm not speaking from experience, that if you want to sell something a bit on the warm side it's a lot easier if that something is illegal in the first place. And CB rigs are some of the hottest items in the country, in more ways than one.

We've already told you about hanging it on a sliding mounting so you can hide it away in the boot and we've told you about alarms, but they are still disappearing to be resold to some keen would-be breaker. No questions asked, know what I mean, John?

So we thought we'd better do our bit to try and stem this nasty trend. All you have to do, if you have your rig nicked, is to send us details of the type, model, serial number (you've all made a note of it haven't you? Course you have) and the time and place of the dastardly deed. We'll then publish all the details in Breaker, so if anyone comes across your set they can drop us a line and we can pass the good news on to you. It's then up to you what action you take.

The more alert among you will realise that we therefore also need your full name and address (and phone number) but obviously we won't commit any of that to print. So it's over to you. And up to you to keep an eye on these columns for details of hot stuff if you're shopping for secondhand equipment.

The average tealeaf isn't too interested whether it's AM or FM, so you're all potential victims. If you've got a hole where your rig used to be, send as much information as possible to Stolen Rigs, Breaker, Link House, Dingwall Avenue, Croydon CR9 2TA.

A steal

Facts with which to amaze your friends department. A car is broken into every minute of the day, so read this quickly and check yours is still there. That adds up to one car in every 15 this year. Makes you think doesn't it?

It made Simba, the car alarm people, think and they thought they'd introduce two new systems. The Interalarm uses

sensors placed in the car body to detect any attempt to force doors or windows. It's set by an outside key and sounds for 25 seconds, from the moment of attack, before automatically resetting. The Interalarm immobilises the ignition and can be connected to switches on the doors and boot for extra protection. They don't actually say so, but I can see no reason why it can't also be wired up to your rig so it can't be half-inched even if the baddies do get into your car.

If you're on two wheels, you're either a very poor driver or you ride a bike. If it's the latter you'll be pleased to know you haven't been forgotten. The Simbike alarm is also set by a key and will sound the alarm and immobilise the ignition if anyone attempts to move the bike or tamper with any of the goodies—your rig, for example.

Fitting is a piece of easiness, and it's ok for positive and negative earth bikes. And the cost? Special deal time, my friends. Read on.

Simba will give a discount of one third on bulk orders and free post and packaging on orders over £150. This means the Simbike will cost £34.50 instead of the RRP of £54.63. Drop them a line, if you want to know more: Simba Alarms Ltd, Security House, Occupation Road, London SE17, or phone them on 01-703 0485.

On a plate . . .

Have you seen how much personal number plates cost these days? If not take a look in the back of the Sunday Times and really frighten yourself.

You might want that personal touch for your car but you just can't afford it, right? Pity because it would be neat to have your handle across the back and front of your car for all to see, wouldn't it? But there is a way around the problem. American plates.

No, I'm not suggesting that we should all register our cars in Detroit. There's bound to be a law against it somewhere and the DVLC at Swansea are slow enough as it is. A mass exodus of registrations state-side would be the straw to break the



computer's wosname.

The answer is to get hold of some American plates with some suitable name on them, and put them on your motor in addition to the boring old British ones. American plates are much more colourful than ours and can be had from several dealers in this country for about £3 to £6.

Early plates were made of leather, but these were replaced by enamelled metal ones and the modern plates are in pressed aluminium, made, incidentally, in State Penitentiaries. We've got inside information, see.

The plates used to be issued every year, but now a lot of states are going for life issues. This may make some plates a bit rare in the future, but at the moment there are plenty about and because each state issues its own plates there is a large variety, so you can choose what you want and probably find it with a bit of looking.

Just what you decide on depends on just how brave you are. McCracken county in Kentucky issued a series of plates with the prefix 'GAY' in 1975 and were withdrawn soon after. If you really want one then they do exist. Just send your name and phone number on pink scented note paper to . . .

Anyway, plates from states like Wyoming are much more

fun with little pictures of bucking broncos on them.

The plates have a large range of numbers and figures, usually three figures and three numbers, but the variety is so large that you will probably find any type of letter-number combination you want. Best of all are the moltoes that are stamped on every plate. 'Alabama: Heart of Dixie' looks like it comes straight off the General Lee.

And if you don't have a car you can collect these plates to decorate your home. Cheaper than wallpaper. You can even get little ones (called 'wheaties', for some reason) if you think full size plates would be too over-powering for your home. Or if you've got a very small car.

Doing the Strutt

Remember we told you a couple of Breakers ago that Shure microphones are coming to the UK? Well, we had a call from Strutt Electrical and Mechanical Engineering in Tavistock to say they are already here — they've imported some themselves.

There are three in stock, priced from £16.10 to £21.50 plus 80p for p and p. Strutt live at 3c Barley Market Square, Tavistock, Devon. Or you could ring them on Tavistock 5439 and tell them we sent you.



CB CENTRE

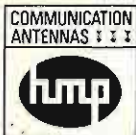
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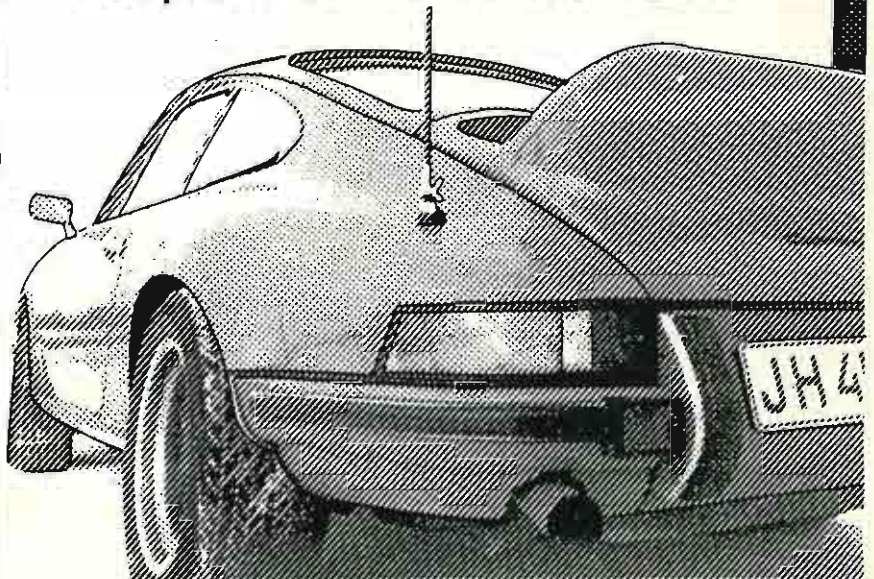


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ON ICE

In-Car Entertainment. Covers a multitude of sins, when you think about it. But just for the moment we'll leave the sins and concentrate on the multitude. By far the majority of CB rigs are run from cars, so it seemed logical that we should look at what else you do to while away the hours between points A and B. On Ice is the result.

I'm sure you're tired of being told that what the US does today we do tomorrow but I'm going to anyway. Combined CB and stereo radio/cassette have been on sale in the good ol' USA for some time, and we can expect the same over here before too long. Until then we'll be taking a regular look at what is available on the traditional ICE market, with updates on new models from the manufacturers.

So now you know what it's all about, let's take a look at this month's newees . . .

Sound idea

We start with a whole wodge of stuff from Hitachi. They seem very pleased with a new feature which they are putting in many of their stereo cassettes, Automatic Sound Level Control (ASLC). This is a small

microphone connected to some very advanced circuitry in the player, which can tell the difference between engine and road noise and the human voice, and when the engine noise gets too high it automatically turns the stereo up. When the noise lessens (ie when you slow down) the player turns itself down again. It takes no notice of how much noise you make in the car, so when you scream at the nurd who has just cut you up you are not deafened by eight watts of Radio One.

The first Hitachi player is the CS 810, a straightforward stereo cassette producing eight watts per channel. Along with the ASLC (which can be turned off) there are rotary controls for volume, tone and balance, and push buttons for fast-forward and rewind. It has auto-reverse and push-button selection of cassette programmes. Finished in satin chrome it should sell for about £80.

More expensive is the CSK 813X stereo radio cassette. It shares most of the features of the CS 810, ASLC, auto reverse and eight watts per channel power. For the extra money (around £119) you also get a manually tuned FM, MW and

LW stereo radio. Just so the radio doesn't seem the poor relation of the two it's got micro-chips and things to improve stereo FM reception, boost weak signals and reduce interference.

Once you have picked out the stereo you want the next thing you think about is the speakers. Hitachi (surprise!) have just brought out four new in-car speakers with prices ranging from £16.95 to £32.50 per pair. The cheapest is the SB 662L which can handle 20 watts per channel, is only 30mm deep and comes in satin chrome. The SB 125 is a little more costly and takes a little more power. It's a dual cone unit for up to 25 watts per channel and retails at £19.50.

The SB 140 has the same specification as the SB 125 but is a little slimmer, which makes door fitting easier and will set you back a modest £21.50 a pair. Last, but by no means least, is the SB 150. For £32.50 you get a 'co-axial cross-over unit' with two cones, a 127mm bass and a 50mm tweeter. Power is up to 30 watts per channel and it comes with a matt black grill with a chrome surround.

To make sure that all your equipment doesn't suffer from interference Hitachi also market a noise suppressor. The NF2 simply fits between the power cable and your cassette or radio and cuts out the interference from the car's electrics for £3.45.

amplifier (which includes the graphic equaliser) also has a three-position loudness button to boost the extreme frequencies which are lost at low volume.

Then comes a mono amplifier with 25 watts per channel, and a light display indicating the level of output. Should you ever see all the lights on at once you will probably already be deaf. To round the system off, Clarion suggest a four speaker arrangement of their GS 501 and GS 516 speakers. Jolly nice it is too.

True Brit

The Radiomobile 536 radio cassette, at £147.20, seems rather expensive but it does deserve a look. And it is British.

The cassette has auto reverse, and the three waveband radio has manual tuning with five button preset station selection. The radio is automatically overridden when a cassette is inserted, and the direction of tape play can be changed at any time. Finished in satin chrome and black, it fits in a treat with the rest of the range.



Rich pickings

How much do you think it's worth spending on your car stereo? £100? £150? Maybe as much as £250 for a really good one? Well, how about spending £650 to £700? Yes, that's just the stereo, not the car. It's jolly nice though.

If you really are that rich then the Clarion G-Series is just for you. They've put the graphic equaliser in the same unit as the control amplifier so you only have to house four units in your car instead of five. Lucky you've got a big car isn't it?

For your money you get a LW, MW, FM tuner with manual, self-seeking or preset frequency selection. The cassette deck uses a Sendust non-abrasive head and incorporates Dolby noise reduction. The control

Saab optionals

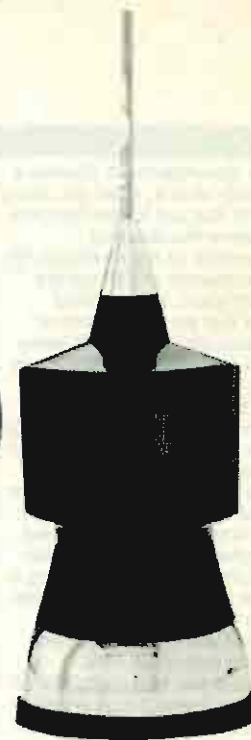
If you are thinking of buying a Saab you will be glad to know that Saab (Gt Britain) are now offering a range of eight Philips car radios and cassettes as optional extras.

They include the AC 990 which is computer controlled to always select the strongest signal on FM. This stops stations fading out as you move across the country.

The rest of the range is made up of more normal radios and radio cassettes, a single graphic equaliser and a supporting range of speakers and aerials.



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Message in a pannier

At seven-thirty this morning, while you were perhaps launching into your early morning tea, Spencer Smith was bucking up his waterproof jacket, wiping the wet off his bike seat, and setting off from London for Gatwick Airport.

By nine, he was back in central London, dropping off some urgent camera film at a processing laboratory in Regent Street. He had already had one near miss with a murderous taxi driver who'd turned across the road in front of him, apparently deliberately.

Ten minutes later, after a quick exchange with control on his radio, he was skilfully dodging the traffic down the back streets and through Hanover Square, en route for a pick-up in King's Road: advertising material heading for Fleet Street to catch a last-minute deadline.

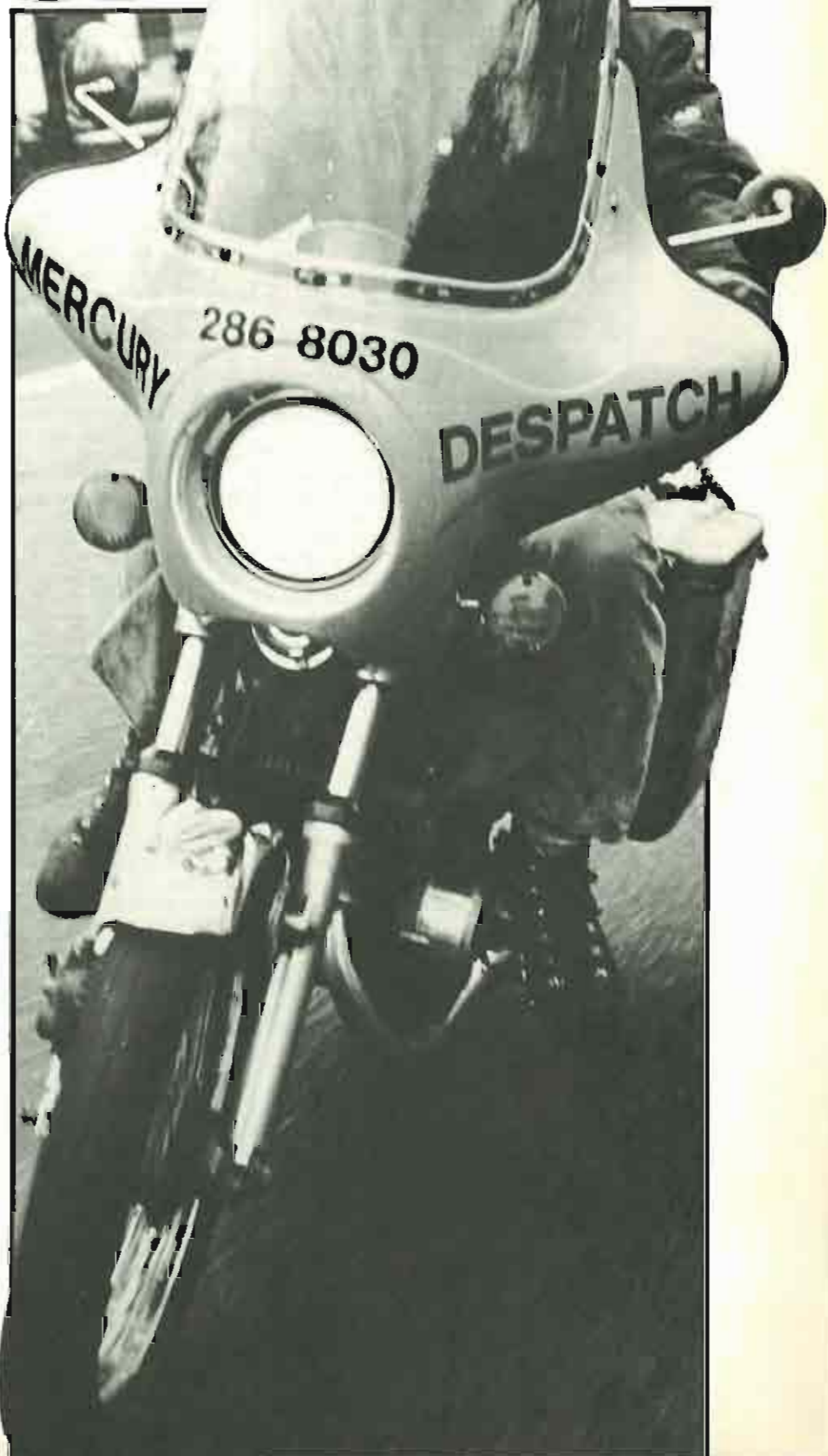
The reactions of his fellow road users are almost invariably hostile. Behind the mask of his visor, Spencer Smith allows no show of emotion. He's long since learnt that losing his temper never helps. He just concentrates on saving his skin while completing his journey in the shortest possible time, keeping half-an-ear on the radio speaker mounted inside his fairing. Miles are money for Spencer Smith, and scores like him.

Spencer Smith is one of the large and ever-growing number of motorcycle dispatch riders. He's made an early start today because an exceptional job like that stood him in for an extra £20, and his bike needs a new back tyre badly.

Dispatch riders are a breed apart. Predominately young men (though women and older riders get a good look in), they're part of an up-front work force whose offices are the city streets, and whose service to the community goes far beyond any nuisance value they might pose on the roads.

More to the point, perhaps, to readers of this magazine, most dispatch riders couldn't make their living without the beefy radios that squawk and shout disconcertingly amid city traffic jams — turned up loud so they can be heard through a crash-helmet. And these radios are really very like high quality CB radios, performing in exactly the same way, only perhaps a bit better. And — though licenced by the Home Office — they face much the same problems as do CB'ers. The ether is crowded, man. And you sometimes have to shout above taxis and God knows who else all jostling for a slice of the airwaves.

Dispatch riding is hard and dangerous work. Only the real tough nuts stick it out through winter, when cold and ice add to the discomfort and the very real danger. It's hardest then, but that's when the



pickings are good. There's less competition for the work, and the man who keeps going through the snow earns the respect of his fellow riders on the storm.

Even in summer, the money isn't bad. Given a good knowledge of your area of work, plus the ability to plug away, keeping average speeds up and reducing stopping time to a minimum, you can easily pull in £150 each week. Work harder, ride faster, or go on later into the darkness, and you can add to that figure quite handsomely. And the boast of £300 a week is not unknown.

Of course, nothing is as rosy as it sounds. For a start, you need a good bike. And out of that money (depending on your arrangement with your dispatch company) you will have to keep your bike going. Mileages of more than 1500 miles a week are not unknown. On a big, powerful motorcycle, going at that rate, you'll wear out a back tyre every two weeks or so. A replacement can cost £40 or more.

Mechanical trouble is bad news. Not only must you get your bike going again, but you will not earn any money until you do. If you can't afford to repair your bike, you can't afford to work. A real Catch 22.

But the biggest fear of all is being injured in an accident. Your earning power drops to zero; your bike is damaged; you are hurt. It's the nightmare that haunts every dispatch rider.

These problems cannot be over-emphasised. Certainly there are many responsible dispatch-company operators, who have various schemes or self-help plans designed to tide their regular riders over such difficulties. But at the same time there are a number of less responsible firms, and in any case a huge number of younger riders who move around from one company to another, to avoid paying tax in many cases. They stand to lose most, for they don't have the loyalty of a long-time employer to back them up.

At the other end of the scale are those dispatch firms which provide bikes for their staff. Wages are accordingly lower, and usually the bikes are not the most select sports models. Instead, you're stuck on a smelly small-capacity two-stroke, painted an embarrassing orange. Still, at least if the bike does get flattened by a blind bus-driver, you don't have to replace it before you can start working again.

By and large, dispatch riders are not popular on the roads. Taxi-drivers hate them, probably because they threaten the black cab's domination of city streets, by being so much more manoeuvrable. They also take some of their business away, and deservedly, for they can offer a speed of delivery unmatched by taxis.

Most car-born commuters express hostility too, though it might not take the blatant 'I'll U-turn where I like' attitude of the cabbies. There seems to be something in the British disposition which loathes anybody who is doing a bit better than you. This must be why a man stuck in a traffic queue in a company Cortina feels such venom towards a dispatch rider, who has done nothing more than ride legitimately to the head of that queue.

It is true that dispatch riders are a breed apart, out on their own. It's also true that they are the last of the cowboys; individuals taking advantage and profiting from a rare outbreak of individuality in

a world where conformity is the order of the day.

I do not wish to suggest that all dispatch riders are Mr Wonderful, and that they don't deserve a sound slugging off sometimes out on the road. You do see some blatantly aggressive riding, some really hard changing, and devil take anybody who gets in the way.

The dispatch riders themselves will confirm, though, that hairy riders don't last very long in the job. City streets are just too dangerous, you really can't afford to stick your neck out; a motorcyclist has to think for himself and for all the other people on the road, and he's the one who stands to lose most if he crashes.

By and large, the standard of riding among the true professionals is very high, though it might look hair-raising from the seat of a stationary motor car. The riders simply don't have time to hang around, if they're to make any worthwhile money. A three-inch gap is enough. Hell, a half-inch gap is enough, if you've got to get through.

Not all dispatch riders have radios fitted. The professional ones do, though for the rest have to keep stopping and phoning back to their bases: a horrendous waste of time.

A two-way radio is the only way to go. And the problems are mainly those of overcrowding; the transmitter/receivers are well up to the job. Extensive police experience has both developed radios sturdy enough to stand the abuses of life on a rough old motorcycle, as well as all the hardware to go with them. It's just finding an airwave that somebody's not already standing on.

Like radio-controlled taxis, dispatch firms have to climb aboard the PMR (Public Mobile Radio) bands and jostle for a place. The Home Office licence costs £4.20 per annum per radio set, which entitles you to transmit and receive in one of two VHF wavebands (low band and high band), or in one UHF band. Frequencies are allocated within these bands, and the dispatch firms join the mêlée. In London at least, it is not unusual for up to nine different organisations to share one band. Of course, they're all supposed to wait their turn with strict radio discipline. In practice, it's the man with the closest or most powerful transmitter who wins.

Working ranges are impressive. One London dispatch firm told me they'd received a broadcast from across the Channel. A rider was holidaying in France aboard one of their bikes, and he decided to call the office. On a bad day, though, 'we sometimes have trouble getting Croydon, 12 miles away.'

Average, though, is a 30 to 40-mile radius from the transmitter. More than enough for the usual dispatch rider, whose work is concentrated in the cities.

Dispatch riders are Britain's modern cowboys. There's camaraderie among the riders, even from rival firms. The banter on the radio sometimes contravenes radio etiquette so badly that it's just as well the miscreant has a fast motorcycle available, to flee wrathful authority.

You may not like cowboys, and you may resent their legal free use of a two-way radio system very like CB. Remember, though, that dispatch riders have mushroomed in number in the past ten years, purely because of the quick and efficient service they provide in a

torpid working environment.

And, above all, don't try to catch them on the roads. Most of them know enough driving tricks to put you in the canal, while they speed off laughing. **Michael Scott**





Message in a pannier



French lessons

We began our occasional seriesette on Euro CB last month with a look at the wonders and blunders of CB in West Germany and this month we turn our critical gaze to France. Their history in CB was linked with our own at one time when the French authorities considered using 928. Remember Open Channel? They, like our own Government, eventually gave it the grand E and turned instead to 27MHz FM. But how's it gone since then? For all the nures, read on, ma leetle curp cakes. Yure guide ees Dr Lewis G Briarty. Et il y a une grand dix-quatre, bon ami . . .

If you live in the south of England, have an enormous antenna, and listen out between 26.965 and 27.225MHz you might just hear a cibiste (pronounced sea-beast), or French breaker.

CB is growing fast on the other side of the channel, where it has been legal since the beginning of this year and it's interesting to look at the situation there now because it might give us some idea as to the way things could go in the UK next year.

For a number of years now activity on the 27MHz band in France has been on the increase, and transceivers of various kinds have been freely available, though not in most cases freely usable except for very low-powered units. The band there has been divided into two sections, channels one to 27 (26.975–27.275MHz) for walkie-talkies, radio-control etc., and 27.27 to 27.43MHz for 'professional' users — that's radio-taxis, breakdown trucks, vets, driving schools and similar medium-range requirements.

With the legalisation of CB, allocation of channels has had to take these 'professional' users into account, with the result that there are only 22 available legal channels — between 26.965 and 27.225MHz — with 10KHz spacing in most cases. The other main condition of legislation, and a major cause for complaint on the part of the cibiste, is that FM is the only type of modulation allowed — no SSB, no AM and no linear amplifiers. There is a 2W maximum RF input to the antenna, and for sets having integral antennae — i.e. talkie-walkies (that's French for walkie-talkies) — there is a maximum 0.4W effective radiated power. On the subject of antennae, directional aeriels are forbidden and so are relay stations.

After all these 'don'ts', what is Monsieur le Cibiste left with? The answer is 2W, 22 channels and FM. Now, there are a lot of people in France, and if you do a few sums you find that the 22 channels get just a little bit crowded. The population is about the same as the UK — though the area is roughly double — and with the rate that CB is growing there could soon be a million legal users. It has been calculated that in a built-up area like Paris and the suburbs, an area of 800 km², there could be up to 200 on the same channel simultaneously.

This goes some way to explaining why the major push from the local and national CB groups is for an increase in the number of available channels; the FFCB (Fédération Française de la Citizen Band) for example is campaigning for 40 channels and 4W power output.

There have been a number of national rallies organised to press for these and other changes in legislation. At a rally at the Château de Vincennes, Paris in March, for example, it was announced that the CEPT (The European Confederation for Post and Telecommunications) might be moving towards the abolition of CB on 27MHz within ten years, with a view to limiting it to the region of 900MHz. The new UK legislation was quoted as evidence for this, and the resulting exciting prospect of DX contacts of 1.5km was suggested.

The CB licence in France which allows the operation of approved rigs costs 100Fr (about £9) and lasts for five years. The fact that there are a good many non-approved rigs (of 3 to 5W output) around is recognised by the legislators however, and it is currently possible to use these within the rules, that's to say with FM on the 22 channels with less than 2W output. They must be declared to the authorities, and there is an amnesty period of two years in which to get them modified to conform to the legislation.

The approved rigs available on the market are mostly American in origin. Among the first to receive the PTT (French PO) seal of approval, which has to be visible on the sets, were the Wagner Sky Arrow 330 and the Aston, both of which sell for around 1100Fr. These have a fairly good specification: the Sky Arrow for example has volume,





tone, RF gain and squelch controls, a switched noise-blanker, PA facility and the usual LED channel display.

Instead of a moving coil meter the S-meter and output power indicators are LED arrays in green and red respectively. The receiver is a double-conversion superhet and there's a useful 3.5W of AF power. The Aston M22FM, the first rig to be approved, has similar basic specs as far as RF power and channel coverage are concerned. It differs in having a switch to reduce power for local contacts, and a channel and override switch.

The range of sets that comply with the regulations is wide and they are freely available. Many dealers are in Paris and the suburbs, smaller towns have their CB shops, rigs and accessories are available in filling stations and supermarkets. You can find a basic 2W/22 channel rig for as little as 398Fr, a President base station is about 1350Fr, Midland have a 2W/22 channel rig for 1090Fr, or there's a de-luxe Stabo set with selective call tone, automatic frequency sweep, Roger beep, and all the controls on the handset, for 2500Fr.

Handsets aren't so popular, though there are Shasta 6 channel sets at

850Fr (2W) or 995Fr (3W). Right at the other end of the scale you can find low-power walkie-talkies in many of the big stores and radio shops. You don't need any licence to buy or use them and they have less than 100mW output which gives them a useful range of only 0.5 to 1km (if you shout). They are set to transmit on channel 14 (27.125 MHz), but they have a super-regenerative receiver which takes in the whole of the band — and consequently sounds just a little confusing.

What can or can't be achieved with 2W and FM is one of the main points of discussion in the French CB Magazines. The April edition of 'CB Magazine' has published the results of a range of tests in different localities (town-centre, suburbs, open country) using FM and AM for mobile/mobile, base/mobile and base/base contacts.

They concluded that for mobile/mobile operation in town there is a useful range of 5km using 2W AM, and 3km with the same power and FM; in the country range increases to 15 to 20km for AM and around 10km for FM. For base/mobile AM operation the equivalent ranges are 8km (town) and 25km (country), 5km and 15km for FM. For base/base contacts in town they found 10 to 20km average for AM, 15km for FM; in the open country using AM there's a range of around 30km and DX is normal, while with FM the range is around 25km and DX may be possible. Since 2W ERP FM is the UK specification, these figures make interesting reading. If somewhat depressing.

France has its own CB language and conventions on channel usage — 9 is the emergency channel, 19 (AM) is the call channel for foreign "routiers", while 22 (FM) is commonly used by French drivers. There's discussion as to whether 11 or 22 should be the general calling channel. Abbreviations and codes are widely used, though whereas in the UK it's the USA jargon that forms the basis of the language, in France the amateur/professional radio Q-code is very widely used.

Handles range from the sublime to the ridiculous: Sigrid, Ourse, Blanche, Gonbert 74, Don Quichotte, Gugus 69. The numbers used refer to the Departments that the cibiste hails from — each one has its own code number; the ones nearest to the UK (along the Channel, east to west) are 62 (Pas de Calais), 80 (Somme), 76 (Seine Maritime), 14 (Calvados) and 50 (Manche).

Activities associated with CB are on the increase, there are four or five regular monthly magazines and columns in the more general electronics and radio magazines. There is even a radio programme which can be received over here. It's a one hour spot called CB1, every night between midnight and one am on the commercial station Europe 1 — you can find it on the long wave band (182 KH3, 1648m). A lot of the programme consists of adverts and the latest pop records (as does the rest of the day's transmission) but there are interviews (in French) with CB personalities, news of events, rallies and a phone-in.

Within months of legalisation CB has really taken-off in France; with their 2W of pulsing power, and the wind in the right direction on a clear day, you might even hear them.



Are you being interfered with?

If you're considering fitting CB in your car, bear in mind that it's probably the worst place on earth to install a set. There's no reason why that should stop you, of course, and it certainly hasn't stopped the millions of breakers who modulate from cars all over the world but just remember that radio transceivers and the internal combustion engine make very bad neighbours.

However efficient the rig and twig installation, only the lucky few can switch on and drive into the sunset with perfectly clear reception. If your luck is anything like mine, it'll sound like a subtle blend of Kenwood liquidiser and high mileage Lambretta and that, my friends, is interference, the subject of today's lecture.

For our purposes, interference is any electrical disturbance in a motor vehicle that causes excessive unwanted noise or a malfunction of the CB transceiver, be it AM or FM. Before we force you to open the bonnet and get your hands dirty, it's worth noting that an FM receiver doesn't reproduce audible engine noises through the speaker — as is usually the case on AM — but the interference created by the engine can drastically reduce the range.

If you look at the blackboard, you'll see that we've split interference into two categories; radiated and conducted. Bet you wish you'd paid more attention in physics at school, huh?

Radiated interference is the unwanted signal produced by any electrical device (spark plugs, ignition coil, etc), which is normally picked up by the transceiver's antenna.

Conducted interference is the noise carried through the wiring to the set. Although the wiring is not physically connected, nearby wiring can radiate interference which is then picked up by a supply lead and conducted to the transceiver. Time for a sub head, I think.

What causes it?

A morse code signal is produced by causing a spark to arc across a gap by opening and closing a set of contacts which produces an electrical noise in the form of 'dits' and 'dahs'. This noise is then transmitted to an antenna where

the radio waves are radiated and at the other end the signals are converted into audible sounds via a speaker.

Now, it could be that your engine is trying to tell you something because it is full of mini morse code signals where sparks are arcing across gaps — the spark plugs, distributor points, alternator slip rings (or generator brushes), voltage regulator contacts, turn signal relays and so on are all guilty.

If you look at the overhead projector, you'll see we've split the electrical system into three parts:

- 1/ The high voltage secondary circuit;
- 2/ The low voltage primary circuit; and
- 3/ Alternator (generator) and ancillary equipment.

The high voltage secondary circuit is the worst source of radiated interference because the voltage induced across the ignition coil can have a potential in excess of 10,000 volts, which is supplied via the distributor to the spark plugs. And if you've got a high performance coil, it could be capable of inducing in excess of 25,000 volts. That'll teach you, you racey devil, you.

The primary circuit generates both radiated and conducted interference. The distributor points are arcing constantly while the engine is running and, although the voltage is relatively small, can cause radiated interference as well as conducting the noise down the feed lines of the transceiver because they are connected to a common supply source, the battery.

This is also true of the generator or alternator since the brushes or slip rings are sparking continuously — and it can be increased when the components are warm. Alternators though, generally cause less interference than generators.

With electronic ignition systems (solid state) the increase in spark plug gaps for hotter sparks tends to entail higher spark voltages, which mean additional interference but they do eliminate the distributor, which is one big source of trouble.

That's most of the theory out of the way, so collect up your notes and we'll get down to some practical. While you're rolling up your sleeves, I'll slip in another sub head.

How do you know if you've got it?

The best way to check for interference is to first tune the receiver into a faint signal with the engine switched off. Make sure the squelch knob is turned right down, that the NL/NB or ANL switches are off and that the vehicle is away from any external noise sources like electrical motors, other vehicles with the engine running, fluorescent tubes, nagging wives, etc.

If there is no noticeable change in either signal strength or background noise when you start the engine, you are one of the lucky ones and you might as well go and do private study in the library. On the other hand, if the signal weakens or disappears — or in the case of an AM set is obliterated by background noise — you have an engine interference problem and could well become a social outcast unless you read on. On AM the interference can be effectively reduced by switching on the ANL (Automatic Noise Limiter), but this also desensitizes the receiver, so the weaker signals are even weaker or disappear altogether.

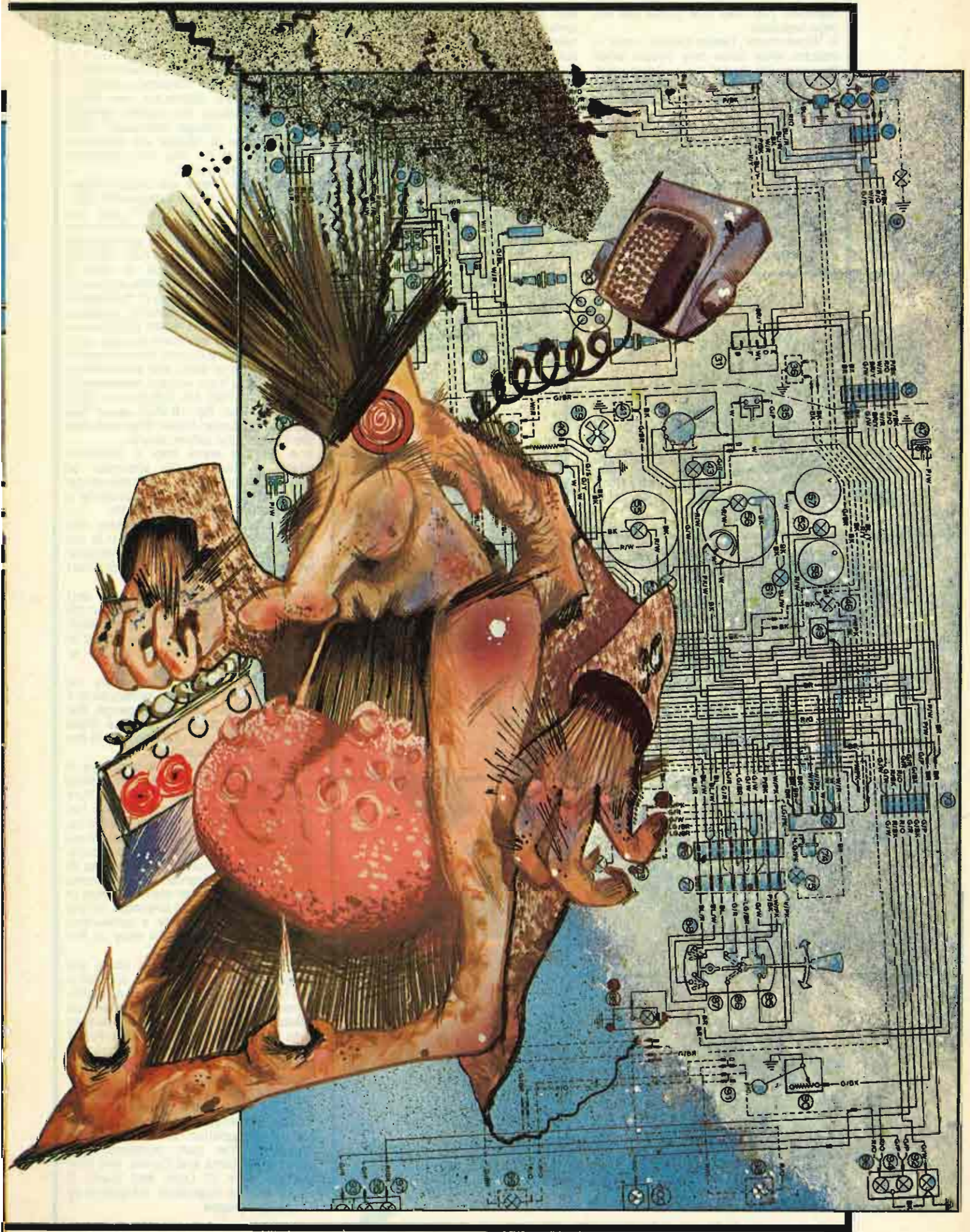
Where is it coming from?

Tracing the source of the problem is easier said than done, but just saying it isn't nearly as constructive so you might have to resort to the very unscientific process of trial and error. We can suggest a few short cuts to identify certain characteristics, but none are infallible:

1/ Ignition noise sounds like a machine gun popping with a regular beat that increases in speed with the revving of the engine.

2/ Alternator or generator noise is a musical whine which reaches a higher pitch when the engine speed is increased. Just to check, turn off the engine, disconnect the alternator or generator and see if the noise is still present after restarting the engine. We don't need to tell you not to drain the battery, do we? Didn't think so.

3/ The voltage regulator makes an irregular rough grinding noise, which is usually mixed in with the background noise. An easy test is to idle the engine for about three minutes and then switch the headlights on. If the noise is



reduced, you may now curse the voltage regulator.

4/ Wiper motor, heater blower motor or inductor relay noise only occurs when the particular device is on. Driving only on warm, dry days without negotiating junctions is not recommended as a long term solution.

5/ Instrument noise is usually a hissing or crackling sound, which is best detected by disconnecting each instrument in turn. In the case of a electrical fuel pump, a popping sound can be heard when the ignition is turned on, which dies down after a few seconds and then pops occasionally. Fuel gauge noise is fairly common and sounds like the ticking of a clock and can be tested

with the engine not running. Turn the ignition on and wait for the fuel gauge needle to rise to the fuel level when the ticking will start.

6/ Tyre and wheel noise (static electricity build-up) can be heard on the receiver as an irregular slushing sound which only occurs when the car is moving, irrespective of whether the engine is running. This problem is quite rare — trust you to be awkward — and is caused by static electricity discharged to the ground which produces an electrical spark.

So, having located the problem, we need some solutions. And no looking at the answers in the back of your book . . .

Getting rid of it

1/ As the high voltage secondary circuit is dependent on high voltage and very little current, and as the amount of radiated interference is proportional to the current, a high resistance placed in series with the distributor and spark plugs will reduce the current without affecting the voltage noticeably. Two special types of resistor are available within the UK for this very purpose; carbon or wire-wound.

The carbon items are usually effective and are relatively inexpensive (GC Electronics Part No 18-274 and 18-290). The wire-wound type (RF choke type) is electronically far superior but also far more expensive (GC Part No 18-292). One drawback is that if enough suppression is added to get rid of all the noise the timing of the engine might be effected. Special shielded distributor caps and spark plug covers are available to eliminate excess radiated interference (Lucas have these for a wide range of cars) and in-line filters are available from various manufacturers (Tandy Part No 270-050 or 270-030, GC Part No 18-252) which will reduce conducted noise, fitted between the CB and the power source.

2/ A tunable wave trap is available which is fitted to the alternator or generator and usually cures the whine (GC Part No 18-270). Tandy produce a pre-tuned filter (Part No 21-509).

3/ An alternator noise suppressor can be fitted to the voltage regulator to cut out regulator crackle and alternator whine (Tandy Part No 21-507, GC Part No 18-284).

4/ Wiper motor, blower motor and washer motor can be suppressed by fitting a 0.1 to 0.5 micro farad feed-through capacitor in the power lead to the motor(s) (GC Part No 18-240 or 18-242).

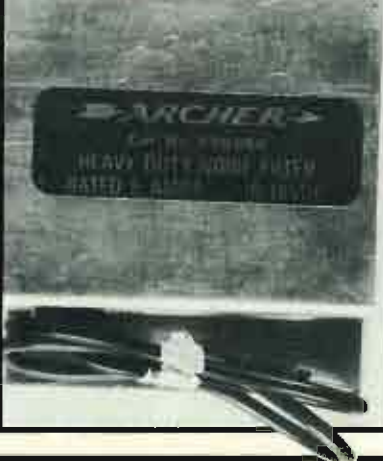
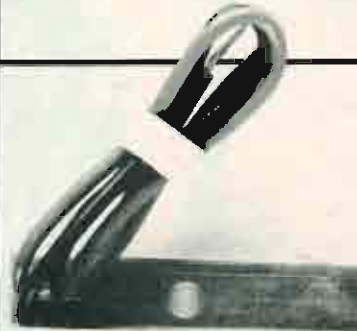
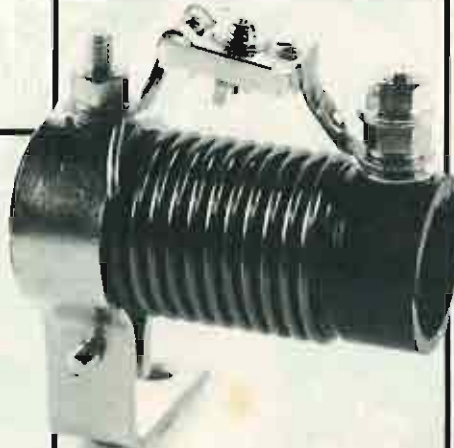
5/ Instrument noise can usually be cured by using the same remedy as in 4 and in the case of the fuel gauge, the feed-through capacitor can be fitted either at the sender unit attached to the tank or at the gauge itself.

6/ Although wheel static is fairly rare, it is possible to obtain a special spring which fits in the grease hub cap. Tyre static usually occurs only on very hot dry days, so the likelihood of suffering the problem in the UK is exceedingly remote. But if you encounter the problem mooning around near your villa in the South of France, a conductive powder is available to coat the inside of your tyres. If this is not available, simply wet the tyres to provide a conductive line to ground and take it easy on the corners.

If you are still not sure about the strange noise leaving your speakers, GC Electronics have released a cassette recording of the typical interference noises heard on AM CB and how to cure them (GC Part No 18-250). And if you've still got problems, we suggest you buy a handset and find a very large expanse of open landscape . . .

Before you leave for your next lecture, I'm sure you'd all like to thank Tandy Corporation (UK) and Wintjoy Ltd of Shepperton for their help in compiling the part numbers, and Howard W Sams and Co Inc, and their authors John D Lenk and David E Hicks, for the inspiration. Essays in by Thursday, please.

The little rascals themselves (left, top to bottom): Alternator noise filter, distributor suppressor, standard auto noise filter and hot line filter. Right: Heavy duty noise filter (top) and (bottom) CB and ham generator filter.



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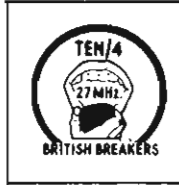
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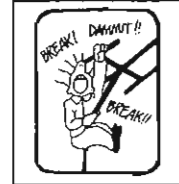
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Matter of opinion

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

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

I am/am not a breaker on 27MHz AM

I am/am not a Radio Ham already

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

I am/am not a member of REACT UK

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

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

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

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

(tick box where appropriate)

Traffic information

Emergency purposes (road accidents, reporting crime, etc)

Road directions away from home

DX work

In connection with my hobby

(which is)

I will run a mobile unit

I will run a home base

In connection with my job

(which is)

I believe that this country requires at least 40 channels

less than 40 channels

a power output sufficient for a 25 mile range

less than 25 miles range

I believe that a 27MHz FM system will:

never replace the American AM system

be perfectly acceptable to most people

exist alongside a pirate AM system

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

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

Like so many other things — discovering America, etc — it seemed like a good idea at the time. We created, from nothing other than the innovative brilliance of our minds (well, mine, anyway), a whole new concept in imaginative journalism. The FM Survey. It was ages ago when we thought of it first; so long that probably a lot of you weren't even born. Took a fair while, like about a minute, to think of all the things we wanted to know about you and all the things we thought you'd like to know about each other, and we slung it together as a page in the magazine. Fill this in, we said, send it back to us, and we'll tell you what you think. It's a favourite hobby of ours anyway, is that.

What we didn't expect was that so many of you would actually do it; there was a fair amount of thinking involved for a start, plus a bit of writing, and then the money for the stamp, not to mention the walk down to the post box. Unless you went to the one on the corner? You know, the one next to 'The Vicar Unfrosted', Free House, no juke box, no pool, no Watney's.

500 replies, we had, making, if your calculator does the same things as ours, more than 12,000 separate points of view on the subject of CB generally and FM in particular which needed to be taken into account. No wonder it's taken us so long to come up with the answers. It took ages to feed it all into the computer, press the right buttons and so on. And of course all the time the magic sums were being done she wouldn't make us any tea.

But we've got over all that now, and we're ready to tell you everything you wanted to know. To begin with, though, we must point out that some of the totals aren't going to add up to 100 per cent in cases where there were two or three optional answers; mostly this is because not everybody answered all the questions. There were also a handful — only a small number, we're pleased to say — of completed forms which we binned right off. It appears that a small percentage of anti-CB wallies, nearly all Radio Hams, took the survey as a good opportunity to send us abusive mail. Jolly interesting some of the words were too. But it's nice to know that they read the comic, and even nicer to know that it cost them 94p to insult us. They could have just written a letter and let us pay them two quid, of course, and the fact that they didn't is at least indicative of their collective IQ.

Having said that, let's cast a glance at the answers from those of you who took it all seriously. In case you can't remember, or in case you cut the page out and sent it in to us, we've gone to all the bother of repeating the relevant bits of it, just to make your life that little bit easier.

More than 70 percent of the people who answered were already being naughty on 27MHz, which is not surprising, when you think about it. It does

mean, though, that you have to remember this figure when considering all the other replies; over 70 percent of the answers must be regarded as having some bias, however slight. 13 percent were radio hams, although the question of overlap doesn't seem to have formed any part of our computer's calculations, stupid woman. What did surprise us was that 41 percent of you have used radio in some form or another previously. This doesn't mean that the use of radio is common among 40 percent of the population, of course, but it does tend to bear out the American experience; that when CB became a widely used facility the growth of interest in *all* forms of radio usage among the general population was quite pronounced. It seems reasonable to expect a similar result among breakers here as well, which means that the Post Office can look forward to picking up a more than miniscule amount of extra mazuma over the next few years.

Another interesting thing was the club membership factor. With more than 70 percent already on AM it was odd that only 57 percent are club members. We would have expected these two figures to relate much more closely, but life's like that. Disappointing, perhaps was that a mere 12 percent are members of REACT. That's another figure we would have expected, and preferred, to see at a much higher level. At least it means that there's plenty of room for expansion.

Much more the way we expected to see it was the question of usage; predictable enough really, but nice to see it confirmed. Over 90 percent expected their rig would be most useful for traffic information — which probably means that 90 percent are drivers as well as breakers — and nearly as many (88 percent) felt that it would be valuable for emergency purposes of one sort or another. By the close correlation of these two figures we assume, perhaps wrongly, that in nearly every case the prime emergency situation anticipated was a road accident of some sort, which seems reasonable enough to us. And still bearing that out came the 62 percent who hoped CB could help them with road directions.

A fairly large percentage — 31, to be precise — proposed to use their rigs for DX work, which is jolly naughty indeed. And 29 percent want to use them for some sort of hobby. Silly us, we forgot to get this part explained in graphic detail, as it could have been really interesting. Know what I mean?

Over 80 percent plan to be mobile, and a fairly high 70 percent (we think that's a high figure, anyway) will be running base rigs. As you can see, the figures don't add up at all, but you have to allow for the overlap and the dummies who forget to answer all the questions. What does emerge there is that a reasonably large percentage who are not currently running AM rigs will be

on the air as soon as CB gets legal.

And an interesting 20 percent think that CB will be useful in their work — prolly we've got some professional agitators reading the magazine.

But what of the burning issues of the day? The sting of this survey was definitely in the tail, as we asked last the questions to which we (and we hope you) most wanted to hear the answers. A greatly reassuring 90 percent of you believe that a minimum of 40 channels will be necessary if a CB facility is to be able to work at all, while an almost-identical 80 percent felt that it would need a range of 25 miles before those 40 channels would be able to cope with the demand. It's nice to have some obvious points re-made, not only for our benefit but also perhaps for that of others who may be reading this . . .

And while they're still reading, we're sure they'd love to know that 60 percent don't believe that FM will ever replace the very naughty, but existing, AM system, while only 24 percent thought that FM would be acceptable to most people. The figures already prove that they're wrong, but we must remember at this point the hefty AM bias in the very first answer — 70 percent are already on it and could well be said to have a vested interest. More or less 50 percent of you were sure that a pirate AM system and a legal FM system would co-exist, which is exactly what we're afraid of and what we've been hoping to avoid. But no-one ever listens to us anyway . . . Except perhaps the 50 percent of you who would accept FM after a two-year amnesty for AM users. Question is, though, is it the *same* 50 percent or the *other* 50 percent?

Finally, and most reassuringly, a paltry 24 percent of you would be quite happy with whatever CB system was foisted onto the country. Glad to know, conversely, that 75 percent of you would not settle for just any old rubbish, which means that the strength of feeling necessary to take the CB lobby on to a logical, but lengthy, conclusion still exists. And we were worried that you might be losing heart . . .

So what have we learnt? The most important thing is that we're able to shed this feeling of tunnel vision. There's only the three of us after all, and no matter how much we get about to talk to people there's never any chance that we're going to get direct contact with any more than a tiny minority of you. So although we try not to base our thinking too heavily on what might be a distorted view of what other people are thinking, sometimes it's difficult to avoid the feeling that you've only spoken to a handful of bodies and all of them may have been in the 24 percent. We could just have been unlucky in that there may be millions of others who hold totally opposing views, but we've never talked with them. At least now we know we've been doing something right.

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You have no idea the degree of self-control I'm exercising. I'm trying my damndest to avoid using a certain phrase. Trouble is that it's become my stock in trade recently. I really do have a strong urge to sneak it in... you could call it a desire... I've just got to... it's no good... By the time you read this. There, I've said it. Feel a lot better now. But it'll only be a matter of paragraphs before the guilt sets in. Taking the easy way out really is soul destroying...

By the time you read this we will probably (that crops up a lot too when we're talking about the Home Office) have heard an announcement of the date for the legalisation of CB. When the Government finally published the specs they sent out a press release stating their case and insisting that an FM service on the high 27MHz frequencies outlined is the only system that can be introduced in the Autumn as promised.

The Home Secretary has also said he "recognises the force of the arguments" put to him that we should move towards eventual commonality with Europe. And in the long term, he assures us, this country will adopt the specifications recommended by the European Conference of Postal and Telecommunications Administrations. Hmmm.

We've covered the various arguments elsewhere in this issue. Suffice to say here that the lobby continues but the manufacturers are producing and testing on the existing specs. So for the purpose of this feature we will follow the manufacturers' lead and assume that the 27FM service will be introduced — then I won't have to use THAT phrase.

Right, now that everything is finalised (this is easy), the big companies are at last stepping tentatively into the CB market. Amstrad is a big name in the hi-fi and audio world so they have a ready established network of retailers. They also have laboratories full of test equipment and the technicians to use it and before we go on to look at the rigs it's worth having a quick look at their findings.

Amstrad say that depending on the type and quality of antenna used (and remember the antenna specified by the government is very inefficient), units will be capable of transmitting and receiving over a distance of "seven miles in non-urban areas and three miles in built-up urban areas". If you're already using CB you'll know that those figures look a bit sick alongside the performance of AM rigs, which have a range of 20 miles plus in open country. If you're not already using CB you'll find out just how useful the service will be around October. Or November. Or...

This could have at least one dramatic effect on current procedure. The term "eyeball" could go out of use because with a range like that you won't be able to speak to someone unless you can see them anyway.

But enough of the political arguments — if not too much — and on to the goods. Amstrad lent us two sets but you can expect at least a home base to be added to the range before too long (expect to pay upwards of £120). The

first thing you notice about the mobiles is that you don't really notice them. That's not meant as a criticism, they are just very compact — less than five inches wide and 1½ inches high to be exact. In a vague sort of way. If you haven't got a lot of room in your car, they are ideal and would have slipped in a treat for the CB on bikes feature. (Make a note bikers, and sorry we had to chop the fairing a bit, Pantera).

The CB900 has indicator lights for transmitting and receiving and squelch, on/off, volume and channel selector controls. Put about 70 quid aside if you're interested. Both the CB900 and its more sophisticated sister, the CB901, use LED indicators for displaying power output and signal strength. In addition to the features found on the 900 the 901 also has a Roger bleep switch, automatic squelch system and separate on/off switch. The price will be around £85.

Amstrad are already talking about providing a full back-up including advice from trained staff and a series of booklets giving information on installation, antenna, curing interference and any other problems the newcomer is likely to encounter. A sure sign of things to come from the large firms. They're planning in-shop demonstrations too, which should liven up the Saturday shopping trip a bit.

Low prices do a lot to brighten up shopping trips too (neat link, huh?) and a set planned by Fidelity Radio of London is aimed at the budget end of the market. They describe the CB 1000 as 'an ideal starter unit' and selling at around £60 they could be right. Fidelity took the gamble and went ahead on the draft FM specs before they had been finalised — a gamble which has paid off because it means they are now ahead of much of the competition in the development field.

The CB 1000 isn't the most sophisti-



cated set around but the price is its strong selling point and for your money you'll get the straight on/off volume, squelch and channel change controls with an LED channel indicator and signal strength meter. Their second unit, the CB 2000 is better equipped and incorporates tone and RF gain controls, switches for PA and channel 9 and an external speaker. There is an LED dimmer control, power microphone and microphone gain control — a good package for the approximate £80 price tag.

For the lowest price so far, look out for a set to be marketed by Johnson CB. We haven't got many details yet, but it is expected to sell for less than £50.

With legalisation expected not too many shopping days before Christmas, price is likely to be an important consideration for many people. Others will go for the more sophisticated, and more expensive rigs. If I needed a line to end on, I might say it's a matter of you pays yer money and takes yer choice — not that I need any such thing.



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Didn't someone once say 'You can choose your friends but you can't choose your relatives'? If they didn't, they should have. And if they did, they were probably related to me. It's all very well tracing your roots but not such a good idea if Dutch elm disease sets in.

It doesn't take a genealogist to deduce that Breaker is related to Custom Car. A sort of younger half sister. And looking at Custom Car, I've a good idea which half. But to be fair, we could have done a lot worse. We could have been related to Street Machine, or Women's Own or some other women's magazine. No, the CC folk aren't all bad. They lend me cigarettes and occasionally buy me a drink at lunchtime — and wait a week or so before they send the invoice.

In line with this friendship and co-operation, they've even let us elbow our way into the Supernational Custom Car Show at Olympia. We've wanted to organise some sort of Breaker get-together for a while now but if you've been to any of the events staged over the past year or so, you'll know the time wasn't right. They sounded fine on paper but once you pay your money and get inside, you discover it's nothing more than a collection of stalls selling accessories, with the occasional AM rig here and there, right? Things will be different at the Breaker bash.

The timing of the show is the giveaway — October 30/31 and November 1. Autumn isn't it? And the Government have said CB will be legalised by then. Got to be in by the end of October hasn't it? Course it will — have you no faith? And legal rigs mean that you will be able to see just what is available, maybe even buy one. Maybe even play with one, if we can set it up.

So, apart from more rigs and twigs and bits than the Home Office confiscation store, what else can you expect? Like trucks? Course you do, you keep asking for more in Breaker. OK then, we'll give you trucks. Big and shiney ones. Enough to bring out the wanderlust in you.

Now, the trucks are going to be in a big hall off from the usual CC bit at Olympia so we thought we'd call it the truck hall. Pretty neat, huh? There will also be truck/CB videos, various other things not yet finalised and a competition or two, I wouldn't be surprised. It's still early days yet (at the time of writing, even earlier) but whatever else it might be, it will be good. And a bit soggy, probably, because I've been to CB club meetings and the bar will be well stocked.

As you rush from the main entrance at Olympia to the truck hall (rolls off the tongue doesn't it?) to hurl abuse and blunt objects at us on the Breaker stand, you might notice cars, bikes and ladies without vests in the main hall. That's the CC bit and to ensure these good relations continue, I'd better tell you something about that too. If you've been to a Custom Car show before, you'll know what to expect but don't let that put you off. This year it promises to be even better. There'll be the cars, of course. Hundreds of them and acres of flash paint and tons of shiney chrome. And there'll be bikes too, not unlike those that adorn the pages of Superbike, the black sheep of the family if ever there was one. The Radio One Roadshow will be there Saturday and we can all try and put off Steve Wright who will be there to tell the listening

millions that you've just fallen over at the bar. Yes he will.

It's no good. I was going to coolly drop this in at the end but I can't be sure of keeping your attention that long and this is the bit you all want to know. The infamous Custom Car photographic studio, the only place that attracted bigger crowds than the bar at the last show, will be back again. With squashy ladies dragging their stiletto heels over all the most expensive paint jobs. But who notices the cars, anyway? If you get fed up with the studio, deep down I too am disgusted (pant, pant), wander on and you will find 16 TV screens, showing American Graffiti, Two-Lane Blacktop, Bullitt and all that stuff, and 40 Space Invader machines showing you that you need more practice.

There'll be a Saturday night disco and cruise and a resident disco the rest of the time and... sounds good, huh? Before I run out of space I'd better tell you all about the times and prices.

First, when. It opens at noon on Friday October 30 and closes at 9pm that evening. But you can bring your hangover back from 10am to 7pm on the Saturday (October 31) and, if you can stand the pace, at the same times again on the Sunday (November 1).

Next, how much. Kids under 11 go in free (that's 11 years not inches), under 14 £1.50. Adults are £2 on Friday and Saturday, but £2.50 on Sunday.

If you order your tickets in advance, you're going to save yourself a lot of hassle — plus a sheet or two if you order enough. For every 20 tickets you order in advance, we'll slip one extra in free, so if you're in a club you can suggest a trip and then get in for nuffink. Or you can get the whole committee in free if you order enough, you little meanie, you. Whether you want tickets in ones, two, or millions, make a cheque out to Custom Car Show Tickets and send it to John Graham, Supernational Custom Car Show, Link House, Dingwall Avenue, Croydon CR9 2TA. And tell him how many tickets you want for each day or he'll slip something into my coffee. My face, for example.

Finally, good old British Rail and Grand Metropolitan Hotels have got together and come up with a deal to make you squeal. Bargainville, or what? For your money (more on that in a trice) you get: Return rail ticket from your local station; one or two nights accommodation sharing a twin room (private bathroom and colour TV); full English brekkers each morning of your stay and a Saturday ticket for the show. We'll give you the full rundown of the prices in next month's Breaker, so don't go hustling BR, but just to whet your appetite — from Devon it'll cost you £31.64 for one night or £46.64 for two; from Manchester £32.32 or £46.32 and from central Scotland £41.93 or £55.93. If you can make your own way to London, the same deal without the fare will set you back £32 for the two nights. It sounds pretty good to me and also means you can have a jolly smart time on the town in London, see the shops, feed the pigeons and fall in the Serpentine all in one trip.

We'll bring you more breath-taking details of the show, plus the full works on the special deal (with booking form), next month — in the meantime you'll just have to wait. No patience, that's your trouble.



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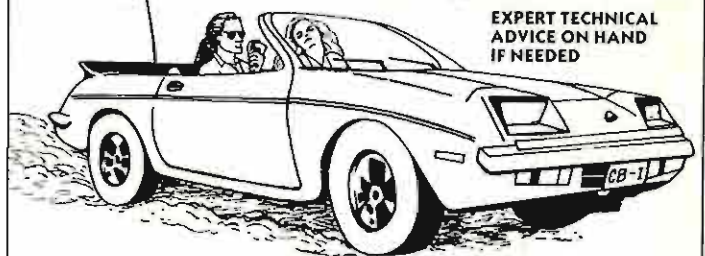
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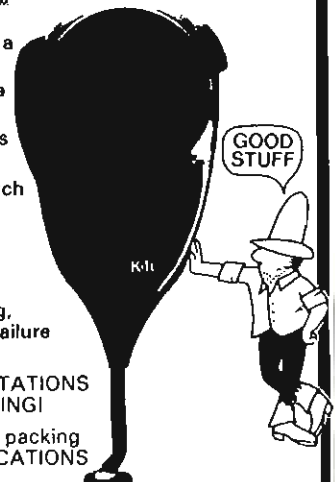
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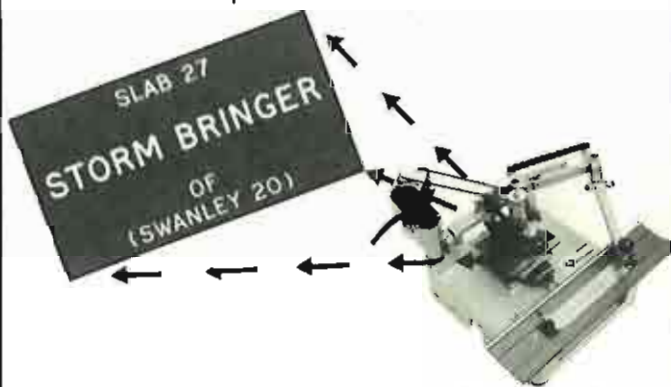
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HAVING A SASS

Think of France and think of cars. No dummy, not Renault. Think of fast cars, turbo-chargers, two hundred miles-an-hour on the straights. Still no good? Well think of a 24-hour race, and I don't mean the dash from St Tropez for a cross-channel ferry which leaves Calais 30 seconds before you get there. Still not got it? This is getting worse than 'Twenty Questions'. I'll have to tell you. It's Le Mans.

It's probably the most glamorous race anywhere in the world. Held every year at the Sarthe circuit, it attracts competitors from all over the place, even a few Brits. Mind you, the last time we made a real showing the A1 was still the Great North Road and two and six would get you a dirty weekend in Southend, with some change. In those days Bentleys were the fastest things on the road, not like today when they are just Rollers with a B on the front. Still, that's progress for you.

Nowadays, of course, it's all Americans. After all, who else can afford to run racing cars these days? Paul Newman was over there last year and came second, would you believe? He wasn't the first and he won't be the last.

But there is something else the Americans are good at, and that's CB. Where they go their CB is certain to follow, and when they go to France they do it in some style. No Bedford with a Jaws and a Firestik for this bunch. They go the whole hog with sophisticated rigs and especially imported and prepared trucks from the States.

As this is a CB mag let's talk about the CB first. A bunch of Americans who don't speak French can't have a lot of use for their CB you may think, but you'd be wrong. I mean you had to be, because if you were right then there would be nothing to write about, would there? You see, for a racing team CB is a Godsend. It goes something like this.

The cars go past the pits at around 100 mph, and what with cars coming and going out it can become a bit hectic. The race organisers decided to stop people trying to signal to the cars from the pits because it was too dangerous with everything else going on in such a small area. The answer was to move all the signallers to another area at the bottom of the four-mile Mulsanne straight.

Now, as the team mechanics and pitcrew actually stay in the pits you can see that there is going to be a communication problem. First the pits have to signal to the signallers, and then they have to signal to the cars. Again the organisers had the answer. They put in a row of phones so the signallers can talk

to the pits, the only trouble being that French phones are terrible at the best of times. It's no fun if you keep getting through to the Paris Opera House when your boy out on the track is on fire, out of petrol and only has three wheels.

So what do you do? You get a CB instead, that's what. All these teams have trucks to cart their cars about in, so you park that behind the pits and install a home base. Then you put a mobile rig out by the signalling area. Easy, see?

With all 40 channels available to an American rig in a country which only uses 22 you can be sure of clear and quiet communications. It means you can sit in the signalling area and be in full contact with the pits while watching the cars come down the Mulsanne straight at 235 mph — a sight never to be forgotten.

It's a neat application of CB that serves a real purpose, but it's not the neatest thing the Americans brought with them. You should see their trucks. The most impressive is from Bob Akin's team. Financed by Coca-Cola, they run a very neat twin-turboed Porsche 935 K3 racing car. Because they only use the one car they felt an artic was a waste, so they settled for a two-axle rigid chassis truck, and what a truck. They took the shortest chassis Kenworth supply, but ordered the largest 14-litre turbo engine they do.

Not satisfied with that, the body was made up with special lightweight parts, alloy fuel tanks, step plates, bumpers, axle casing, beautiful Alco wheels and all-alloy panelling. Duane is the driver-mechanic. A 'good old boy' from Atlanta, Georgia, he reckons the truck is good for three figure speeds.

'This little ole boy's seen the good side of one-o-five'. There is better than that though, 'We can piss all over them wrinkly little Citroens at the stop lights', boasts Duane. All of which may not sound very impressive, but you have to remember that it's with a race car and all its spares on board.

The Mazda team needed space for two cars, so they opted for a semi-trailer behind a classic long-nosed Peterbilt. The Peterbilt is a standard model shipped over especially for Mazda, and although it's not as flash as the Atkin Kenworth it still cuts a dash. It's finished in black, with alloy wheels and bumpers, chrome exhaust stacks and a set of American licence plates.

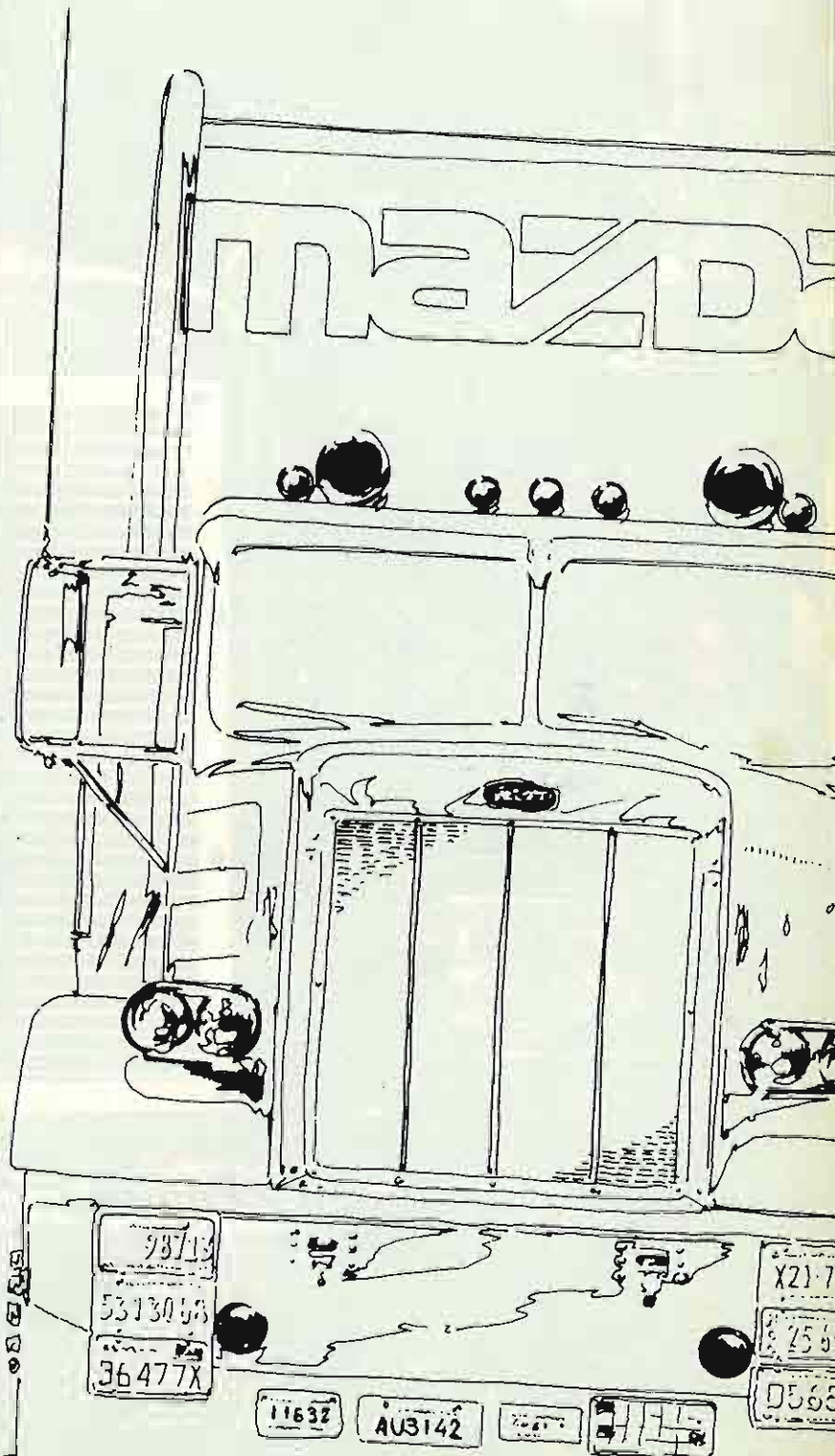
Most expensive of all the race-crew rigs must be the Cooke-Woods Kenworth conventional with the same engine as the Atkin's short chassis job. The Cooke-Woods team race a Porsche 935 (at £90,000 each not cheap) and a

brand new ground effect Lola with the 935 engine. These two, plus three spare motors, add up to 4500 bhp and over £250,000. No way is this Le Mans lark for your ordinary punter.

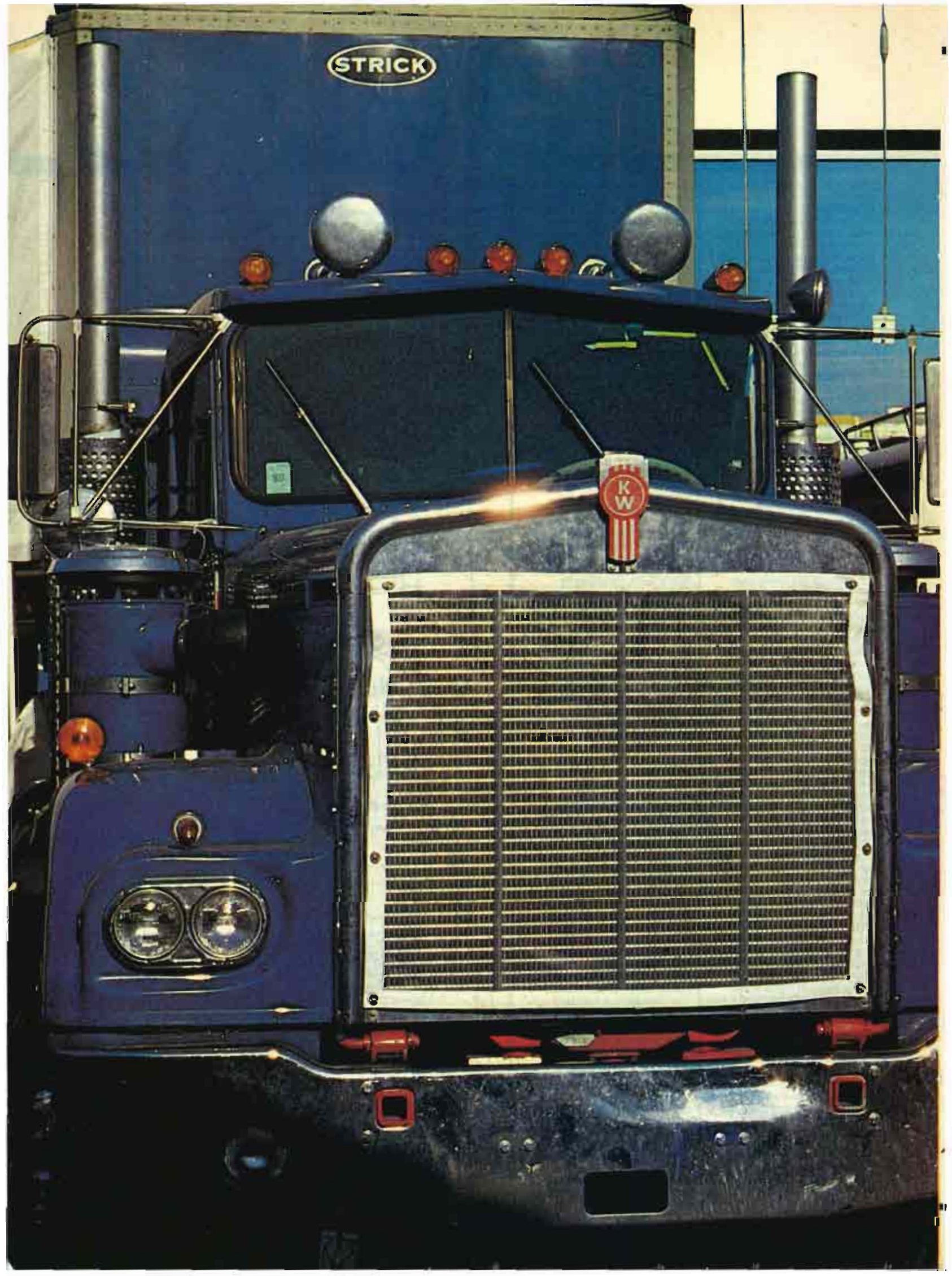
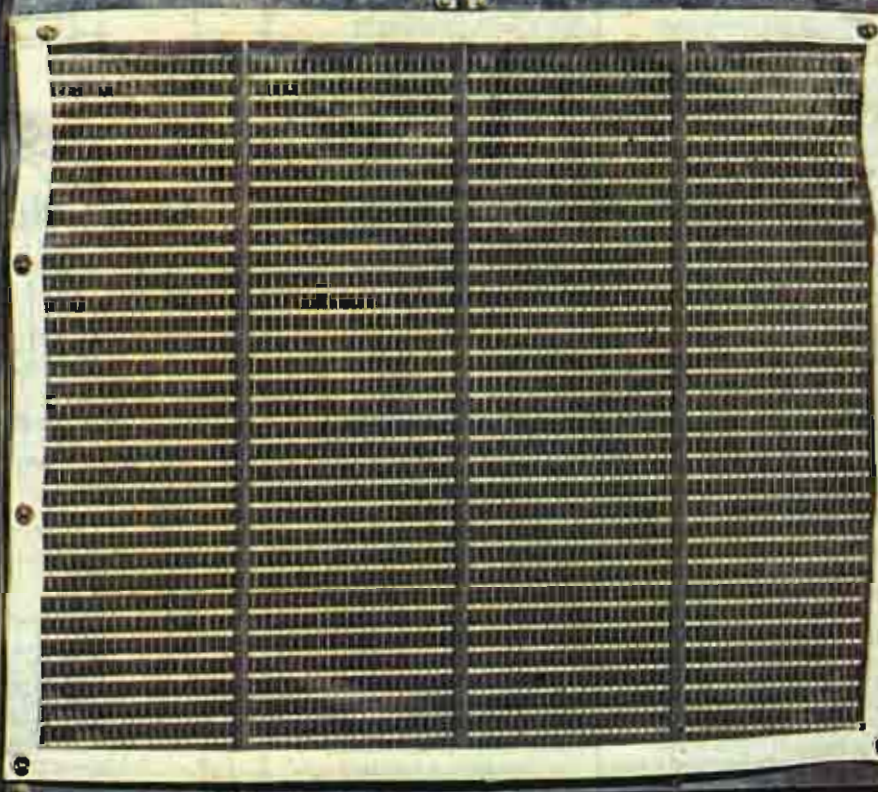
The Cooke-Woods bunch comes from California, and it shows in the presentation of

their Kenworth. It's black, custom painted and heavily chromed. Impressive is hardly the word.

So next time you're at Le Mans — take a good look around the car park. It'll show you there's more to motor racing than piddly little cars. ▶



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Pushing the Vote out

It could be argued that magazines like Breaker shouldn't get involved in politics. But since this is a CB magazine and the people of this country have been prevented from using CB by successive governments over the years we think this argument holds about as much water as the average fishnet stocking. Contradictions are rife in politics, so we'll start with a few just to put you in the right mood. Or the wrong mood.

Politics are fundamental in the development of CB in this country, or rather in its non-development. But our involvement is in non-party politics, or rather all-party politics, because we have to criticise any government which doesn't give this country what it wants and needs — an acceptable, workable, legal citizen's band service. Confused yet? Fine, you're coming along nicely. Let's look at a bit of theory, that should really finish you off.

Political science. You might have studied it at school or college — almost certainly over a pint or two down at the local — but political science is a contradiction in terms. I draw the line at arguing with dictionaries and mine says a science is the systematic search for formulated information. Proving theories methodically, that sort of thing. But in politics, by the time you have tried to prove a theory you might have screwed up the country — and I don't intend to give any examples here. Every faction, right left or sitting on the cats' eyes, has its own beliefs and they all think they are right. Except those on the left, who think they are correct but you get my drift, don't you? No? You're almost ready for the world of politics.

To go back to the scientific definition, politics is about as methodical as a stampeded herd of buffalo. And just as subtle. The formulae are as sound as the staff Capri. And just as long-lived.

Now you're all in a frenzied state of confusion, you are ready to enter the political arena. And step carefully, atheist lions do it anywhere . . .

The people of Warrington are warm, genuine and out-spoken, so I don't think they will be too upset if I say their town wasn't perhaps the most famous name on crowded map of the UK until a couple of months ago. Sitting just by the tonsils of the of the mouth of the River Mersey, you might say it's in the shade of the collective masses of Liverpool on its one side and Manchester on the other. You might say it's more important than the two of them put together but then you'd probably live in Warrington.

Until a couple of months ago, most people knew it as the home of Vodka,

and I knew it as the place where my auntie Sheila used to live. Now it's known all over the world as the place where the Social Democrats took their first tentative, and significant step into British politics. The whole world knows because every newspaper, TV station and parish gazette has told them. The Warrington Labour candidate called them 'the media party' and while we certainly don't want to criticise any of the parties they did get more exposure than the nudists in Brighton. At times you wouldn't have thought there were any other candidates, but there were. Ten others to be exact. And one of them was Ian Leslie, chairman of the National Committee for the Legalisation of Citizen's Band Radio (Natcolcibar).

The National Committee, made up from CB experts and major club representatives from all over the country, has been fighting for an acceptable CB system for years and they are accepted, if not welcomed with opened arms, by the Home Office and the Government — something which was proven when Whitelaw decided he should find out why the British breakers were kicking up a fuss and met members of the Committee for discussion.

Previous to The Meeting they had been approached by the Red City Breakers in Warrington who were suggesting putting a candidate up for the by-election, and after the meeting they decided they would. They realised that they wouldn't have the combined might of Labour, the SDP, the Tories and Bill Boakes quaking in their shoes but they also realised that the world and his camera would be looking at Warrington and they might be noticed. Maybe even listened to.

So Ian Leslie was to stand as a independent for Citizen's Band Radio. They set to work.

Ever organised an election campaign? From scratch in about 30 days? With no money? If you have, you have our sympathy and can we have your phone number? If you haven't, just consider the resources available to the other candidates, than subtract just about everything and you'll be left with the resources of the CB radio candidate.

Top of the Things You Need To Fight A By-election list is our friend who raises his ugly head so often he must get cramp — money. In politics, money is the root of all good. But so that it doesn't turn into a US-style spectacular there is a limit to the amount parties can spend. Approximately £1,700, plus 1½p for every constituency member able to vote. For big three — or should

that now be three and a half or four — that is no problem but for the smaller parties, and the independents, it is something of a headache.

Ian's campaign was short of money and short of time to raise it in. The National Committee obviously dipped into their funds and some clubs — surprisingly most of the support came from Bolton, Runcorn and Bury — made donations but they were still a long way short of their minimum, never mind the maximum. Printing is perhaps the largest expense and Breaker helped out by producing leaflets but the rest had to be begged, overdrawn or borrowed.

Ian's agent was local businessman Eric Carter (also known as DIY man), chairman of another local club The Stardusters, who with his wife Greek Goddess even provided accommodation for Ian and anyone else in town on election business. Including me. Greek Goddess cooks fine steaks too.

I arrived in Warrington on the morning of the by-election and it was raining. It's only an umbrella's throw from Manchester, after all. It was also early closing day and I soon realised I wasn't seeing Warrington at its best. I went first to Ian's HQ, a CB shop run by Lady Rose, a lovely lady who runs yet another local club (there were five at the last count) and gave us all free run of the shop and regular cups of tea.

Spirits were high. Bad weather inevit-



ably means a low poll and a low poll would be good news for the CB party because dedicated voters turn out in all weathers (in theory), thus giving the minority parties and independents a higher percentage of the votes. A candidate needs an eighth of the votes cast if he, she or it ever wants to see the £150 deposit again.

Realising their lack of resources they decided that door to door canvassing was out of the question and after distributing the pamphlets they resigned themselves to getting the message across on PA systems from cars. They had an obvious advantage here when you think about it. Ian and several other volunteers were out spreading the gospel when I arrived and Eric, mine host for the proceedings, was setting off to do the same. We left in his Cortina estate, complete with nine foot Firestik, numerous other antennae and windows full of stickers. We also had a tape of CB Independence, the song adopted by the National Committee, and enough to frighten people into voting for anything.

There's not a lot to attract the people of Warrington onto the streets on early closing day but we toured the housing estates and women stopped ironing to look out of the window and men stopped digging up potatoes to lean on their spades and kids danced on the pavements. Really. Who is this Pied Piper anyway? What he needed was music to brainwash and stickers to entice . . .

Just to show breakers aren't particular who they help, Eric broke into a car for two rather embarrassed SDP canvassers who had locked themselves out. There seemed to be more canvassers on the streets than Warringtonites, and the CB Radio car got a wave from them too. The sun even came out which improved my impression of Warrington but meant that more people would vote on their way home from work.

The small band of dedicated workers met up at the Red City Breakers' club a couple of hours before we were due at the hall being used for the count. Ian was satisfied that everything possible had been done in the short time available and with the limited resources on hand. Not surprisingly, he and Eric were looking tired — both had given up two weeks' holiday for the campaign and both were due back at work the following Monday. I somehow got the impression that the SDP's Uncle Woy Jenkins wouldn't be clocking on for a day or two at least.

Three representatives from the Bolton club arrived to give a few final words of encouragement and various people made the inevitable guesses at the result. 'I'm hoping for around 2,000 votes.' 'We'll be lucky to get 100.' 'Perhaps we should have . . . 'If only we'd been able to . . . ' All we needed was a swingometer.

So to the count. Each candidate is allowed eight scrutineers, who patrol the rows of counters to ensure that one vital voting slip isn't left in the corner of the ballot box. We donned our rosettes, just in case the TV cameras mistook one of us for Shirley Williams, and the counting commenced. And very efficient it was too. A 67 per cent turnout meant around 27,500 votes across 11 candidates and the whole thing was

completed in just over two hours without the aid of the Breaker computer. She was at home watching it on TV, of course.

The acting returning officer approached the microphone to read out the results and the hall was suddenly quieter than Warrington High Street on early closing day. We suffered through the customary jeers and cheers as he told an eagerly awaiting world that the SDP had taken 12,521 votes slashing Labour's majority to around 1,700, the lowest in 35 years of Labour MPs in Warrington. Tenth on the alphabetical list of candidates was Ian Leslie. He had 111 votes. The cheers and jeers returned as it was announced that the Tory candidate had received 2,102

votes meaning he too had lost his deposit and it was time for the speeches. Hoyle attacked Jenkins and Jenkins attacked Hoyle.

Bill Boakes, a Dickensian character who stands in every by-election, thanked the '14 complete strangers' who had voted for him. Ian Leslie said a special thanks to the officials who had treated him with the same respect as the other candidates. And Sorrel, the Tory candidate, mouthed and gestured violently but silently over the cheers and jeers.

In the foyer, Ian Leslie told me he was naturally disappointed but made the point that they didn't choose the Warrington by-election — it was simply



44 The candidate Ian Leslie and his wife Valerie (centre) with agent Eric Carter and his wife Shirley.

the first available opportunity. The world's media had watched the SDP/Labour/Tory battle but couldn't spare the time for the other eight candidates, the result being that they were all tarred with the same 'extremist cranks' brush. The voters were carried along in the SDP/Labour debate and were too concerned with making their political stand to spare a vote to make a point.

Eric Carter felt he had been let down by the local breakers but cheered up after chatting with some of them on the air who felt the CB Radio Party had done a fine job and they would have voted for them but felt their Labour or SDP vote was to important; something which most people involved had antici-

pated to varying degrees from the beginning.

After taking away the votes cast for the big three, 111 votes were actually quite respectable among the small parties and independents — topped only by the Ecology Party — and sixth overall out of the total 11 candidates. And don't forget CB is still illegal and had received a bad press following the riots in nearby Manchester. But it's easy looking back at mistakes and playing with swingometers. What happens now?

As I left the hall, I chatted with one of the policemen on duty and he said now the circus was over they could all get back to normal. Warrington had got its

page in the history books, in the SDP chapter, and it just wanted to be left alone again. They had enough on their plates sitting between two cities hit by riots.

But things don't end with Warrington. The next by-election is Croydon North West and at the time of writing it looks set for Octoberish with Shirley Williams patting the children and kissing the dogs. And a CB Radio candidate will be there too — Natcolibar president, James Bryant. Warrington was just the start and the National Committee intend to contest every by-election until someone listens.

Having decided now means they have more time to organise and we'll bring you more details next month but it's worth making the point that the National Committee aren't just fighting for existing breakers but also for the breakers of the future, to ensure the Government introduce a service which is compatible with Europe and which will work effectively in this country. After waiting so long, it would be easy to welcome the FM system with its limited range and total incompatibility with any other CB service anywhere else in the world. It would certainly take off in the short term, if only because the UK is desperate for a legal service, but the Government themselves admit it will eventually have to be changed to bring us in line with neighbouring countries.

So the work for the Croydon by-election has started. Maybe it will change things, maybe it won't but we've got to be optimistic, haven't we? Breaker will support the National Committee but, as we've said before, we will continue to keep you up to date with *all* developments and news on CB in this country. If you are eagerly awaiting FM and it is introduced, you won't be ignored. In the meantime, it makes sense to do everything we can to get a service which won't be scrapped within a few years.

As we've seen, making a point effectively is a very expensive business and... well, basically, the National Committee want your money. A campaign fund has been set up and any individual breakers or clubs who want to help get the message across ever so loud and clear in Croyders, having learnt from the mistakes made in Warrington (and don't forget, the whole country will be watching Croydon too), can help to oil the wheels of the election machinery by sending a cheque or postal order, made payable to the Citizens' Band Parliamentary Account, to James Bryant, 16 Church Rd., St. Marks, Cheltenham, Gloucestershire or Ian Leslie, 71 Dutzes Avenue, London N10 2PY.

Now, if you've decided to make your wallet a little lighter, think again and double it because they are still hundreds of pounds in the red following the Warrington campaign. I know things are tight at the moment (I've had to sell my country residence recently so don't tell me about poverty) but every little helps and you can always take out a second mortgage. If you can help by distributing pamphlets or similar, drop a line to Ian Leslie or James Bryant.

If the battle is eventually won, the breakers of the future will have you to thank. And even if it's not, well, it won't be your fault, will it?



Woy and Shirl sample the Warrington weather



Ian chats to a breaker of the future



At the count with James Bryant (left), the CB candidate for Croydon NW.

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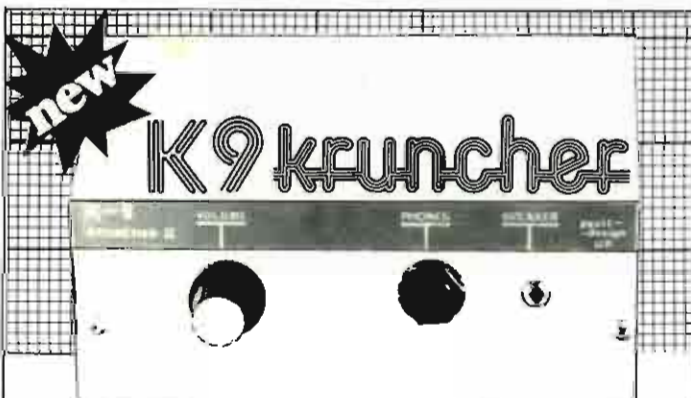
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You know how we've been keeping you up to date each month on the developments within REACT? This has happened, that has happened, everything's coming along fine and so on? Well, this month is different. And it just goes to show that we've been right all these months — things have come along very well indeed.

Although Alasdair Mackay, REACT's executive managing director, has been regularly updating us and we've been passing it on to you, it's happened in bits and pieces and things haven't seemed very concrete lately. Now you can see the result of all the work that's been going on behind the scenes. The result of hours of meetings and organising all over the country.

There is now a nationwide network of teams, split into regional zones, area zones, counties and individual monitoring groups. Some have already begun monitoring on AM — something which REACT knows is happening and understands but doesn't condone. Illegal monitoring is not done under the REACT name and they are still keen to maintain their strictly legal, above board stance.

Many REACT members are not using illegal equipment. They belong to the very patient millions who are waiting for a legal service to be introduced. And when you've got teams of eager volunteers, who read the news and know they can do something to help, that's easier said than done.

Together they add up to a comprehensive monitoring service which will be there whenever you need it, where ever you need it, and will be available to co-ordinate with the Red Cross, St John Ambulance, civil defence and local and national authorities when necessary. All these organisations have recognised REACT — something which can be attributed to their clean image.

The structure is set up but they still need the help of the breaker in the street, that's you bud, who can spare an

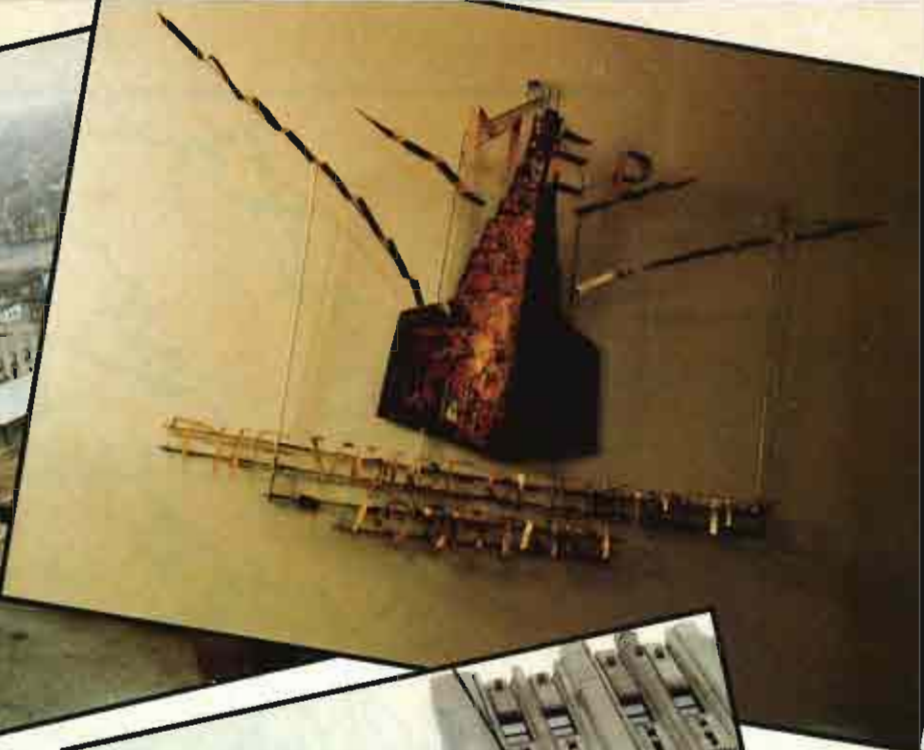
hour here and there to provide the manpower. If you haven't joined you'll find a form somewhere on these pages and that, and any other enquiries regarding membership, should be sent to the executive director Peter Horne at 10 Buckingham Way, Sharnford, Leicestershire. Any other enquiries or correspondence should go to Alasdair Mackay at Strathnaver, 142 Lutterworth Road, Nuneaton, Warwickshire.

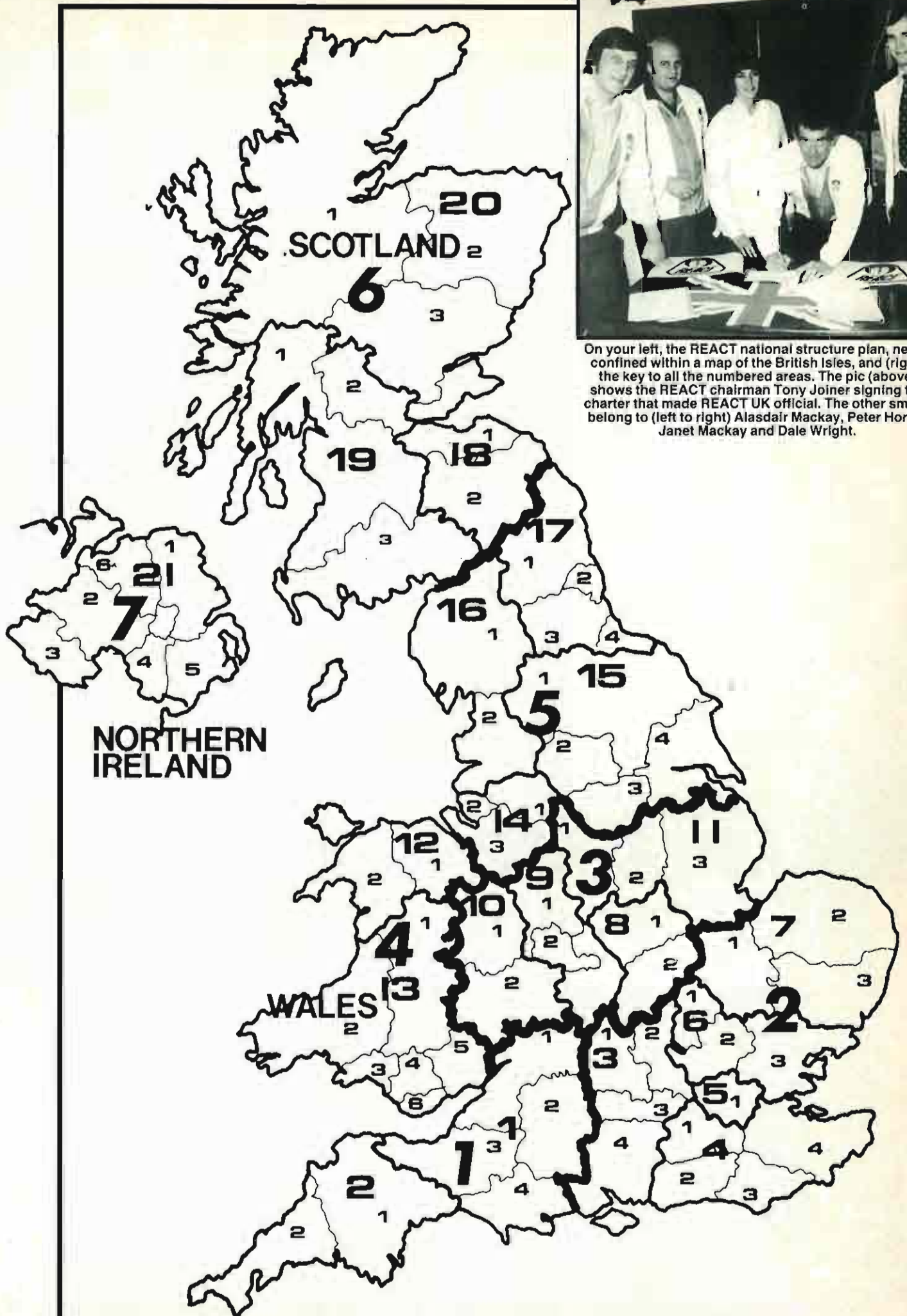
There's a lot to get through this month, so we'll leave it to the map (thanks Mac) to explain the breakdown and the key to fill in the gaps. There are a total of seven regional directors, seven deputy regional directors, 21 area co-ordinators, 21 deputy area co-ordinators and 59 county co-ordinators.

If you're unfamiliar with REACT it's worth noting that since it was first set up in the States in 1962 they have handled over 60 million emergency calls including around 15 million road accidents. Many of the US teams operate from their homes, as they will here, but the Michigan Emergency Patrol (REACT team 2036), formed 14 years ago, is centrally based, operating from the Fisher Building in Detroit.

The colour pix give you a quick guided tour and some idea how well equipped the US operation has become. They show the Fisher building, the antennas, entrance reception, award plaques, radio room, radio console, weather radio and so on. Not necessarily in that order but we've saved you an air ticket to Detroit so you can't complain.

STOP PRESS: We've just heard that a nine month FM evaluation and demonstration licence has been issued to REACT by the Home Office. Their findings will be released to REACT members and Breaker readers as soon as the necessary tests have been carried out.





On your left, the REACT national structure plan, neatly confined within a map of the British Isles, and (right) the key to all the numbered areas. The pic (above) shows the REACT chairman Tony Joiner signing the charter that made REACT UK official. The other smiles belong to (left to right) Alasdair Mackay, Peter Horne, Janet Mackay and Dale Wright.

NATIONAL STRUCTURE PLAN OF REGIONAL ZONES, AREAS AND COUNTIES

(Refer to map)

REGIONAL ZONE CODE 001 SOUTH WEST ENGLAND

(Regional Director)

Area Zone Code 01 (area co-ordinator)

- 1 Gloucestershire/Avon
- 2 Wiltshire
- 3 Somerset
- 4 Dorset

(Four county co-ordinators)

Area Zone Code 02 (area co-ordinator)

- 1 Devon
- 2 Cornwall

(Two county co-ordinators)

REGIONAL ZONE CODE 002 SOUTH EAST ENGLAND

(Regional Director)

Area Zone Code 03 (area co-ordinator)

- 1 Oxfordshire
- 2 Buckinghamshire
- 2 Berkshire
- 4 Hampshire

(Four county co-ordinators)

Area Zone Code 04 (area co-ordinator)

- 1 Surrey
- 2 West Sussex
- 3 East Sussex
- 4 Kent

(Four county co-ordinators)

Area Zone Code 05 (area co-ordinator)

Greater London Area — area co-ordinator

Area Zone Code 06 (area co-ordinator)

- 1 Bedfordshire
- 2 Hertfordshire
- 3 Essex

(Three county co-ordinators)

Area Zone Code 07 (area co-ordinator)

- 1 Cambridgeshire
- 2 Norfolk
- 3 Suffolk

(Three county co-ordinators)

REGIONAL ZONE CODE 003 MIDLANDS

(Regional Director)

Area Zone Code 08 (area co-ordinator)

- 1 Leicestershire
- 2 Northamptonshire

(Two county co-ordinators)

Area Zone Code 09 (area co-ordinator)

- 1 Staffordshire
- 2 West Midlands
- 3 Warwickshire

(Three county co-ordinators)

Area Zone Code 10 (area co-ordinator)

- 1 Salop
- 2 Hereford and Worcestershire

(Two county co-ordinators)

Area Zone Code 11 (area co-ordinator)

- 1 Derbyshire
- 2 Nottinghamshire
- 3 Lincolnshire

(Three county co-ordinators)

REGIONAL ZONE CODE 004 WALES

Area Zone Code 12 (area co-ordinator)

- 1 Clwyd

REACT

2 Gwynedd

(Two county co-ordinators)

Area Zone Code 13 (area co-ordinator)

- 1 Powys
- 2 Dyfed
- 3 West Glamorgan
- 4 Mid Glamorgan
- 5 Gwent
- 6 South Glamorgan

(Six county co-ordinators)

REGIONAL ZONE CODE 005 NORTHERN

(Regional Director)

Area Zone Code 14 (area co-ordinator)

- 1 Greater Manchester
- 2 Merseyside
- 3 Cheshire

(Three county co-ordinators)

Area Zone Code 15 (area co-ordinator)

- 1 North Yorkshire
- 2 West Yorkshire
- 3 South Yorkshire
- 4 Humberside

(Four county co-ordinators)

Area Zone Code 16 (area co-ordinator)

- 1 Cumbria
- 2 Lancashire

(Two county co-ordinators)

Area Zone Code 17 (area co-ordinator)

- 1 Northumberland
- 2 Tyne and Wear
- 3 Durham
- 4 Cleveland

(Four county co-ordinators)

REGIONAL ZONE CODE 006 SCOTLAND

(Regional Director)

Area Zone Code 18 (area co-ordinator)

- 1 Lothian
- 2 Borders

(Two county co-ordinators)

Area Zone Code 19 (area co-ordinator)

- 1 Strathclyde
- 2 Central
- 3 Dumfries and Galloway

(Three county co-ordinators)

Area Zone Code 20 (area co-ordinator)

- 1 Highland
- 2 Grampian
- 3 Tayside

(Three county co-ordinators)

REGIONAL ZONE CODE 007 NORTHERN IRELAND

(Regional Director)

Area Zone Code 21 (area co-ordinator)

- 1 Antrim
- 2 Tyrone
- 3 Fermanagh
- 4 Armagh
- 5 Down

(Five county co-ordinators)

Regional Zone 008 — Isle of Man

Regional Zone 009 — Channel Isles

EXECUTIVE BOARD OF DIRECTORS

Chief Executive Director (Chairman REACT-UK)

Mr A A Joiner JP
3 Bridge Cotterell
Bristol
Avon

Deputy Chief Executive Director (Vice chairman REACT-UK)

Mr D Wright BSc
11 Tewksbury Road
St Werburghs
Bristol
Avon

Executive Managing Director (REACT-UK co-ordinator)

Mr A Mackay
Strathnaver
142 Lutterworth Road
Nuneaton
Warwickshire
CV11 6PE. Tel: (0203) 383005

Executive Director (team registration)

Mr P D Horne
10 Buckingham's Way
Sharnford
Leicestershire
LX10 3PX

Executive Director (administration — finance)

Mrs J E Mackay BSc
Strathnaver
142 Lutterworth Road
Nuneaton
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17 Church Road
Harold Park
Romford
Essex
RM3 0JX

Executive Director

Insp J B Cambell
Devon and Cornwall
Constabulary H Q
Middlamoor
Exeter
Devon

Membership Form for REACT UK Supporters Club

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County P/Code

County P/Code

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Easy as QSL



Welcome to another Easy as QSL, and very many thanks for all your letters and cards. My postman says he is going to request premature retirement if my postbag gets any bigger, but he says it's better than not having a job at all. Hard to know where to start really so we'll dig deep into the bag and see what comes up first.

First out is a club card from a member of the Victory Breakers Club of Portsmouth from VB180, Ian Wilkinson of 68 Buckland Close, Waterlooville, Hants. Nice to see so many clubs have their own QSL cards these days. More club cards — one from 116 SDX 128 of Scottish DX Club and three British Concorde members cards: 70 BC 59C John and Sheila Smith of 31 Ribble Street, Bacup, Lancs OL13 9RH; 70 BC 65C Sidewinder, Peter Breed of 43 Greedon Rise, Sibley, Leicester LE12 7TE; and 70 BC 127C Happy Jack, Richard Joyce of 11 Howard Avenue, West Wittering, Sussex PO20 8EX. You can get more information on the club by writing to British Concorde International at the address on the list attached.

Some nice club cards in from English International members. A very nice personalised card, complete with a photograph, came from EI 196, Bill and Norma Stacy of 13 Hillside, Tunstall, Sunderland, Tyne and Wear SR3 1YN. One of the best I have seen on the domestic scene, well done Bill and Norma. And a nice club card from the Bunclody Sidebanders DX Club (honest) of Ireland from Michael Lacey of Ferns PO, Co. Wexford, Ireland. How about some more details of your club Michael?

Had a QSL returned as 'insufficient address' from Wilson Gray of Deepwell Farm, Chadwell, Northumberland. Anyone know where the Flycatcher has disappeared to? Any of you interested in canaries or parrots? Send a QSL to The Birdman, alias Ian Gilbert of 2 Old Shore Road, Drigg, Holmrook, Cumbria CA19 1XP, who would be delighted to swap QSLs. His one illustrates 'Chilly Willy' the penguin, a nice home designed card. Had a great one from my old friend Alistair COOL AID Southby, really clever design by the Dirty Doodler showing the man himself piloting an ambulance, Alistair's job. He is now the English representative of The Sandcastle QSL Swap Club International of

USA, and a stamped addressed envelope to him at 25 Park Hill, Church Crookham, Hampshire, will bring you full details of this excellent well established QSL club.

Two attractive Custom Charlie cards (FR and A Howell Printers Tel 01 848 9241): the first from The Skolar, Adrian Haines of 38 Cromwell Drive, Slough, Berkshire SC1 3NF, and the other from Music Man, Clem and Anne Bain of 151 Ferryboat Lane, Hylton Castle, Sunderland, Tyne and Wear. Drop them a line for a good QSL card. Malcolm, Lancer man, EI 530, sends a regal-gold card from 3 Stonecroft, Penwortham, Preston, Lancashire.

Had a nice long chat with Tony, The Archbishop, of The East Kent Breakers DX Club, who have a really well designed club QSL. This is a club for Kent breakers, and whilst it does not accept postal applications at present, they meet at The Ship, Up Street, Canterbury every Thursday, but you can drop them a supply of your cards for distribution to their members at PO Box 81, Canterbury, Kent CT1 2XG. All cards sent will have replies, I am assured, as the DX club have over 200 members, most of whom are great QSLers. If you are ever in the area give The Archbishop in Canterbury a call.

Had a nice letter from Alan Booth of 11 Crawford Avenue, Roe Green, Worsley, Manchester M28 4RE, who contacted the Silly Tower QSL Club in Rotterdam after reading all about it in a previous Breaker. Consequently he and a friend were invited over to Holland to attend the club's meeting and they had a great time. They came back with a request to try and obtain some British QSL cards for the club to pass on to their members, so if you would like to participate send Alan a supply of your QSL cards, and he will collate them and send them on. Don't forget to sign and date them.

What a giant QSL card from 70BC 198C Steve of 13 Western Avenue, Buckingham, Bucks. It appears to be a stock card of the Mariner Series with 'Greetings from the CBers of Great Britain' and a nice large map of the British Isles, but alas no Ireland. Should be well received in the USA, the QSLers over there are map-mad! Received some handle cards from 14 year old Calum Anderson, The Yankee, of 218 Hamilton Road, Mount Vernon, Glasgow G32 9QU. They are small but very good quality and he has invested all his pocket money into these for QSLing, so make a lad really happy and send him one of your cards.

Another prominent English International card, from Stewart and Maureen of 6 Warwick Road, West Denton, Newcastle Upon Tyne, NE5 2BS — and Fish Fingers to you folks (drop them your card and see why). Nice to see Big Ben Club Cards doing the rounds. I had one in from BB130 Ken of 13 Lord Holland Lane, London, SW9 6NN, and another from Donald BB171 of Picosou 72 PO Box 18, 2015 Areuse, CH, Switzerland. If you drop him a line don't forget a plain envelope please because they are worse off than us legally speaking. We will have a full write-up on Jim Glavin's Big Ben DX-QSL Club in the next issue, but if you can't wait, drop him a line at PO Box 14, Godalming, Surrey GU7 1PS.

Nice card just in from Harry W Hertz, president of Super-Stinky, that ever-excellent QSL Club of Postfach 2664, D 6750 Kaiserslautern, West Germany. He is also REACT unit number 92 over there and monitors 27.065Mhz and the club's DX Channel on 27.775 lower sideband, every night, so some of you SWL's might just hear him. He is always pleased to help any English speaking CB friends that travel through his city and he tells me the coffee pot is always on.

Bob Cardwell of British Bulldog International DX Club of 23 Russell Avenue, Colwyn Bay, Clwyd LL29 7TR, writes to let us know that the rubber stamps are now in stock, and a new newsletter and club roster should be available by the time this reaches you. Bob has some nice QSL cards so drop him an SAE and see what he sends. Nice selection of cards in from Dave and Beverley Green of 109 Stamford Street, Grantham, Lincs NG31 7BS, including his own new card with the Union Jack proudly flying, and enclosing some of the 700 QSL cards that Nelis Guido (CB Station Tomatje) A. Wellenstraat 20, 2610 Wilrijk, Belgium, left when he visited recently. Dave and Bev have been invited back to Belgium as guests of Nelis — how about that for QSLing friendship?

Bob Seberini of PO Box 1892, Edenvale 1610, South Africa, writes with details of the Zulu Alpha DX Club that he runs over there, so send him a reply coupon for details. The club have an excellent rubber stamp, key rings and stickers illustrating the club emblem, a lion's head. Bob also sends a long letter describing his life, interests and magnificent country and it makes you quite envious. Looks like a good club package, might well be worth a try.

The funniest QSL card yet came this month from The Flasher, alias Craig J Bain WN 4382, of PO Box 30319, Lower Hutt, New Zealand. Hell, Flasher, you must be the ugliest varmint in the Southern Hemisphere. Good job you sent me a photo of you and your lovely Blondie. The Flasher looks awful and I dare you all to drop him your card. If you receive what I did, it will serve you right!

Very nice range of Union Jack self-adhesive labels just on the market obtainable in various shapes and sizes from Goodstrack Limited, Tarran Way, Moreton, Wirral, Merseyside L46 4TJ, Tel 051 677 9301. The smallest starts at £7.50 plus VAT per 1000, which is very good value and will look great on your QSL cards.

Had a really nice letter in from Paul Dunster of the Australian International QSL Club, PO Box 855, Fremantle 6160, Western Australia, who thanks you all for writing in response to the details of his club published in Breaker 5. From the club roster he sent I see a lot of British names appearing, nice to see Great Britain increasing in popularity around the World's QSL Clubs. Paul has asked that the roster be shared with you over here, so we will be listing some good contacts for you from the membership list next month. I see that even Breaker is an honorary member. Well done Paul, and thanks.

Well it's time to close for another month. Thank you all for your post and cards and I will do my utmost to get a

card back to you all but if it takes a little time, please bear with me. We welcome your cards and letters, and if you would like to be on our 100% QSLers list to be published write to: The Medicman at 187 Walton Road, East Molesey, Surrey KT8 ODY, and we will do the rest.

Perhaps next month we will have to start thinking of the technical side of QSLing, signal reports and the like, so stay clean and we'll catch you in Breaker 10, take care, we care.

**Mike Newbold
THE MEDICMAN**

Voice of Scotland International DX Club PO Box 29 Kilmarnock KA1 4QG Ayrshire Scotland

This club was formed by the president, 'The Ace VS 01', who saw a demand for a local DX club in the Scottish region, and membership has rapidly grown to nearly 300 with members as far away as Italy and USA.

The object of the club is to promote and foster all aspects of DXing between people of different nations striving for peace and friendship worldwide through radio, and to assist and advise upon the formation of VS chapters, and to give club members all the possible help and information on DXing.

The club has a technical panel who can advise on all aspect of DXing, and they are in the process of forming a 'new members' club which will offer technical advice and lectures for newcomers to SSB working.

The membership fee is £6.00 sterling, which includes a VS wall certificate, ID card, unit number, ten club QSL cards, and a vast store of information on SSB working and TVI problems. They run a two-monthly competition for DXers, currently from September 1 to October 30 where participants have to DX Iceland, Austria, Yugoslavia, Portugal and Sardinia to qualify for a prize, and a further which will run from November! Full details will be sent with your membership package.

There is also a certification scheme whereby DXers are awarded White, Silver, Blue or Golden Certificates for a given number of DX contacts. Sounds a really good club, and a must for the serious DXer. Thanks to Jim Muirhead VS35 for supplying the information.



QSL

QSL CLUB ROUNDUP

GREAT BRITAIN

ENGLISH INTERNATIONAL DX CLUB
BRITISH CONCORDE INTERNATIONAL CB QSL
BIG BEN DX QSL CLUB
BRITISH BULLDOG INTERNATIONAL No 1 QSL CLUB OF GREAT BRITAIN
THE SCOTTISH DX QSL CLUB
VOICE OF SCOTLAND INTERNATIONAL DX CLUB
EAST KENT BREAKERS DX CLUB
UNITED KINGDOM INTERNATIONAL RADIO GROUP
CO-AX MELTERS CLUB OF ENGLAND
TWCBA UK DX CLUB INTERNATIONAL
44 QUEBEC SIERRA LIMA CLUB
GOLF BRAVO 11m DX GROUP
WIZARD OF OZ DX CLUB
ROAD APPLE DX CLUB U.K.
MUSIC CITY BREAKER CLUB

Lez Carroll, 225 Arnold Street, Boldon Colliery, Tyne & Wear SR3 1EU.

Julie Newbold, 187 Walton Road, East Molesey, Surrey KT8 ODY
Jim Glavin, PO Box 14, Godalming, Surrey GU7 1PS
Bob Cardwell, 23 Russell Avenue, Colwyn Bay, North Wales LL29 7TR
PO Box, 5 Horsham, West Sussex RH12 3SX.
Andy Graham, 45 Seehill Road, Paisley, Renfrewshire, Scotland.

PO Box 29, Kilmarnock, Scotland.
PO Box 81, Canterbury, Kent CT1 2XG

Arthur, PO Box 13, Long Eaton, Nottingham NG10 1BU.
David Nairn, of 150 Smallgains Avenue, Canvey Island, Essex SS8 8LU
PO Box 38, Tunbridge Wells, Kent TN2 3DG.
PO Box, Llaburn BT28 2LT, Northern Ireland.

address awaited
address awaited
Robert RA68, c/o Top Ear, London Road, Eaton Socon Huntingdon Cambs.
Newtownards, Northern Ireland, full address awaited.

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IRELAND

SHAMROCK INTERNATIONAL RADIO GROUP Shamrock Base, Beagh, Ballinasloe, Ireland
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LIST OF WORLDWIDE DX-QSLers

CALL SIGN	OPERATOR	ADDRESS
SIERRA OSCAR	Fannie Oliver	PO Box 1020, Sasolburg 9570, SOUTH AFRICA.
PINK PANTHER	Peter	PO Box 162, 4530 AD Terneuzen, NETHERLANDS.
LUMPI-BIBI	Jean Schock	49 rue Prince Henry, Helmsange/Walferdange, LUXEMBOURG.
REBLAUS	Otto Frel	Hauptstrasse 4, 6090 Rauenberg, WEST GERMANY.
GT 2	Sandro	63030 San Savino (AP), PO Box 1, ITALY.
CRUSHER	Ed Blebel	1612, Charolais Way, Kino Springs, Arizona 85621, U.S.A.
VBS 184	Doug Jennings	PO Box 829, Geelong 3220, Victoria, AUSTRALIA.
LONE COWBOY	Raymond Briggs	Middle Sackville, New Brunswick, EOA 2EO, CANADA.
CH 3958	Lance Costello	30 Corhampton Street, Aranui, Christchurch, S. Island, NEW ZEALAND.
RUBBER DUCK	Hans J.K. Heccou	PO Box 63, Kombat 9000, SOUTH WEST AFRICA.
LIMA SIERRA DELTA	Fritz	Rooseveltstrasse 3713, 4400 Steyr 00, AUSTRIA.
SSB 087	Willy Hyllested	Kaerlundavej No 12, 9000 Aalborg, DENMARK.
2 CV	Erkki Kahara	Lielahdenkatu 33, F40, SF 33410, Tampere 41, FINLAND.
KURIER 04	Heinz Kuause	Schleichenbalken 9, 3171 Rotgesbuttel, WEST GERMANY.
HIGH C	Mat and Faye	PO Box 5983, Augusta, GA 30906, U.S.A.
MIDNITE IMP	Ron and Anne Stunden	PO Box 3695, Hamilton, Ontario L8H 7N1, CANADA.
IRONSIDE	J. Wright	3 Peel Close, Blackburn, Lancashire, GREAT BRITAIN.
YELLOW MONKEY	Anne	PO Box 1966, Capetown 8000, SOUTH AFRICA.
13 WO 18	Edward McMahon	32 McCurtains Villa, Cork, IRELAND.
102 AT 387	Abdulla	PO Box 19400, Khlelan, KUWAIT.
SWAGMAN 150	Michel Tremeau	42 Rue Felicie, 92230 Gennevilliers, FRANCE.
FRANKENSTEIN	Thomas Metzner	Brunnengasse 23, 4800 Attnang-Puchheim, AUSTRIA.
DIAMOND BOY	Harry Fram	1530 Baron Crescent, Apt 203, Greenfield Park, Quebec J4V 1B6, CANADA.
SWAGMAN 1469	Robin Tapp	35 Cadow Street, Frenchs Forest, New South Wales 2086, AUSTRALIA.
GORGEOUS	George Moulin	21 Maire Street, Wanganui, NEW ZEALAND.
GEORGE	Jow Skehill	PO Box 1, Abbeyknockmoy, Tuam, Co. Galway, IRELAND.
LAKESIDE 974	Lincoln Rodrigues	PO Box 296, 38.400 - Uberlandia MG., BRAZIL.
THE SPY	Harry Glover	PO Box 343, Durbanville 7550, REP SOUTH AFRICA.
3 ZA 91	Bob Cardwell	23 Russell Avenue, Colwyn Bay, Cwyd LL29 7TR, Wales, U.K.
BULLDOG	Henri	Postbus 632, 3300 AP Dordrecht, HOLLAND.
PONY	John Howard	63 Church Street, Beaver Meadows, PA 18216, U.S.A.
VIKING BASE	Jar Haaparanta	Kalevanpuolsta 59 B 72, SF-28120, Porli 12, FINLAND.
1 M 61	Mabrouk Mohamed	PO Box 1359, Jeddah, SAUDI ARABIA.
SWL-RX	Shihab	Frans van Heymbeecklaan 28, 2100 Deurne, BELGIUM.
TANGO SIERRA	Michael Somers	PO Box 69, Chlva, Valencia, Spain.
30 AT 727	Evello	Schaldeholzkehr 10a, 2104 Hamburg 92, WEST GERMANY.
HERKULES 7	Klaus Ringelberg	414-a Koa Street, Wahiawa, HAWAII 96786.
KBPO 7314	Joseph L. Vierra Jr	Bleck River, St. Elizabeth, JAMAICA.
UNIT 3000	Dalton Lewis	Harmony Cottage, St. George, Barbados, W.I.
UNIT 1590	David E.W. Best	Blumenstrasse 9, D 7801 Reute, WEST GERMANY.
PUMA 3	Uwe	59 rue de Sanem, Soleuvre, LUXEMBOURG.
PIROL	Pierre Berchem	34 Hunts Lane, St. John's, Newfoundland, A1B 2L3, CANADA.
THE SNIPE	Charles Butler	Box 3303, CH-3000 Berna 22, SWITZERLAND.
BRAVO FOX	Gody	Marques Hermida 28-8-D, Santander, SPAIN.
ST VULCANO	Juan Aguado	Am Steinbruch 15, D 3181 Danndorf, WEST GERMANY.
ADRIA 9	Hans Jurgen Kamper	3 Manor Lane, Bridgeton, N.J. 08302, U.S.A.
BICYCLE MAN	Charles Thawley	88 Kennedy Road, Napier, NEW ZEALAND.
NA 2851	Barry Hebblerley	31 Ridge Street, Lawson 2783, New South Wales, AUSTRALIA.
THE OUTLAW	Kevin Smith	S. Aptdo, Postal 52-731, Mexico 15, D.F. MEXICO.
SSB 2A37	Dr Miguel Angel Sanchez	2907 Oran! St., Tondo, Manila, PHILIPPINES.
RD 820	Ruben Dakaney	37 rue Malvoz, 4280 Hannut, BELGIUM.
GALACTIKA	Phillippe Meeus	illerstrasse 32, 3300 Braunschweig, WEST GERMANY.
BD 1054 NS	Wieland Kohne	Roosenhoeklaan 34, 3223 BN Hellevoetuis, NETHERLANDS.
GRUIZE POSTDUIF	Gerard	3754 Pappal Drive, Sarasota, Fla 33582, U.S.A.
THE ROBOT	The Wenzlicks	Poterone, Mooncoin, Co. Kilkenny, IRELAND.
JULIET CHARLIE	Joe Cashin	PO Box 784, Townsville, North Queensland, AUSTRALIA.
BORDER PATROL 1	Tex	PO Box 2057, Dunedin, NEW ZEALAND.
DN 1883	Russell Dickson	Box 134, Forest, Ontario, N0N 1JO, CANADA.
YELLOW BANANA	Terry and Lind Scott	Karlstrasse 22, 5680, Iserlohn, WEST GERMANY.
MITGLIED 001	K.H. Trippel	24, Latimer Road, Norwich, Norfolk, GREAT BRITAIN.
ALPHA FOXTROT	Andy Fielding	PO Box 957, Norwich, Conn 06360, U.S.A.
SUPERFLAKE BASE	Art and Gloria Randall	

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PO Box 20
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This is one of the old-established and highly respected QSL-DX clubs, now boasting over 3500 members worldwide. It is enthusiastically run by the clubs founder and president Roberto Doi. The joining fee is just £3 Sterling plus ten of your signed and dated QSL cards, and in return you will receive a beautiful honorarium multi-coloured diploma suitable for framing, a full colour membership certificate drawn by Running Bare Artists, your own official RDI Unit Number, ten different exchange QSL cards, a personal wallet-size ID card. Other clubs' invitations and a XYL membership certificate are available if required.

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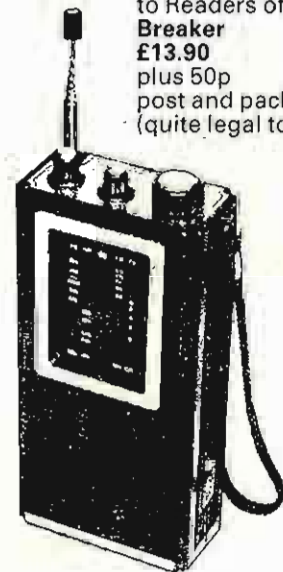
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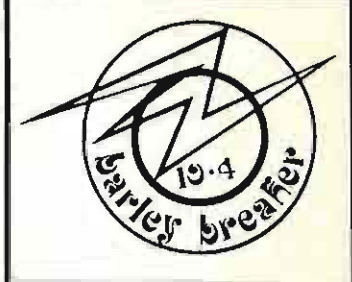


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AIRWAVES



line Breakers Club in Norfolk has jolly neat writing. Thought I'd mention it... The kids are getting a break at the Barley Breakers' Club in Plymouth, Devon. They've just got new premises, where breakerettes can go



Airwaves is mucho busy this month so I'll chop the chat and get down to business. Why are you lot cheering?

First a few words (that'll teach you) on the club world. While some clubs are hitting a sticky patch — Clark Kent, the man you love to ignore, has a few thousand words on that subject — others are going from strength to strength and the news is flooding in.

A couple of issues back we mentioned the National Federation of FM Breakers in the Lowdown section because it came to us too late for inclusion here. Alasdair Mackay (the REACT man), who first told us about it, tells me he had 250 replies in the first two weeks so don't underestimate the demand for FM clubs. And don't underestimate the pulling power of Breaker either — if you've got something underway, drop us a note to the normal address: Airwaves, Breaker, Link House, Dingwall Avenue, Croydon CR9 2TA.

The FM federation has been formally christened the National Federation of Licensed Breakers, incidentally. A committee has been formed and the ink should have dried on their newsletter and application forms by now so if you wrote to them the first time around you will soon receive something. If you missed that issue, consider this your first written warning. The address is 142 Lutterworth Road, Nuneaton, and send a SAE if you expect anything back.

Thanks for all the letters and a special thanks to those of you who write just to say you like what we're doing in Airwaves.

Shame on you if you're not sending us a regular copy of your newsletter — or notes from the meetings — to the Airwaves address. Well, that's enough nagging, now what's been happening? Strictly between you, me and this rather aged typewriter...

Members of the Milkdown Breakers in Huddersfield (think about it) reco-



vered three transceivers stolen from a vehicle in the town. The interesting thing is that one set belonged to the police and the other two belonged to the Home Office, whose vehicle was broken into. Tee hee... I've passed your note onto Lynn, Brock, and I just hope your wife is reading this. Liked the joke though... Silver Wheels is

on the air in Chesterfield thanks to the North East Derbyshire 10.4 Club. Wheels is disabled and the club donated all the gear. They've also handed over £200 to Storm House, a charity for autistic children, and £100 to a local body scanner appeal... Where would you expect the EARTHQUAKE City Breakers' Club to live?

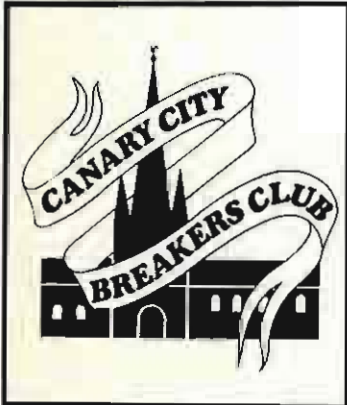
along with their parents to the meetings... The Dragon Breakers' Association covers most of Gwynedd so their fortnightly meets are alternated between various venues. Good idea, huh? They've just raised a good few crisp ones by holding a sponsored 24 hour ratchet. There's chatty, look you... Teams from 13 clubs in Essex took part in a sponsored bed push from Loughton to Southend to raise money for the Essex Cancer Scanner Fund. They set off in relays of 1 1/2 miles, each club doing the work on their own patch, and finished off with a custom car show and disco...



San Francisco perhaps? Would you believe Rotherham? Thought not. 'Strue though... Jumping for joy department. Another club has staged a sponsored parachute jump and I think the Home Office should look into the possibility that CB adles the brain. The Steeltown Breakers fell for the idea and dropped 2,500 feet to raise £1,050 for the Brigg Children's Home... Honey B from the Coast-

Pay attention smut fans. The ladies of the MidKent CB Club braved our British summer to take part in a shortest mini skirt competition at their cabaret night. That's what I call a good event. Not so sure about the one wearing Y-fronts though... My spies assure me that the Blacksmith's Arms in Epping, meeting place of the Beech Breakers Club, sell excellent sausage rolls. A bit on the long side, I'm told. The sausage

rolls that is... Got a note from the secretary of the Edinburgh Breakers' Club to say they now break on channel 14 not 19. Make a note... And the newly-formed Big Top Breakers Club in Grimsby (Fish Town) are breaking on 25 — until a national breaking channel is decided on. The Crowman asked us to say that any visitors are welcome. So we have... Keep an ear open for the Boston Breakers Club if you're in the Bournemouth area. Blue Shark, you didn't include an address for your club meets — we'll use your address if you give us the go ahead. Ok?... It had to happen. The Kent Essex Breakers sent us details of their club in verse form. We haven't got space to reproduce it here but it sounds a good club so check them out on channel... Still in Kent, and a new club has been formed to serve breakers around the Kent Estuary. Membership is limited to 150, hence their name, the Kilo Echo 150 Club. Under 16s pay no entrance charge, which keeps down the cost of a family's night out, and they are getting their own section soon... Nice QSL card from the Gower Breakers DX Club. Keep them coming... Black Dog wrote to tell us about a club in Minehead but didn't



tell us what they are called. Got an address though, so write c/o the Red Lion Hotel, Minehead, where they meet every Sunday night. They're setting up a home base information service for holiday makers, which might also be useful for the escape committee at nearby Butlins... Stay off channel 22 if you're in the Abadare area in South Wales — it clashes with the local hospital. Thanks to the Dare Breakers Club for the warning... A breath of fresh air. The Big C Club in Carmarthen, South Wales, have bought a portable oxygen inhaler for the local ambulance service... Anyone DX to the Canary Islands? The Concrete Canyon Breakers Social Club in Bolsover, Derbyshire, have a travel section and 50 members are taking a 10 day trip to the Canaries next year. They held a questions and answers evening with a local CID man recently, so maybe they're going



into hiding... The Hereward Breakers Club phoned the office but were put through to Custom Car. Thanks for taking the message Clive. This mention is instead of the fee you

suggested and if you got it wrong, just wait until you go to a rod run in Grantham, Lincolnshire... Back to Derbyshire, and the Rolling Stones Breakers Club have raised cash towards an extension for their local hospital... The Sunday Club in Darwen, Lancashire, were the only breakers to take up an invitation for a holiday over with the Manx breakers. And a brillolux time was had by all I hear. So brillolux that they're going again and suggest you ring the Bartender on Ramsey (0624) 812455 and join them in October... If you live in South Wales (we'll have to start doing a Welsh language edition soon) and want to help clean up the airwaves (no relation) — tracking down bucket mouths and other jerks — contact SWAT, South Wales Action Teams. They're offering back-up to emergency monitoring groups too... Dixieland Breakers Club — on South



Humberside? Historically, Dixie was what is now known as Immingham and Dixieland in the US got its name from the Pilgrim Fathers who left there for America. History lesson courtesy of Silver Bullet... Ok, Plug. If the Cromwell Breakers Club in Market Deeping, Peterborough, give free car stickers to their members, how come you didn't send me one? Doesn't anyone even try to use bribery anymore?... Members of the Diamond Breakers Club in Stevenage, Hertfordshire, aged under 14 run their own Junior Section. Let us know how it's going... The Cuckooland Breakers Club have the use of the Carnethy community education centre — complete with snooker, pool and table tennis tables, badminton court, basketball pitch, soccer pitches and a fully equipped workshop... Most impressed by the organisation in the Biscuit Town Breakers Club (from Reading, home of Huntley and Palmer), especially the Green Paper which sets down a code of practice for new members... Must like dressing up in the Alton District Breakers Club — they've got a tramps ball, a halloween party, a worlocks and witches ball and a come as your handle party in the diary for this year... Hospital paging again — keep clear of channels 2 and 24 in the West Lothian/Fife areas... The Wirral CB Association had collected £322 at the last count to send a little girl with rapidly failing sight on a dream trip to Disney Land. The latest total, please... Tonka, from the Rooftop Breakers Club in Nottingham, threatened all sorts of evil things unless we gave them a mention. I couldn't have guaranteed an Airwaves next month so we have... That's the lot for another month. If you're on a club committee and get a bit bored during the treasurer's report, write to us and tell us what's going on in your area.

PS Just got a note from an FM club. They call themselves the Pudsey FM CB Radio Club and you can write to them at 54 Harley Drive Swinnow, Leeds. President is Cobra. Any more?

A word of advice before you turn the page to check out the club list: It's not there. We simply didn't have the space but it'll be back, bigger than ever, next month. I would describe it as encyclopaedix, but I'd probably spell it wrong. So, if you want to look up any new clubs mentioned in the news bit you'll just have to wait. Very Sorry Indeed.

Bad mannered Clark Kent has been out clubbing again. But we got him out on bail and sent him off to get the inside story on the Incredibly Industrious Rural Breakers Association in Folkestone. Our master of disguise emerged from a local phone box wearing a smock and wellies. I don't think they'll let him back again...

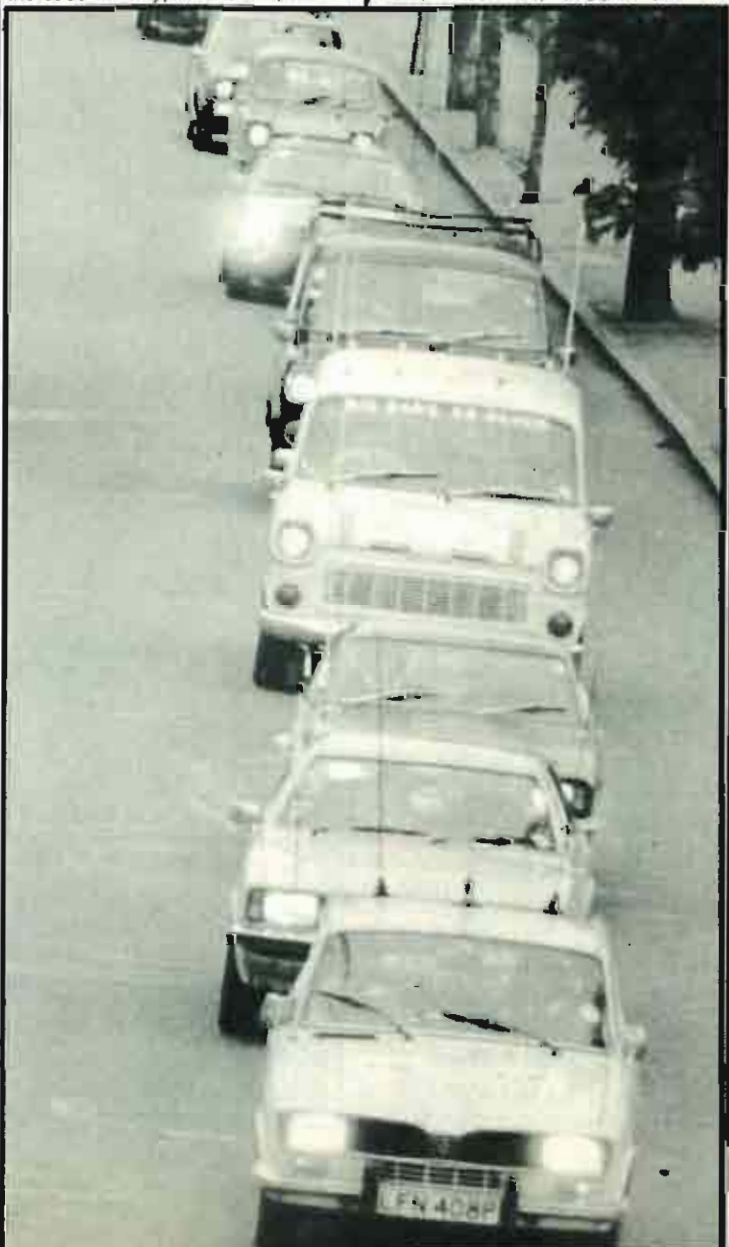
Has your club got problems? Apathetic membership and unenthusiastic committee members? Are meetings becoming tedious? Do breakers come from miles around to drink, play darts, drink, buy raffle tickets and drink? And is it always your round? Do not despair. You are not alone. Some clubs up and down the country are slowly wasting away.

They all begin with good intentions, usually set up by a small group of enthusiasts who form an organising committee and then invite membership. And members they get. By the thousand in some cases, and almost without exception hundreds within the first few days. After a couple of meetings activities are organised — treasure hunts, convoys to other clubs, that sort of thing — and they'll be well supported. As is often the case in all types of clubs, most of

the work falls on the shoulders of the few. And the members soon become tired of the same events and stop supporting them. And the workers become tired of being the few. And harsh words are exchanged at meetings. Animosity creeps in and... Awful isn't it?

Most of the blame must lie with the majority; the membership. Too many people join clubs and sit back waiting for the club to do something for them. Wrong. If nothing is put into the club, nothing can be taken out. And that doesn't just mean money. It means enthusiasm, ideas and support. It's no good bitching about the committee if you can't offer alternative ideas. And it's unfair expecting them to set up events if you're not going to support them.

I don't want to paint too black a picture. There are literally hundreds of CB clubs in the country, with new ones being formed every week, and many are well-organised and busy, providing a complete social life for the eager members. But others have hit on hard times, losing membership or even considering calling it a day. You might have noticed the early symptoms in your club and if this is the case, I can only suggest you act



ASAP. If you're on the committee, suggest a general meeting to explain the problem and look for solutions. If you're not, have a chat with the committee member you think will be most receptive. Recognising the problem is the first stage — finding solutions isn't easy.

This month's featured club is the Rural Breakers' Association, based in Folkestone and typical of the industrious club. Activity is high — they produce a *weekly* newsletter to keep members up to date — and if your club is struggling it might give you some idea of what can be done. And in the meantime, drop me a line if your club has problems, or solutions, that you think might serve as a warning, or be useful, to other clubs. The Airwaves address will find me.

So to the Rural Breakers Association in Folkestone, so called because they also attract breakers from the surrounding villages. It was set up last December by eight local breakers, only two of whom are still on the committee, which was formed when there were enough members to elect one.

Membership is now approaching 1,000 and they meet every Tuesday evening in the South Coast Hotel in Folkestone, paying £1 to join and 50p at each meeting. And are they busy in between? Said so, didn't I?

They could teach the Government a thing or two about fund-raising and they give away money like Richard doesn't. They also manage to have a Jolly Smart Time while they're raising it (thru murney, you nurty leetle theengs). A sponsored parachute jump isn't my idea of delight but they seemed to enjoy it and walked away (oh all right, limped away) with £400, which paid for a holiday for a little girl with a terminal illness.

Money raised from a disco was supplemented by club funds to buy a special hearing aid for a four-year old Folkestone boy. They also contributed towards a cheque for more than £1,000 that went to the Canterbury hospital renal unit and various other local charities are better off after receiving donations. Breaker journalists who fall over a lot don't qualify, evidently.

The RBA are currently preparing for the big time when they appear in a film about CB being made by the local Metro Film Unit and again they are putting up some of the cash. This time £300. And they're going onto vinyl. Two members are songwriters and the club plan to hire a recording studio and produce 1,000 personalised records, funded entirely by the £1 selling price. A sponsored clay pigeon shoot will have been staged by the time you read this, so that should cut down the membership a bit. The money raised will go to buy a specially adapted rig for blind club member Black Spot. A Miss RBA competition and disco are on the cards too and they hold regular fishing trips and treasure hunts. They make good use of the fact that they live on the coast and splashed out on a beach party last month.

Just to prove breakers can move around without a rig the club's own football team is challenging the locals to friendly games and a modern dance club is being set up for the ladies. Or men who don't like rough games, presumably. Like many clubs they are taking part in the town's carnival this year and make regular visits to neighbouring clubs.

Folkestone breakers break on channel 19 — except Firefly and French Connection, who seem to

prefer 14 (consider yourselves Twonged). And a monitoring group was set up by the club in June to monitor channel 9 on a rota, 18.00hrs—23.59hrs Monday to Friday, and 12.00hrs—2.00hrs at the weekends.

A swap shop is held on channel 13 every Wednesday, when breakers can exchange anything they've got lying around. Ham Multimodes, wives, that sort of thing. As I've said, the newsletter is weekly to keep pace with their busy diary and readers can expect a regular page three lady breaker any week now. With vests, unfortunately, unless Queen Bee changes her mind.

All new members are supplied with 10 and 13 codes, monitoring information, club constitution and details of local breakers' handles.

So that's the RBA. You didn't realise there was so much in it, did you? Finally, a quick mention for a few of the committee members. Chairman is Crazy Jock, vice chairman Ape Man, secretary Queen Bee and treasurer King Midas. If you want to contact the club, drop a line to Crazy Jock at 18 MacKenzie Drive, Cheriton, Folkestone, Kent.

Even more finally, the RBA believe that once CB is legalised, a club will have to offer something extra to keep going. Worth thinking about, isn't it?



Photos courtesy of Folkestone Herald and Gazette

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TWONG



SEE OUR HERO SITTING ON HIS THRONE! SEE HOW HE LOOKIN' RAPT! SEE HOW HE LOOKIN' FAR OUT!



SEE HOW HE LEANS TO THE LEFT! WHY DOES HE LEAN SO? IS IT BECAUSE HE HEARS A SPECIAL CALL ON THE AIRWAYS?



NOPE... IT'S BECAUSE HE'S PISSED AGAIN IS WHY!!

JUST THEN, OUR HERO'S NEW BINJT (HANDLE 'RAG-DOLL') RUSHES INTO TWONG'S SECRET KHAZI !!

TWONG! TWONG! WHERE YOU AT? WE'RE GETTING A MAYDAY FROM A DISTRESSED CEE BEER!

THIS COULD BE A HAIRY JOB! IT'S ABOUT TIME THINGS LOOKED UP!



C'MON, Y' BIG LOONY! THERE'S A TRUCKER RUNNING AMUK WITH NO BRAKES AN' HE'S CALLING FOR YOU!



SHO ANFF...

THIS H'VAR IS CAST IRON SAM CALLIN' TWONG...

..AH'M DOIN' NINETY-FIVE, TRYIN' TO STAY ALIVE, AN' MAH STACKS ARE BLOWIN' FLAME, 'HAULIN' DYNAMITE FROM COAST TO COAST 'COS DANGER IS MAH GAME!

..OUR HERO RECIEVES..

GOT A RUNAWAY RIG ON A ONE-IN-THREE, AN' I'M BURNUIN' UP THE ROAD SO AH'M CALLIN' TWONG FER HIS ADVICE ON HOW TO SAVE MAH LOAD.

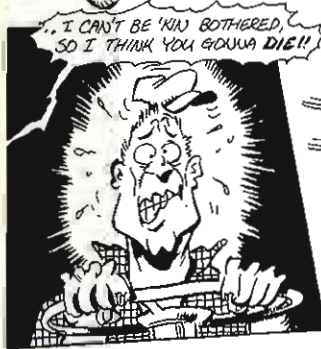


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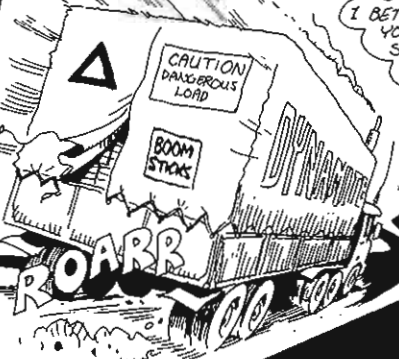
I'SH GOTCHER MESHIGE, IRON SAM...

YOU'M COMIN' IN WALL TO WALL...

OL' TWONG IS HERE, AN' FULL OF BEER, AN' GLAD TO GET YOUR CALL... BUT BEIN' BORN OF GODLY STOCK, I CANNOT TELL A WE...



"I CAN'T BE KIN' BOTHERED, SO I THINK YOU GONNA DIE!!"



IRON SAM TO TWONG AGAIN, 'GUESS YOU THOUGHT THAT CRACK WAS SNAZZY!

I BETCHA CHANGE YOUR MIND REAL SOON... I'M HEADIN' FOR YOUR KHAZI!



SHANT!

HE'LL WRECK THE FACE

WE'LL BE KILT!

TWONGAAH!!

SHANT!

SHANT!

YOUR BEER WILL GET ALL SPILT!

SR....



GERRATA THE WAY!

HO BOY! LOOKIT HIM GO INTO ACTION! EVERYTHING WILL BE ALRIGHT NOW! NOTHING CAN STOP MY HERO WHEN HE'S IN THAT MOOD...



HE'S GONNA FACE DANGER ALL ALONE! HE'S GONNA STOP THAT OL' TRUCK-LOAD OF DYNAMITE WITH JUST AN ARMFULL OF...



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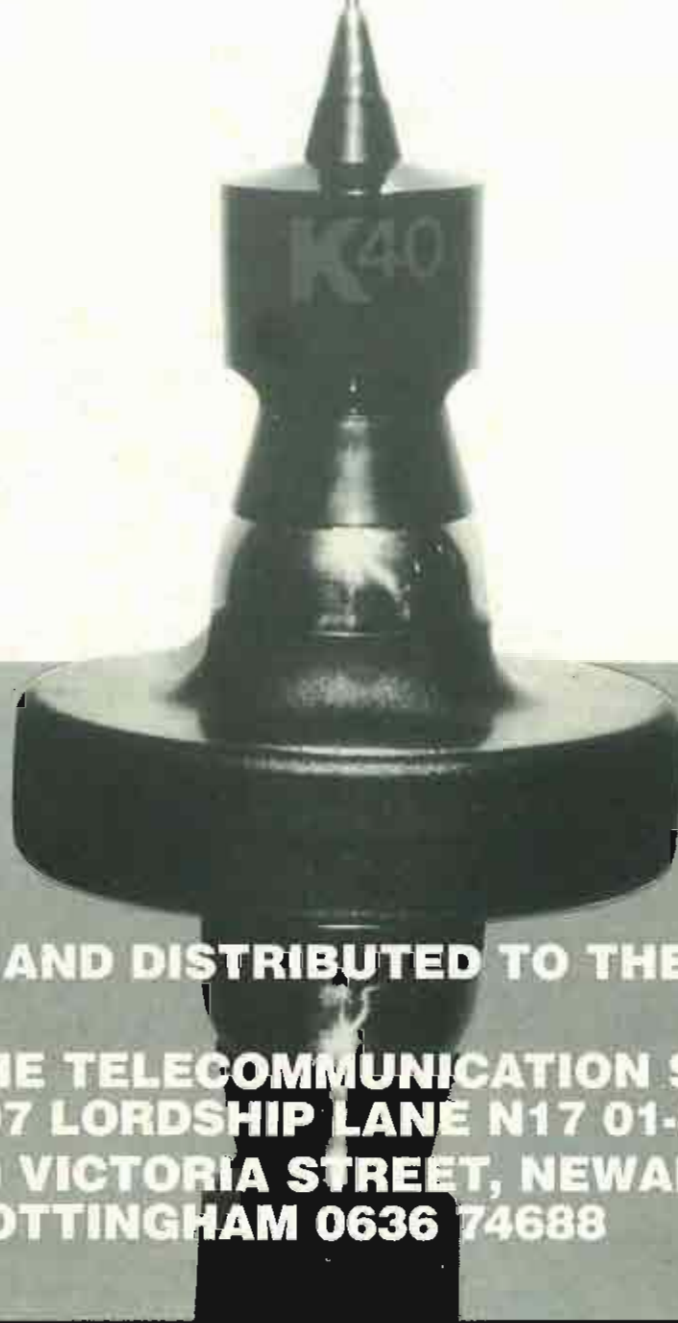
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