

CB NEWS

SECOND ISSUE
60p

PUT YOUR
PEDAL TO THE
METAL, BIG BOY!

-CAN'T DO THAT
FOXY LADY, THIS
MOTION LOTION
HAS NO POTION!

YOUR MONTHLY GUIDE
TO
**CITIZENS BAND
RADIO**

C.B. NEWS

Vol 1

. No 2

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NOW PUBLISHED MONTHLY

Since we published issue number one of CB News we have been inundated with correspondence both from potential enthusiasts and die hard illegal users. Both sectors have applauded the introduction of our magazine even though some factions do not necessarily agree with its content. It is the old story that you can't please everyone ... but, at the end of the day CB News is here to be your platform and your information source. Much of our correspondence has been dedicated to what has now become the time worn plea for legislation on the 27MHz frequency, and the stubbornness of some groups who will accept "27" and nothing else — maybe one of the CB campaigners **stumbling blocks**. And to those responsible we must say that it really **does not make** sense to cover the Cambridge to Bury St Edmunds to Ipswich road with graffiti pleading for a frequency which as far as the UK is concerned could be technically unworkable. If we are going to have open channel broadcasting at all then it makes sense to have controls fair to everyone.

I am old enough to remember and to have enjoyed pirate radio and at the time I remember that a number of societies campaigned to bring pirate radio ashore. Everyone wanted land based commercial radio stations just like the pirates but when legislation was passed these new radio stations did not have the appeal of the "boats". Perhaps, the reason being that it was more exciting to listen to something that you thought was swashbuckling and somewhat not quite legitimate. I am sure that today's Cbers enjoy dodging the law as much as broadcasting illegally but, I do hope that their enthusiasm does not wane once our open channel is available to everyone. People in the States have been avid Cbers now for

almost a decade and we hope that the British interest in this new mode of communication will also last for ten years if not longer.

Obviously, once the gates are open everyone and his aunty will be buying a rig so we expect the Government and the licencing authorities to do very well in the first year or two of its introduction. No doubt the Post Office will be involved in collecting the revenue and it seems very possible to me that they will also be looking over their shoulder realising that as they said in the States, "Here we have a telephone system for whose use we don't have to pay Ma Bell a-nickle-a-call to use."

Sweeney Todd

CB NEWS advises all readers that to operate an unlicensed radio transmitter in the United Kingdom is an offence. It is also illegal to own, import or install such equipment. This publication should in no way be considered an incitement to own CB equipment prior to legislation.

THE EDITOR.

The Story So Far.....

CB Radio in the United States was initially used mainly by the long distance truckers and people monitoring a voluntary emergency service. Today, CB radio has taken on new dimensions and everyone from schoolboys to stranded motorists are using the system which even on occasions can cover vast distances and people have been known to speak from Louisiana right over to Texas. It is sometimes possible to hear the American chatter with their unusual CB handles and often incomprehensible language to the English ear on a communications receiver in the UK; especially now that many American operators have souped up the transmitters to enable them to transmit far above the legal power output of 5 watts. Another change in the weather and it may be possible to hear a transmission from Holland, Switzerland or any other country in Europe with the notable exception, at least not legally, from the UK.

In most cities in the UK there is what is known as a talk-in place where CB fanatics have kitted out their cars and homes with 22MHz CB equipment as if it were all legal. This activity has put them in a decidedly difficult position because the government regard the 27MHz frequency as being the worst possible for the British CB service. However, it is thought that they should legalise CB Radio before the illegal operators grow in numbers making it impossible to police the market properly and force

an American style 27MHz frequency on the British, whereas a bit of forethought could bring in a better organised VHF system. To back up this theory, we refer to the classic case of Australia where the authorities are trying to change their system on to higher frequencies but are meeting with opposition as the range will be considerably less.

The Home Office however, will not be rushed into any action on the subject, although the launching of the Government's Green Paper on Open Channel in early August shows that at least the idea is now

being considered and it may not now be too long before some form of CB Radio is introduced into Britain. Mr. Timothy Raison the Home Office minister launching the Green Paper said that Open Channel would be different from CB because it will operate on a different frequency and 928MHz was suggested as opposed to the American 27MHz. According to Dr. John Durkin of the Home Office, this frequency would not cause any interference to radios, televisions or radio controlled models but even so there would be problems. The first foreseeable drawback could



well be cost because at present there are no manufacturers making a 928 transceiver for British Open Channel. Estimates from manufacturers vary considerably and whilst Philips have been quoted as saying they could possibly produce an open channel radio for around £150 providing only simple changes need to be made to existing models, other manufacturers have estimated as much as £500.

Some critics also say that using a 928 transceiver could cause blindness. It seems that tests have been done which prove that very powerful handheld transmitters on this frequency can affect the eyesight via impulses to the brain. Dr. Durkin thought this risk very unlikely as the transceivers wouldn't be handheld. The third problem was that of range and it is anticipated that 928 transceivers would have a range of 5 miles in town and 10 miles in the country. All this is a big improvement from 1978 when

in April a House of Lords debate took the following pattern:

Lord Torphichen asked whether a CB allocation was to be included in the UK brief for the World Administrative Radio Conference (WARC) to be held that September. Replying on behalf of the Government at the time, Lord Wells-Pestell said that it was not and that the allocation of frequencies for such a service was, ".... a matter for national action". Lord Torphichen pressed his point and as an example of its usefulness used the case of the farmers who in the previous bad winter had had to make signs in the snow to attract helicopter police after their telephones had been affected by the adverse weather conditions. Lord Wells-Pestell explained the disadvantages that could happen when huge numbers of people communicated together and he particularly made reference to hoaxers who could use the airwaves.

Deluxe AM/SSB Mobile CB

40 AM and
80 SSB Channels

- Switchable Noise Blanker
- RF Gain Control • PA with CB Monitor
- Illuminated S/R Meter • LED Dimmer

Realistic TRC-451. In town or on the road, you'll find SSB's greater range and cleaner signals really make a difference! Gets your message through when AM-only rigs are "still tryin'". Dual IF stages and crystal ceramic filters provide superb freedom from adjacent channel interference. Quartz PLL circuitry gives you frequency stability and locks onto signals. And a PA switch lets you use this rig as a 5-watt public address amplifier and receive CB calls at the same time. With adjustable mounting bracket, dynamic mike. 21-1565



Available Nov. 30, 1980

SPECIFICATIONS. Sensitivity: (for 10 dB S + N/N) AM, 0.5 microvolt; SSB, 0.25 microvolt. Adjacent Channel Selectivity at 10 kHz: -70 dB. Image Rejection: 85 dB. RF Output: 12W PEP SSB max. 4W AM max. Power Requirement: 12VDC pos. or neg. gnd. Size: 2" x 7" x 9"

Viscount St Davids raised the point of freedom of people to communicate.

That gives some idea of the unwillingness in some official circles to let an unsophisticated public loose on the airwaves.

Shortly after this debate, the National Electronics Council published a report of a working party set up to consider CB Radio. The party was made up of people from the British Radio Equipment Manufacturers' Association, the Institution of Electrical Engineers, the Institution of Electronic and Radio Engineers, GEC and the Electronic Engineering Association. There were also

representatives from the Home Office and the Post Office who were acting as observers. From the report it was learnt that the Council recommended that "... a high quality form of Citizen's Band Radio should be introduced, ... somewhere between 100MHz and 500MHz". It seemed to be wholly in favour of a FM transceiver as opposed to the American AM system. It was also anticipated that sets would cost around £100 to £200 and that they should all be approved by regulatory authorities and be licenced. Which all sounds very familiar to the points raised in the Green Paper of August, 1980!

EQUIPMENT FEATURED

The equipment featured in this issue is of course not legally for sale in the United Kingdom and the use of such equipment is still an offence. The illustrations in issue number two show the type of CB equipment currently on sale in the United States. At this point it should be stated that the electronics industry Stateside favours an impressive growth with regard to the manufacture and marketing of cordless telephone equipment and again it should be said that such equipment is also not legal in our country.

ADVERTISING ENQUIRIES

If you wish your products and services to be advertised in our next issue please contact our editorial office for a rate card. Whilst it is obviously the intentions of the publishers to accept advertisements for CB rigs once legalised, on no account will advertising for such equipment be accepted prior to legalisation.

27-MHz

Whilst there is a lot of argument against the use of this frequency it should be noted that as well as the United States and Canada the following countries also enjoy 27MHz: Australia, Austria, Belgium (business use only), Brazil, Denmark, Finland, Germany, Holland, Israel, Italy, Monaco (walkie talkies only), New Zealand, (walkie talkies only), Norway (law provides for use with good reason only), Portugal, South Africa, Spain, Sweden, Switzerland (walkie talkies only), and surprisingly Yugoslavia.



T-Shirt Offer

Send for your CB NEWS T-shirt today. With CB NEWS logo printed on pale blue t-shirt.

Price £2.39 plus 35p post and packing. Sizes available, small, medium and large. When ordering please state chest size. Order from:

T Shirt Offer
CB News
Empire house
Empire Road
Leicester

Readers' Paper Work

Selection From Our Mailbag

CB-CB BIRMINGHAM

I am pleased to introduce Campaign for British Citizens Band, a recently formed organisation which devotes its energies to the speedy introduction of CB on any frequency which offers an acceptable level of service at a moderate cost.

Whilst we would be content to see CB introduced at 27MHz we do not believe that 27MHz represents the only, nor even the best, possible allocation.

Although we see no future whatsoever for a facility based around 928MHz, for reasons of cost and effective range, we would happily lend our support to any reasonable alternative which the Home Office might be persuaded to adopt.

Should anyone in the Midlands wish to learn more about our aims they may do so by writing to me at the address below (S.A.E. please) or by visiting any of our fortnightly meetings. Meetings are held on Thursday evenings at the Tyburn House, situated at the junction of Chester Road and Tyburn Road, Birmingham.

Keith Townsend
C.B.C.B.
1163 Yardley Wood Road,
Yardley Wood,
Birmingham.

BATTLESTAR FOR RENFREW & DISTRICT CB ASSOCIATION

We thought you might be interested in a copy of the press release after our recent demonstration which, unfortunately, was not very well publicised by the press. This was the first of it's kind in Scotland as far as we know, but another will be held shortly when we will be joining forces with the Edinburgh Club on the 11th October, leaving

Glasgow at 10.30am and progressing to Edinburgh to join their demonstration.

The Renfrew and District CB Association meets every fortnight (Wednesday nights) in the Renfrew Town Hall.

SATURDAY 23rd AUGUST
1980
DEMONSTRATION CRUISE
PRESS RELEASE

*This may have been the first
Demonstration of it's kind in*

N. CORDLESS MURAPHONE allows you to dial calls, answer calls and always be near your phone. Perfect for people who work around the home, away from the phone, or the elderly or an ailing family member. Can be used within 400 feet of the base unit. Operates from AC power and a regular phone jack.

Also available: A regular Muraphone that lets you answer calls, but can't dial out. A less expensive version that you will find extremely useful when you're working around the house or yard, when you're sunning on the patio or working on a project in the basement. No more missed calls with the Muraphone.



Scotland but it was generally felt that it was a positive success. Of course there were as always - moaners, but they were few.

Attendance was good, well over 120 cars averaging 3 people per vehicle - at least 360 supporters at the start. More cars joined as the Convoy moved off, pushing the final estimate to around 160 vehicles. The cruise went well with only one driver being charged for excessive use of his horn and one minor accident where no one was injured and both carts continued to George Square.

On reaching George Square all supporters and Club members behaved responsibly. Had certain Traffic Wardens been as sensible there would have been no traffic jam. The public took notice, and in general, supported our cause including one G.P.O. employee. An interesting point is that a Police van entered the Square bearing only Police markings, but left with two of our stickers on it's back doors, similarly the G.P.O. van had one on it's windscreen.

Cars and support came from all over - C.B. enthusiasts from Edinburgh, Ayr, Muirhead, Paisley, Lochwinnoch, all parts of Glasgow, Beith, Johnstone and of course Renfrew. The Second City Cruisers added colour to the Convoy and their machines helped attract attention.

When writing to CB News, enclose a stamped self-addressed envelope if you require a reply.

Now we should start to organise a bigger, longer, more noticeable cruise. After Saturday more people will be interested, the Police who obviously did not expect so large a turnout will be better prepared and newsmen not wanting to miss another Demonstration like the last will be contacted weeks before the next one by the Club and briefed on routes and times with a possible view to a conference at the end.

Our last comment is to thank Radio Clyde for their much needed coverage.

BATTLESTAR

on behalf of Renfrew & District CBer's Association.

EDITORS COMMENT...

We are pleased to hear from CB societies all over the United Kingdom and we certainly look forward to reporting about your activities.

LAST ISSUE

In one of your pictures in CB News, you show somebody using a walkie talkie. It says that low-power walkie talkies on 49MHz are legal until March 18th 1983. Would you please tell me if it is for America or England.

N. Simister, Eccles, Lancs

EDITORS COMMENT ...

The caption which accompanied our photograph of a Pace walkie talkie referred to regulations in force only in the United States.

TWO LETTERS FROM OUR FRIENDS SERVING IN THE BRITISH FORCES IN WEST GERMANY

- WELCOME CB NEWS!

Hi there Sweeney Todd,

I bought a copy of your first issue of CB News, and found it quite informative. Its nice to get news on how the fight is going in UK. Keep it up. Lets have CB legal in UK. As you must know CB is legal in Germany but even we have our problems. Not enough channels and permitted output.

The Skyriders CB Club, Minden, Germany has a growing membership and in comparison to the size of the English speaking community we could perhaps be a little larger than we are. We transmit on channel 5 and our club meets fortnightly on Wednesday evenings at 7pm. There are a lot of CB users in our area that are not members of the Skyriders but we hope they will join soon. We hold rallies, treasure hunts, fox hunts and brown bottle meetings. Clubs from other areas join in occasionally and everyone hits the air waves. Different clubs transmit on different channels depending on their area. On one of our rallies Plastic G and Snoopy did a great job of doing control. Plastic G came in handy to speak to a German radio ham who stomped all over us.

Some of our members have CB sets in their cars, wagons (Rigs), and at home. "Get the kettle on" can be heard most lunch and dinner times.

I have a few copies of the 10 and 13 codes and they differ quite a lot. Most of them stick to the well known codes such as 10/1 10/4 10/9 10/10 10/13 10/20 and 10/33, but others if not similar, totally disagree with each other. How about a standard 10 code from the FCC in the USA.

I had a 10/33 recently, a child with a broken arm. Not having enough motion lotion to reach the hospital I hit the air. Immediately a fellow CBER came to my assistance. I had spoken to him but never met him before then. Thanks Mean Machine. There is a bond between CB users, role on legality.

I'm looking forward to your next copy of CB News.

10/10 till we do it again.

RENEGADE
SKYRIDERS CB CLUB,
GERMANY.
4 ADRT RCT
BFPO 29

TROUBLE AT CUSTOMS

Hi, I received the first addition of your magazine and I am concerned about the Laws in England and feel sure that the Government should make a speedy decision.

I have recently purchased a STABO M 12 and I am a member of the OSNABRUCK INTERNATIONAL CB CLUB, I feel I can say on behalf of 75% of British serving soldiers in Germany that we would like a speedy answer for the GO-ahead.

Many of us serving soldiers in Germany have purchased CB

radios and many more will as soon as it is legal in UK. The problem that immediately arises is when we return to UK on leave. We have in the past had to leave them in BAOR as numerous Rigs were being confiscated because of the existing Laws. What a HELL of an inconvenience.

We are aware of the Rig's which are illegal and because these coincide with the Military regulations, we stick to purely Legal Rigs.

We have recently been given permission by the Army to continue using the Legal sets so our message to the Government is to smarten up and give us a BIG "10-4".

I hope I haven't talked too much and that you can appreciate that we feel deprived not being able to use CB in our own Country.

10-7
PRIVATE EYE

CB NEWS — THE FIRST MONTHLY CB PUBLICATION

I would like to take this opportunity to congratulate you on being the first to bring out a monthly on CB Radio. Up till now I have been buying all the one-offs on the subject or buying old back issues of American mags. I hope you will continue on as you have started.

Congratulations and the best of luck.

D J SWANSEA

EDITORS COMMENT . . .

We have received several hundred letters in the same vein as the above and apologise to those who have written and due to space we are unable to publish everyones efforts.

CITIZENS BAND RADIO CLUB: NORTH EAST

Well here we go again, yet another CB mag on the news-stands. You can almost hear the groans go up as CBERs eyeball CB News.

Well so what, good luck to you I say! There's room enough for everybody on the CB Bandwagon. And, when all is said and done it's more publicity for the campaign and the more publicity for CB the more people want to become involved with CB. One thing is for sure, your front page will certainly catch the eye on a dull and grey winters day. One last comment in passing. The policy of CB News not to support organisations at present operating illegal CB rigs, although admirable is doomed to failure. I would guess that every CB Club/Organisation throughout the length of Great Britain in some way or another is condoning the illegal use of CB Transceivers either through members using them or the club actually stating quite openly that its policy is to pursue the use of an illegal 27MHz CB System.

Like it or not, this is the way it is. We would all like to think that we're as pure as the driven snow and Holier Than Thou but

when it comes down to Brass Tacks we're all Breakers at heart.

Best of luck for the future

GREENFINGERS — TYNE & WEAR

EDITORS COMMENT . . .

It is generally being said that the Government have declared an amnesty on those people using CB equipment illegally. Because of this it is obviously the responsibility of CB News (and similar magazines) to point out the fact that the use of CB Radio in the United Kingdom is still an offence.

WRITE TO THE HOME OFFICE

It was great to see your

magazine on the Local bookstall, and if it makes your Monday morning sunny, I have just placed a regular order for it. Now that's a big 4 for a start.

I have been a very active CB Campaigner for over 7 years now, and have written many thousands of letters to all and sundry, but through the columns of your magazine may I ask all fellow CBers to put pen to paper and write what will probably be the most decisive CB letter of their literary careers — WRITE TO THE HOME OFFICE Before 30th November 1980, giving your views on the recent discussion document. Whilst writing it is evident that GB CBers are still being given the second class treatment by the HO, so to help those of you who might find yourselves at a loss what to write, I make below a list of a few suggestions some or all of

which you might like to include in your letter to the Home Office:

- 1) 928MHz NOT ACCEPTABLE — range will not be sufficient, and will give 'Line of Sight' working only.
- 2) 928MHz NOT ACCEPTABLE — Equipment will be too expensive for the average pocket thus defeating the original object.
- 3) 928MHz NOT ACCEPTABLE — Servicing equipment will be very expensive over four times that of conventional VHF — and who will ultimately pay — the consumer CBer.
- 4) 40 Channels insufficient, just imagine 40 telephone lines to serve London. Amateurs are allocated 800 Channels in the 2 metre VHF Band — why should CBers be second class?
- 5) EMERGENCY CHANNEL/s

The Latest in Portable, Cordless Pushbutton Phones

Make and Take Calls Anywhere — Indoors or Outdoors!

"Call" Pushbutton Works Like a Pager, Signals the Handset with a Tone!

- No Wiring — Installs in Minutes
- FCC Approved • Clear Sound
- Works Up to 300 Ft. from Base Unit
- Rechargeable Batteries Included

DU&FONE ET-300. The ultimate telephone — convenient cordless handset accompanies you from room-to-room and even outside! Operates just like a standard telephone, without the inconvenience of a cord. Easy to install — just give your telephone company the Ringer and FCC numbers, then plug the base recharger into AC and a modular jack.* To answer or make a call, flip the talk switch and raise antenna. When call is over, set the switch to "standby" and you're ready to receive or make another call. 8^{3/4}"x 7^{1/8}"x2^{3/4}" base unit has built-in modular jack for your regular phone. Small, light-weight handset measures 2^{1/2}"x6^{3/4}"x1^{1/4}". FCC registered, U.L. listed AC operation. (Not for party lines.) 43-265

Universal Dial and Auto Redial Included!

Universal Dial System: convenient pushbutton operation on any line, rotary or tone, without extra charges!

With Auto-Redial, you get easy one-button redialing of last number entered if it was busy or didn't answer!



Make Calls While Walking Your Dog . . . or Take Calls While Relaxing at Poolside!



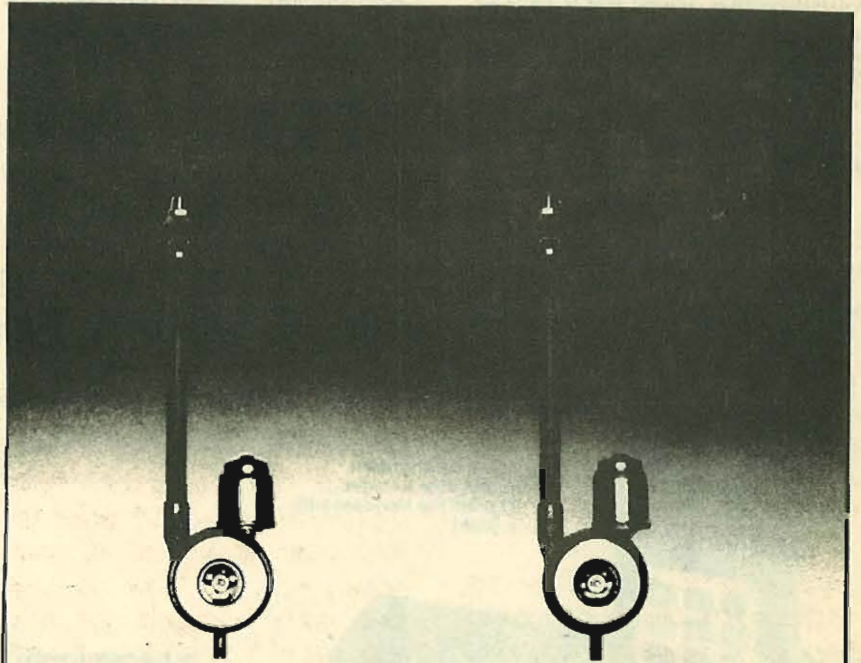
Exclusive Channel/s for this purpose MUST be included in original legislation.

- 6) Handportables should have exclusive channels, but also allowed to work normal 'mobile' channels. This will prevent a 100% walkie talkie system being unknowingly walked over by the higher power mobiles.
- 7) SSB — Single Sideband transmission should be allowed — thus giving three times as many channels.
- 8) REPEATERS — split frequency channels should be allocated to allow for a repeater facility.
- 9) Legislation to limit the 'Small Business' user to Base and say Three mobiles, or channels will be monopolised by commercial users.
- 10) Exclusive Channels to allow Motoring Organisations such as AA & RAC to accept calls direct from their members.
- 11) Authorisation for 'Tone Operated Squelch' or Selective Calling systems to be used if required — this allows a mobile set to remain silent until specially called by a compatible Base or mobile when the squelch is open by a specially transmitted tone, otherwise the transceiver is silent irrespective of other traffic on the channel.
- 12) Authorisation of 'Phone Patch' facility, thus allowing a mobile to converse through his base (or friendly base) via the telephone network to any telephone subscriber worldwide.
- 13) Allocation of additional Channels in the same band to allow for 'Freedom Phone' type equipment.

These are just a few basic ideas for you fellow CBers to write to the Home Office about, we have at this stage the chance to introduce the most advanced, but not necessarily costly system in the world, so unless you write you will get no more than a basic system where conversation is only possible so long as you can see your fellow breaker. Demand a frequency between 27MHz to 470MHz. But write now — if you breakers out there are worried about a bust don't, the Home Office is not visiting every address, and if your still not convinced use another address (must be

genuine) and another name, as all letters are acknowledged, and obviously letter returned as unknown to Home Office count for nothing.

Whilst we are all waiting for legalisation those of you who are community minded might like to consider joining REACT UK and start training for Emergency Channel Monitoring, this organisation (as mentioned in CB NEWS 1) is the fastest growing club in UK, and I strongly urge all fellow CBers to consider joining, it is a service we shall all need in the future. Write to: IVAN



KA-2412

Fully Automatic AM/FM/CB
Radio Motor Driven Power
Antenna

Theft Preventative Electric Motor Driven Telescopic Antenna Retracts Completely into Front or Rear Fender Fully Automatic Relay System Controls the Antenna to go UP and DOWN when the Radio or CB is Turned ON or OFF Eliminates the need for Separate Antenna for CB and Automobile Radios Comes Complete with Electronic Frequency Divider (Coupler) for Automatic Selection on AM, FM Radio and CB Operations, Mounting Hardware, Antenna Cable and Connectors, and Easy-to-Follow Installation Instructions.

KA-2411

Semi-Automatic AM/FM/CB
Radio Motor Driven Power
Antenna

Theft Preventative Electric Motor Driven Telescopic Antenna Retracts Completely into Front or Rear Fender Electric Switch Controls the Antenna to go UP and DOWN for Variable Height Adjustment Eliminates the need for Separate Antenna for CB and Automobile Radios Comes Complete with Electronic Frequency Divider (Coupler) for Automatic Selection on AM, FM Radio and CB Operations, Mounting Hardware, Antenna Cable and Connectors, and Easy-to-Follow Installation Instructions.

FRANCIS, REACT-UK, 28 The Coots, Stockwood, Bristol BS14 8LH (Tel: 0272 839559) for further details.

THE MEDICMAN
East Molesey
Surrey

THE POOR SUFFERING RADIO CONTROLLED MODELLERS

I recently bought your first issue of the so called CB News. Having long been an active supporter of CB and an avid reader of existing publications and also a contributor to a couple of the same, I am horrified at your lead article, and would suggest that you in future attempt to get your facts right before publishing such blatant misrepresentation in the future.

Your article slating the present users of CB Radios in this country, and the only true Cbers of the future by the way, was downright slanderous. I've never read such anti CB propaganda in all my days. Are you sure you are not a Home Office hash up?

Let's get rid of this red herring once and for all, the one about poor suffering radio controlled modellers, the governing body of that particular occupation has been pushing the Home Office for the last three years for a new frequency and as you must well know has now been told they may have the 35 metre band which is what they wanted. It's just not the truth to say that CB has pushed them off the old 27MHz channel, it is what they have waited for for a long time and, it so happens that apart from the industrial and hospital paging systems,

which are fast disappearing onto new frequencies, the 27MHz waveband is the perfect medium for CB radio and it is available now. Also, the country happens to be a party to the Treaty of Rome, at which she was a Signatory to a European agreement to use 27MHz CB radio. I submit that this country is now breaking that agreement and in so doing is in direct controversion of Article Eleven of the European Charter on Free Speech, and, our organisation the Andover 27 Club is at present communicating with the European courts where we intend putting this country on trial for non implementation of the Rome Treaty, also for offences under the Charter for Free Speech.

K SHURETY, Andover 27 Club

EDITORS COMMENTS . . .

Dear Keith, I regret that you have misunderstood the inside front page "Feature Headlines" in our first issue. We were in fact giving a for and against introduction prior to the commencement of our actual editorial. Like you we are quite amused at the thought of the sky raining with model aircraft.

THE OTHER SIDE OF THE FENCE

I for one would be angry if my legal 27MHz radio control equipment became useless overnight by the "de-pirating" of CB sets working on that frequency (unless of course I was adequately compensated). Perhaps it would be possible to use a frequency of

104-106MHz, my VHF radio is usually quiet there. The advantages are two-fold, adequate monitoring and the public could listen in for interests sake. I don't know, but perhaps the police use this frequency in some areas, would it not be better for police transmissions to be taken off VHF band receivers? Anyway, when it does happen, lets hope that it's on a sensible frequency, is not overpriced and is allowed to exist in British form and is not treated as a toy.

G. M. COLLINS Wigginston

EDITORS COMMENT . . .

Of course there are always two sides to every agrument and we at CB News respect everyones opinions. That is what is known as sitting on the fence.

KENT AND ESSEX BREAKERS ASSOCIATION

I'm writing to inform you of the above club. The club was formed about a year ago by myself and a couple of other good buddies in the South Essex — North Kent area. The club has about 60 members. We would like to expand and look forward to hearing from any potential members in our area. Our address is: K.E.B.A., c/o 24 Mill Lane, West Thurrock, Grays, Essex.

CHARLIE

S.B.C.B.C.
SOUTH BIRMINGHAM

We would like to take this opportunity to wish you all the best with your new publication. We are in the process of organising a petition for the legislation of CB Radio on 27MHz with a workable alternative. Any clubs or individuals interested in participating please contact the South Birmingham CB Club, 14 Delrene Road, Shirley, Solihull, West Midlands.

All the high numbers.

VULTURE

READERS PAPERWORK SHOULD BE SENT TO: THE EDITOR, CB NEWS, EMPIRE HOUSE, EMPIRE ROAD, LEICESTER.

We are pleased to hear from CB societies all over the United Kingdom and we certainly look forward to reporting about your activities.



AM/SSB CB Base Station That Goes Mobile, Too

- Channel 9 Priority Switch
- PA with CB Monitoring
- ANL Plus Noise Blanker

Realistic TRC-490. Join the swing to "sideband" PLL circuitry for rock-stable performance on all 40 AM and 80 upper lower sideband channels. Crystal lattice filter and automatic modulation control. Unit doubles as a mobile PA system — just add a PA speaker. Jacks for remote CB speaker and a headset. RF gain control, lighted S RF meter. With mike, mtg. bracket. 21-1583

SPECIFICATIONS. Sensitivity: (for 10 dB S + N/N) SSB. 0.25 microvolt. AM. 0.5 microvolt. Adjacent Channel Selectivity at 10 kHz: - 70 dB. Image Rejection: 80 dB. RF Output: 12W P.E.P. SSB max. 4W AM max. Power Requirement: U.L. listed AC operation or 12VDC pos. or neg. gnd. Size: 4x11¹/₂x13¹/₂"

Throughout the United States there are CB "Good Buddy" Societies located in most major towns and cities, and it's the intentions of CB News to both link up with these organisations, and later next year to visit them. So if you would like to "explore the roots" of CB, why not come on this, the first CB News excursion to the United States. Our provisional itinerary — set for the second two weeks of September 1981 — is located around the "deep south", so come with us and join up with the rednecks who have made CB what it is today.

CB NEWS'ers TO U.S.A — OK??!

DAY 1 We depart London and fly across the Atlantic on a 747 Jumbo directly to ATLANTA, Georgia. During the flight you will have time to familiarise yourself with your tour escorts and fellow CB'ers. There's a chance to enjoy an inflight movie, and a full meals and beverage service will be included. Our arrival in Atlanta will be scheduled for early afternoon when our group will be transferred to our first Holiday Inn hotel. In the evening we'll have a reception with the local CB chapter.

DAY 2 & DAY 3 Two full days to enjoy the state capital. There will be the opportunity to visit the giant Coca Cola factory to see just how Coke is manufactured — we understand the work force has it's own CB society — and you'll see the world's first satellite TV Station,

"The Super Station", home now for Radio 1 DJ Kid Jensen. We'll include a guided City sight seeing tour plus the chance to visit "Six Flags over Georgia" — a massive amusement park, and it's these parks the American's excell with, so lets all be kids again for the day. There will also be evening functions with local CB'ers.

DAY 4 We leave Atlanta and drive north to Chatanooga to arrive in time for an early lunch stop. Whilst in this city — the home of the famous Choo Choo — we'll take you to the railway station which in 1880 was the culmination of the rail link between the North and South. After lunch we'll take the incline railway to the top of Look-out Mountain to view the sight of the legendary civil war battle. We rejoin our coach

transportation at around 4.00pm to continue our journey to Music City USA — NASHVILLE Tennessee. Evening free.

DAY 5 & DAY 6 We commence our stay in Nashville with a guided sightseeing tour visiting the theatre once known as the Grand Ole Opry, now called the Ryman Institute, and the Country Music Hall of Fame. You'll see the stars homes, and the trip will finish at Opryland — a theme park with lots of shows and spectaculars. Opryland now boasts WSM TV's "Grand Ole Opry" theatre, and here you'll have the chance to see the taping of an Opryland TV show. There will be a CB'ers treasure hunt with the local chapter the following day.

DAY 7 Today we are MEMPHIS bound, and federal regulations at the time permitting we'll ensure that our journey includes communications with the area CB radio operators from our coach. On the way we'll stop at Radio Shack super store. Our arrival will be just in time for lunch. Afternoon and evening free.

DAY 8 & DAY 9 Lots to see and do in Memphis. Take a guided sightseeing tour and visit Beale Street — home of the Memphis Blues, and take a trip on a real stern wheeler along the mighty Mississippi. For those who wish it there's an Elvis Presley tour which finishes up at the late star's mansion Graceland, where he and his family are buried. Libertyland is yet another amusement park, and there will be a farewell

party on the last night in association with the local CB group — that's if you can still stand upright after our tour of the famous Slitz Brewery.

DAY 10 At lunch time we re-board our coach for a short transfer to Memphis airport and our flight back to the U.K. via Atlanta. Dinner will be served inflight during our transatlantic journey.

DAY 11 Our arrival back into London will be around 10.00am bringing our first spectacular CB NEWS USA visit to a close. Isn't it about time all Breakers deserved a break? Come on, and join us.

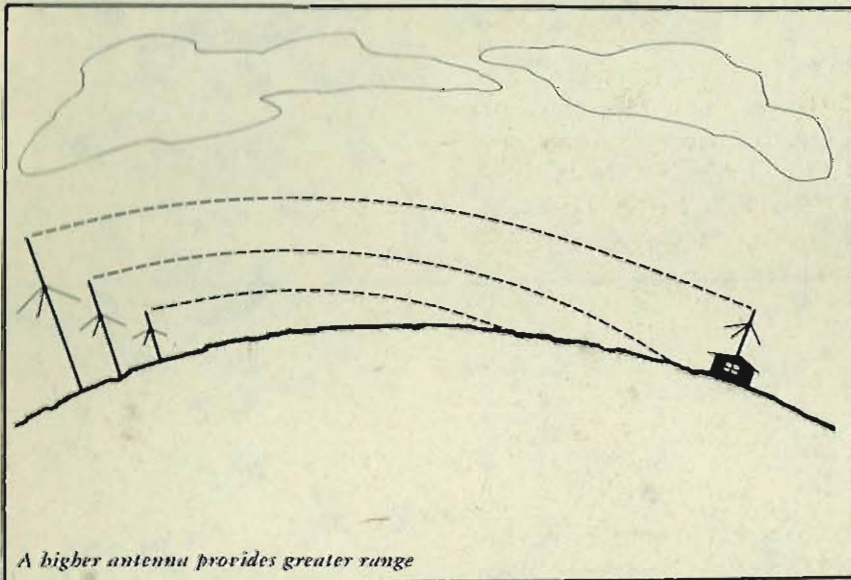
No finalised itinerary will be published until airline prices are finalised for 1981, but if you would like further information please write to us enclosing a stamped addressed envelope. Those readers who enquire immediately will be given first opportunity for space on the tour. We expect the price to be around £490, and that should include flights London-Atlanta, and return Memphis-Atlanta-London; coaching Atlanta-Chatanooga-Nashville; and Nashville-Memphis; and 9 nights first class hotel accommodation at Holiday Inn locations throughout, based on two persons sharing twin room accommodation. All rooms with private bathroom, colour TV, telephone and air conditioning. The temperature in September in this area will be between 80 and 90, so you'll need the air-conditioning and

the hotel pool — standard at all our locations. The price will include the services of experienced tour escorts. Not included — meals, (except for those served in flight), telephone calls and personal items such as laundry, drinks etc.

Send for full details now by writing to CB News, enclosing a stamped addressed envelope. Address your letter to:

USA VISIT,
CB News,
Empire House,
6 Empire Road,
Leicester.

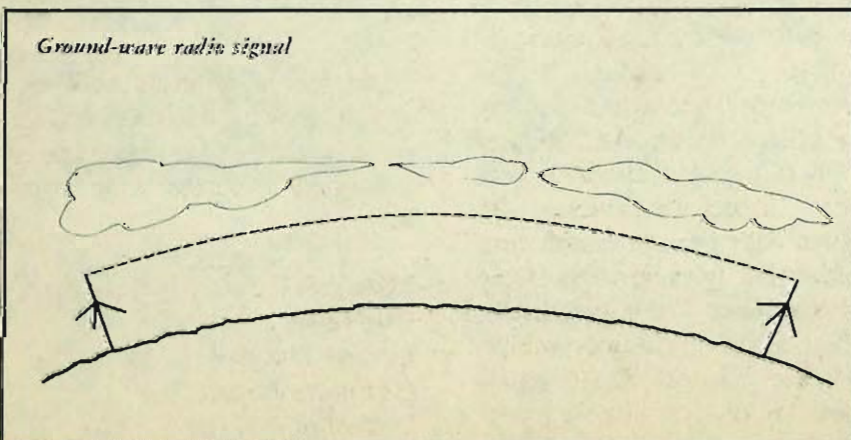
Long Distance Information



The question of how far one can transmit and receive on a CB Radio set is one that has always been in debate in the United States. As a general guide many people say that from one mobile rig to another the range is only about 5 to 15 miles and that from a base station to a mobile rig the range can be extended to around 10 to 25 miles. But, with illegally souped up equipment or just the right weather and landscape situation this can be extended to anything up to 150 miles and still be within the FCC laws and regulations.

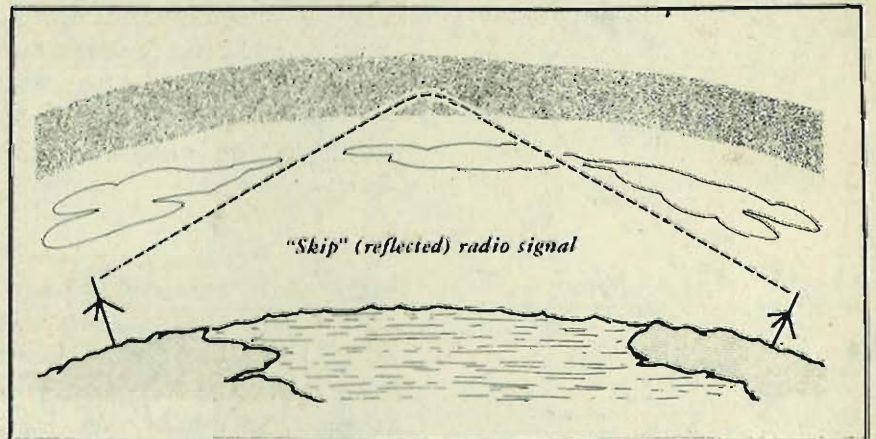
CB Radio is essentially for short distance communications and it is in this field that it is put to its best use. The range of a CB set can however be improved if certain factors are taken into consideration. Firstly, the quality of the transceiver and the antenna will obviously affect the potential range of a rig and whilst a cheap rig has been known to transmit for distances as far apart as New York and Los Angeles this is generally due to freak weather conditions and should not be regarded as usual.

Ground-wave radio signal



The height of the antenna is an important factor that may often be overlooked and it is well worth remembering that even the best transceiver cannot function properly without a 14

good quality antenna. In the States it has been proved that the higher the antenna the higher the range providing of course that the antenna is not placed higher than the legal maximum. The type of antenna used depends on the purpose for which it is intended for example someone communicating mainly from a base station to another base in the same direction would use a directional or "beam" antenna whereas someone who wishes to communicate in all directions would use an omnidirectional type of antenna. A "beam" enables the operator to direct the signal where he wants and so increase its chances of being received effectively. An antenna rotator is often included with a beam antenna and this does exactly as the name suggests and turns the antenna to point in the direction required. Most antennas used on vehicles are of course omnidirectional although they can often be directionally influenced depending on the place of the vehicle they are mounted. The most effective antenna height is thought to be 102" but this is usually too high for a mobile rig and anyway is outside of the maximum height limit for a mobile antenna. To overcome this problem many antennas have been designed shorter but with a "loading coil" built into them enabling the antenna to be electrically lengthened. When CB Radio is legalised in the United Kingdom it is likely that the antenna height will be even more restricted than in the States and these loaded coil antennas would appear to be the best solution to that problem.



factor that will affect the communication distance and unfortunately there is very little that can be done to overcome this problem. Such natural factors such as a wide stretch of water or a flat plain can actually assist two way communication but on the other hand hilly or highly built up city areas will restrict the range considerably. The reason for this is that Citizen's Band radio makes use of ground waves which means that the radio signal follows a path similar to the curvature of the earth. A signal starting down in a valley will therefore have difficulty in reaching over it and the strength of the signal will be diminished. Buildings, trees or hills on a flat area can have the same effect as they too weaken the signal so reducing the communication range.

It is well known that weather conditions can have startling effects on two way radio communication usually causing either interference or skip. Lightening is obviously going

to affect communications and in the main it is nothing more serious than static interference for the duration of the storm and it may shorten the range owing to the fact that the interference blocks out the sound of the voice. Skip is the term given to a situation whereby the radio signal is reflected back from layers of ionized atmosphere surrounding the earth. When this happens it makes long distance communication possible owing to the fact that the reflected signal can "land" thousands of miles away from its point of origin. Possible, but not legal, is the unfortunate situation with regard to skip because in the United States it is illegal to talk over limits in excess of 150 miles. Although US CBers may listen in to conversations on the other side of America, skip can also limit range owing to the fact that the CB channels will become cluttered with CBers in distant States so making it difficult to get "a break". As with lightning, skip only happens on occasion and does not seriously interfere with normal CB ranges.



AM Mobile CB at Its Best — With Unique "Nine-Scan"

*Scans Channel 9 and Any
Other Channel You Select*

Available Sept. 30, 1980

Realistic TRC-428. "Nine-Scan" mode lets you simultaneously monitor Emergency Channel along with any other channel, and automatically switches to first signal received on either channel. It resumes scanning when transmission ends. Switchable noise blanker plus ANL. RF gain control. External speaker jack. 3-way switch selects built-in speaker, optional external speaker, or both. PA Monitor CB switch lets you receive CB calls while using PA. Tone control. SWR calibration control plus 3-way meter for SWR. RF output and received signal strength. LED channel readout and modulation indicator. With locking-plug mike, mounting hardware. **21-1535**

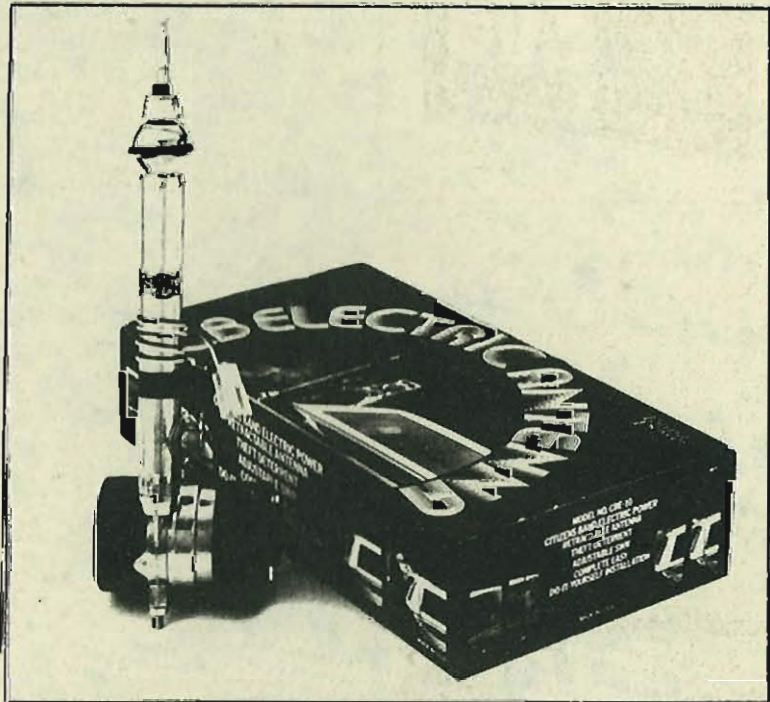
Sensitivity for 10 dB S + N: N: 0.5 microvolt. Adjacent Channel Rejection: 80 dB at 10 kHz.
Audio Output: 4W. RF Power Output: 4W maximum. Power Requirement: 12VDC positive
or negative ground. Size: 2 1/4" x 4 1/2" x 8 1/2"

Accessory Shop

As soon as CB is legalised everybody will rush out and buy a rig and whilst it is not yet known just how much a rig will cost because of the technical operating parameters which could be imposed by the Government, there will still be other things in which you can invest your monies. In the United States and Europe there are lots of accessories which help to make you a much more professional operator. For those persons using equipment



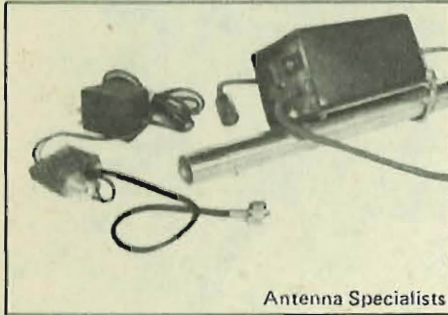
in industrial locations or in the countryside there are microphones which reduce wind and background noise. Other equipment designed for industrial use is head sets which allow the operator's hands to be kept free to either drive or operate other machinery. Like the mike which eliminates noise, lip mikes or a cheek



Antennas are available that automatically retract when not in use.

Electric lift antennas are also available for CB use, which automatically extend when the set is on and retract when the set is shut off, but, the fender is not the ideal place for CB antennas. Magnetic mount antennas are also popular, and work well, but are not the most convenient arrangement, since the cable has to be snaked across the roof and in an open window. The SWR of the system will also vary considerably unless you put the antenna back in the same place each time.

contact mike is a very useful piece of equipment in severely noisy conditions. With this equipment there is often the factor to operate the "push to talk" switch with your feet but of course, if you are driving a vehicle then this switch would have to be far away from any vehicle pedals.

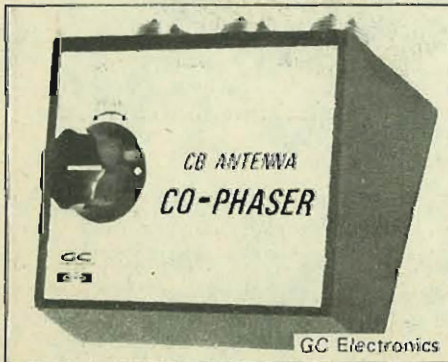


Antenna Specialists



Telco

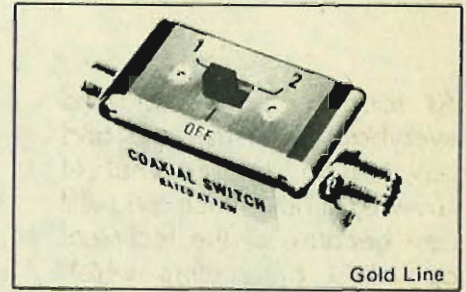
Boosters are used to amplify the received signals. Many are installed near to the rig or on a base station mast where they amplify the signal and not the noise. Once this additional piece of equipment is installed then it is wise to recheck your SWR.



GC Electronics

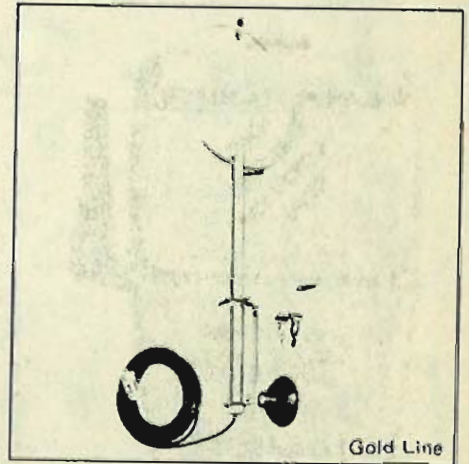
To connect a pair of antenna to the same rig to improve your

transmission/receive facilities you need a co-phaser. All you do is add the second-antenna



Gold Line

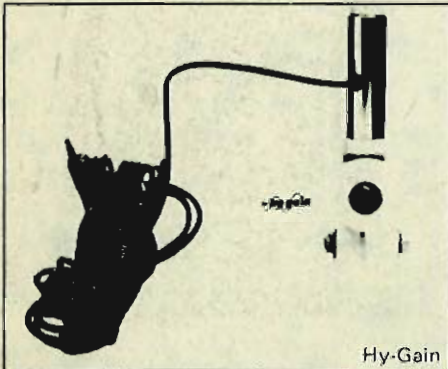
by means of a coaxial cable with a harness kit or, you can install a further circuit by means of the illustrated little black box into which you fit the CB set involved and thread both antennas out of the box.



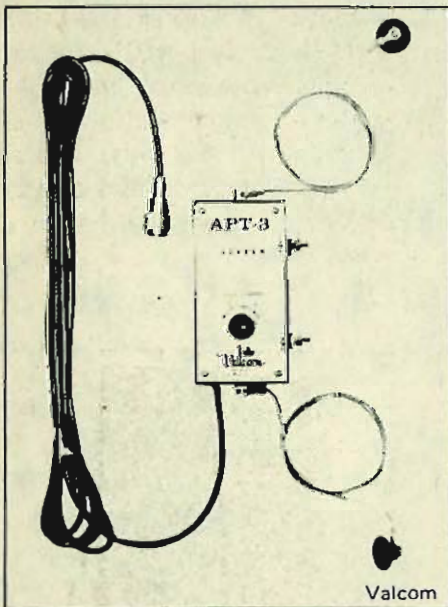
Gold Line

Another popular piece of equipment is the direction finding antenna which helps find CB stations involved in emergencies. In the States, CB clubs use this equipment to track down channel hogs or noisy power lines. These CB societies also hold treasure hunts with them and in Great Britain Buzby uses such things to track down unlicensed CBers. It should be added here that their equipment is far more sophisticated than the Goldline antenna illustrated here but generally they both do the same jobs. If you think you have seen this somewhere

before then remember that often in those old wartime movies you see a battalion of German trucks trundling through Brussels with direction finding equipment similar to that we have already mentioned, trying to track down illegal resistance transmitters! Funny how things haven't changed much over forty years isn't it?

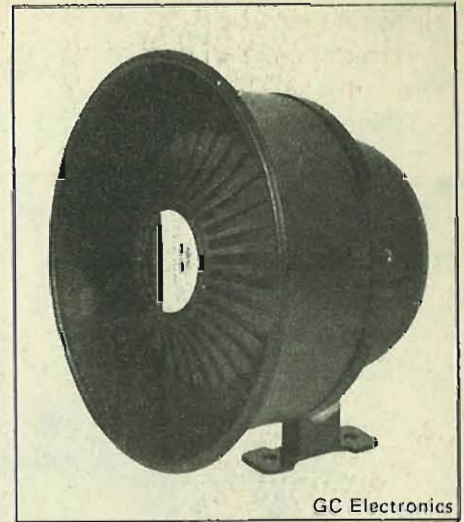


Hy-Gain



Valcom

If you live in an apartment where antenna for CB transmission are not allowed, a half wave dipole antenna can be attached to your windowsill and if need be you can even attach it to your window with suction caps. Everyone with a CB will want to have a Public Address output system so that they can shout abuse at pedestrians crossing the road.



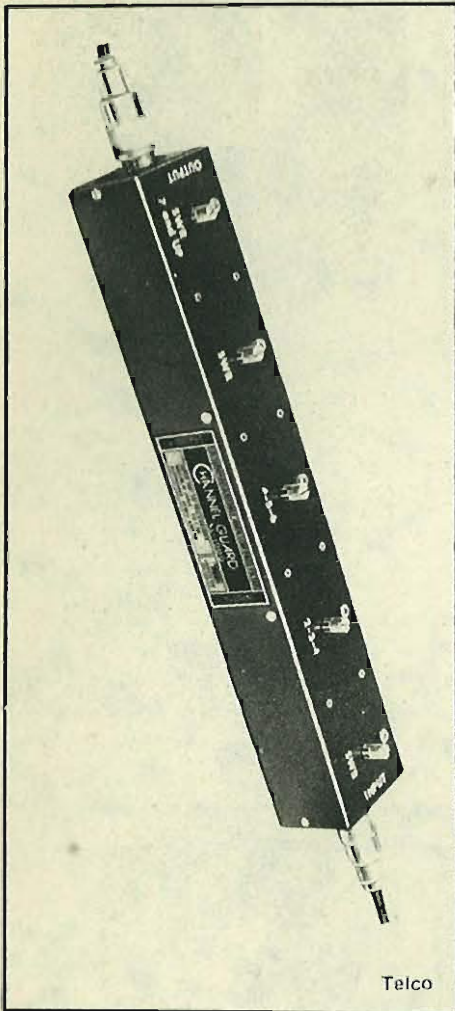
GC Electronics

If you buy one get a weather-proof one like the one manufactured in the States by Goldline Electronics but remember, in many States a P.A. system like this is illegal and it is more than likely that when legislation comes to the UK there will similarly be a law governing the use of such accessories.



It is also highly likely that your CB will interfere with someone else's television. If this is the case then you will need something like a Dynamic Duo which solves tv interference. You install a filter between your CB and the antenna or a fixed filter channel guard as illustrated. If you get interference from someone else's CB on your

television then you will have to buy a highpass filter such as the one manufactured by Goldline.



Telco

CB banditry is a popular pastime in the States and many operators install a burglar alarm. Even the fact that an alarm is installed is not a sufficient deterrent to the would-be petty thief, for those who are skilled at removing equipment will require much more sophisticated anti-theft devices such as the one illustrated, manufactured by Breaker. The alarm goes off if the earth connection to the antenna and the CB is interrupted and the dropout relay keeps operating even if the thief attempts to



Breaker

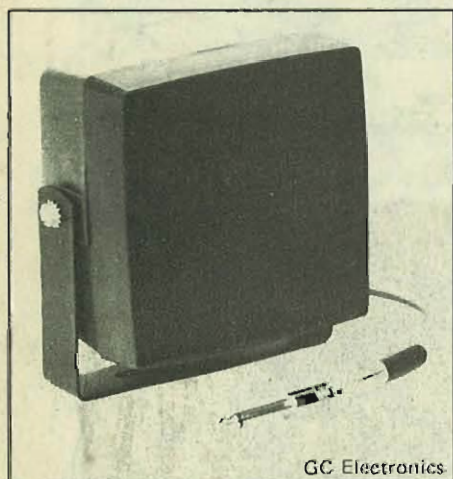
reconnect the equipment. It is suggested that you put the alarm in your boot, not under the dashboard where a wise crook could trace the cables then, not only will he nick your rig but your anti-theft device as well.



Cepeco, Inc.

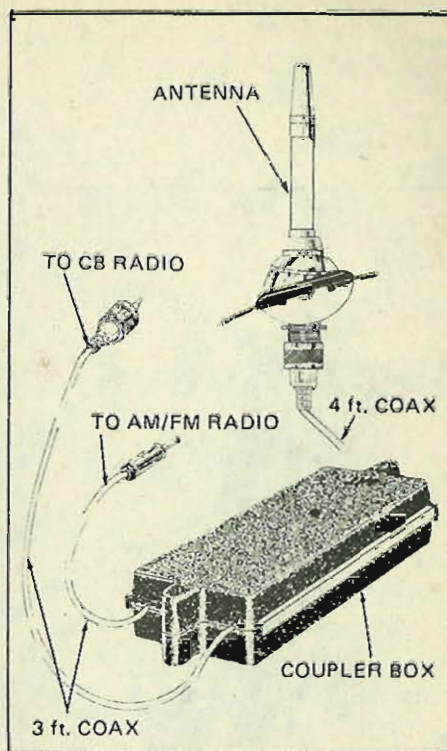
Tone alerts receive or send coded signals between similarly equipped stations so you don't have to receive the noise or other broadcasts while waiting for a call. You can even buy equipment which will

isolate your speaker until the desired call is traced. Speech compressors increase the normal speech level to ensure full modulation. You plug your mike into the equipment and there is a cable from the compressor which goes into your CB where the mike would normally fit. For a higher power source on the compressors a gain control and compressor meter will help you set it correctly and avoid over modulation.

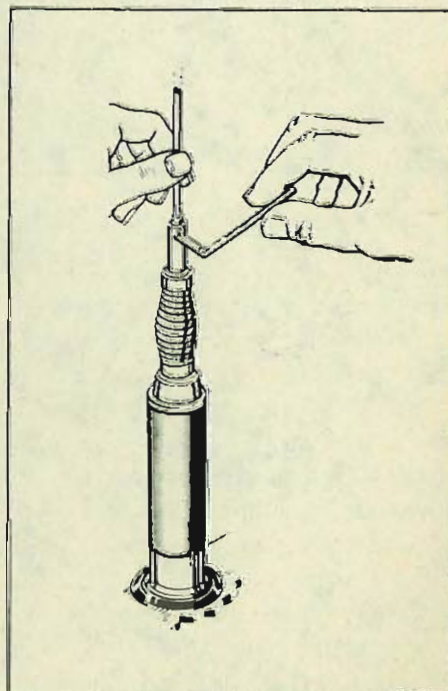


Extension speakers improve intelligibility when located and aimed better than the CB set's internal speaker. For CB use, the speaker should be restricted to voice frequencies—about 300 to 3000 Hertz. Don't use a hi-fi speaker. Ask for a *communications* speaker unit.

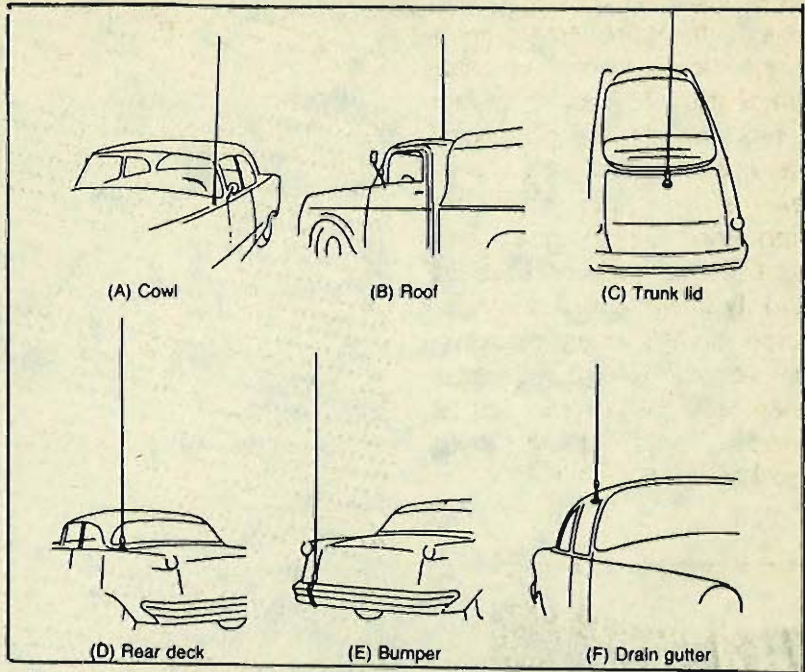
Hot off the cassette presses comes an offering called "Teach Yourself CB" Bridair Audio Promotions claim their product to be both educational and entertaining. Whilst we feel hardened CBers will find their production somewhat lethargic we feel certain that new CBers will enjoy this tape. For further information write to Bridair Audio Promotions (CBN), Basement Studios, 158 New Bridge Street, Newcastle Upon Tyne, NE1 2TE.



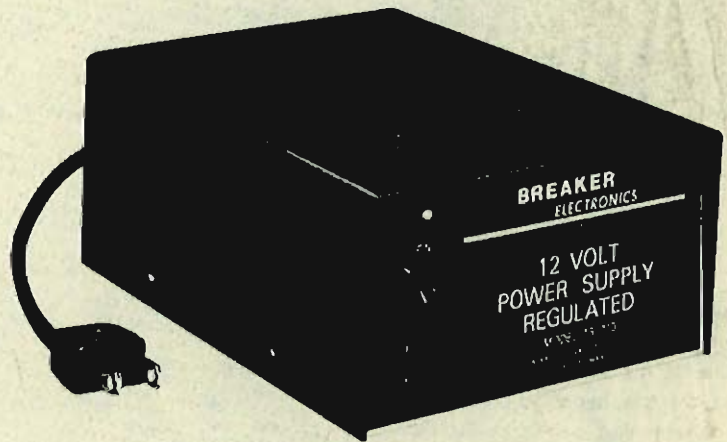
A disguise antenna looks *almost* like an ordinary radio antenna on the outside. The whip is one-piece; the loading coil appears to be part of the mounting hardware. The coupler box goes inside the vehicle, feeds your CB *and* your standard broadcast receiver. This Hy-Gain antenna gives superior FM reception.



The set screw at the base of a whip may require an Allen wrench or a small screwdriver. To tune the antenna, move the whip in or out only about 1/8 inch at a time, then recheck SWR.



Popular antenna locations (Courtesy Hy-Gain Electronics Corp.)



AC to DC converters are available to use a mobile set as a temporary base (Courtesy Breaker Corp.)

Number	Meaning	Number	Meaning
10-1	Signal weak	10-19	(in) Contact
10-2	Signal good	10-20	Location
10-3	Stop transmitting	10-21	Call () by phone
10-4	Affirmative (OK)	10-22	Disregard
10-5	Relay (to)	10-23	Arrived at scene
10-6	Busy	10-24	Assignment completed
10-7	Out of service	10-25	Report to (meet)
10-8	In service	10-26	Estimated arrival time
10-9	Say again	10-27	License/permit information
10-10	Negative	10-28	Ownership information
10-11	_____ On Duty	10-29	Records check
10-12	Stand by (Stop)	10-30	Danger/caution
10-13	Existing conditions	10-31	Pick up
10-14	Message information	10-32	_____ Units needed
10-15	Message delivered		Specify/Number/Type
10-16	Reply to message	10-33	Help me quick
10-17	Enroute	10-34	Time
10-18	Urgent		

CB RELATED TERMS

ANL	Automatic noise limiter
BASE	intended for use in one place
BEAM	Type of highly directional antenna
CB	Citizens Band, the common name of the Citizens Radio Service
CHANNEL	Common name for a CB frequency
COAX	Coaxial cable used to connect the antenna to the transceiver
CRYSTAL	A piece of quartz used to control frequency
DECIBEL (db)	Unit of measure for the loudness of sound
DX	Long distance
FREQUENCY	The pitch of a radio signal that distinguishes it from another
Hz	Hertz (cycles per second)
KHz	Kilohertz (kilocycles) or thousands of cycles per second
LSB	Lower sideband
MHz	Megahertz (megacycles) or millions of cycles per second
MICROVOLT (uV)	One millionth of a volt
MOBILE	Any set intended for use while in motion, as in any vehicle
NOISE BLANKER	See noise limiter
NOISE LIMITER	A circuit that reduces noise from man-made devices
PA	Public address
PEP	Peak envelope power, applies only to SSB transceivers
PL-259	Connector used to connect the coaxial antenna line to the transceiver
RF	Radio frequency signals above 15 KHz
RFI	Radio frequency interference
S-UNIT	Units (from 1-9) indicating the relative strength of a received radio signal.
SKIP	A radio signal, reflected by the ionosphere which is bounced back to earth at a far distant point.
S/N	Signal-to-noise ratio
S+N/N	Signal plus noise-to-noise ratio
SSB	Single sideband
SQUELCH	Circuiting that quiets the speaker until a signal is received
SUPERHET	Superheterodyne circuit, commonly used for its high sensitivity and selectivity
SWR	Short for VSWR; see VSWR
TVI	Television interference
UHF	Ultrahigh frequency; 300-3000MHz
USB	Upper sideband
VAC	Volts alternating current
VDC	Volts direct current
VHF	Very high frequency; 30-300 MHz
VSWR	Voltage standing wave ratio. A rating of the efficiency of an antenna. VSWR of 1:1 is ideal, but rarely achieved. The lower the VSWR the better, as more transmitter power is going into the antenna.

Every car needs **HELP!** The new **GE** emergency 2-way radio in a case.



Whether it's running out of gas, getting a flat tire, getting lost or getting stuck, you'll be glad you've got **HELP**, a new kind of CB from General Electric.



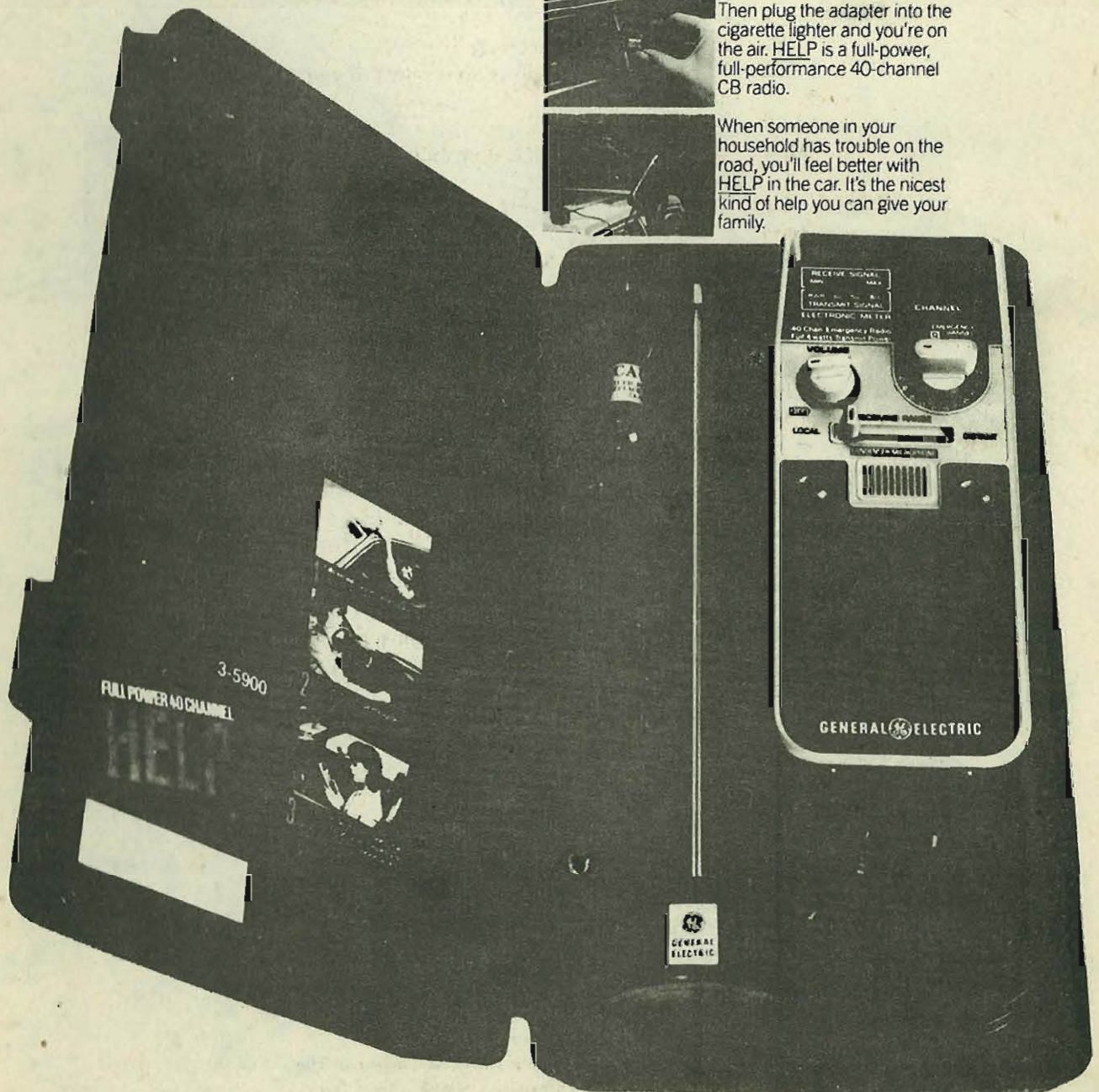
HELP comes in a hard case that stores under a seat or in the trunk. It's easy to use: Simply put the magnetic antenna on the roof.



Then plug the adapter into the cigarette lighter and you're on the air. **HELP** is a full-power, full-performance 40-channel CB radio.



When someone in your household has trouble on the road, you'll feel better with **HELP** in the car. It's the nicest kind of help you can give your family.



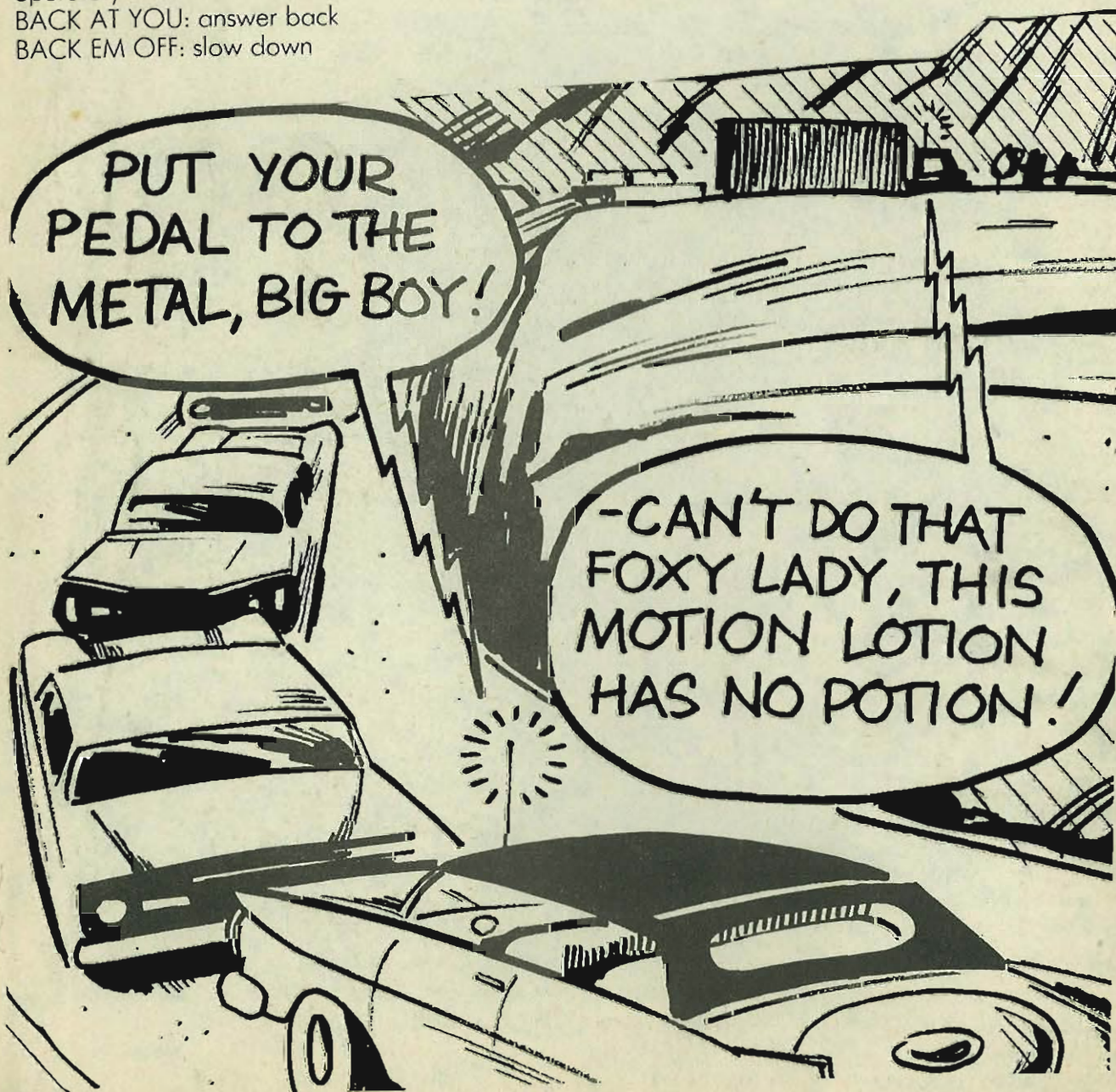
We bring good things to life.
GENERAL  **ELECTRIC**

ACE: Friend, an important CBer
AIR CAR: bus
AIR CONDITIONED MOVIE
THEATRE: drive in movie
AISLE: highway
ALLIGATOR STATION: CB
radio that transmits but does
not receive
AROUND THE WORLD: go
through all the channels
ART CART: van brightly
painted with creative designs
AVIATOR: speeding driver

JIVE TALKING

№ Two

B.T.O.: experienced CBer
(abbreviation for big time
operator)
BACK AT YOU: answer back
BACK EM OFF: slow down



BACKSLIDE: return trip
BAGGIE: a young CBer
BAIL OUT: leave the motorway
eg "We'll be bailing out at exit 30"
BALLET DANCER: antenna swaying in the wind
BARBER SHOP: a low bridge
BARLEY POP: beer
BARNYARD: trailer hauling livestock
BEAN HAULER: trucker hauling fruits and vegetables
BEAR BAIT: speeding car without CB
BEAR BITE: speeding ticket
BEAVER WITH A KICK STAND: long-haired male
BIG BRIGHT LIGHT: truck with many extra lights
BIG DUMMY: affectionate term for truck driver, friend
BIG RIGGER: cocky or proud driver
BIKINI STATE: Florida
BISCUITS AND GRAVY: food
BLACK GOLD: oil
BLEW MY DOORS OFF: passed me with great speed
BLINKIN' WINKIN': school bus
BLUE LIGHT: marked police car
BOAR'S NEST: men's toilet
BODACIOUS: clear reception of signal eg "you're just sounding bodacious tonight"
BOOT REST: accelerator pedal
BREAKER BUSTED: used when someone has been breaking and requesting to get a channel without getting anywhere
BRING IT UP: move your vehicle closer
BUBBLEGUMMER: teenage CBer
BUGS ON THE GLASS: insects on the windscreen
BUTTONPUSHER: one who keys the mike without speaking
CALIFORNIA GANG BANG: rock festival or crowded camp ground
CERAMIC FALLS: shower

CHARLIE BROWN: yes
CHECKING MY EYELIDS FOR PIN HOLES: tired
CINDERELLA WORLD: Disneyland
CLEAR AS A SPRING DAY: road is clear of police and obstructions
CLIP JOINT: barber shop
COME ON BACK: repeat your message
COOKIES: cigarettes
COPYING THE MAIL: listening or monitoring the CB
CRACKER BOX: very small car

DEAD FOOT: driver going below posted speed limit
DIAPER TRASH: young ill mannered CBer
DO YOU HEAR SOMEONE KNOCKING ON YOUR BACK DOOR?: I'm about to pass you
DON'T FEED THE BEARS: don't get a speeding ticket
DOUBLE EIGHTY EIGHTS: love and kisses
DOWN IN THE CORNER: lowest gear
DRIVING THE PEG: driving at the legal speed limit
DUMMY CAR: empty police car left as a decoy

E.R.S.: Emergency Radio Service; Channel 9
EAR ACHE: antenna problems
EYEBALL TO EYEBALL: meeting of two CBers

FAKE BRAKE: driver who brakes on and off repeatedly
FANCY SEAT COVER: pretty girl in passing car
FENDER BENDER: traffic accident
FIRST SERGEANT: wife
FLAP JAW: one who talks too much
FOG LIFTER: interesting CBer
FREQ: frequency
FUBAR: foul-up (abbreviation for fouled up beyond all recognition)

GANG PLANK: bridge across major river
GEOLOGICAL SURVEY: CBer who looks under his set
GHENGIS KHAN: bad mechanic
GLORY CARD: CB licence
GO JUICE: petrol, fuel
GOON SQUAD: group of CBers hogging the channel
GOT MY EYEBALLS PEELED: I'm looking
GRAVEL AGITATOR: hitch-hiker
GREEN BEAR OF GREEN GIANT: state game wardens
GUITAR TOWN: Nashville Tennessee
GUSSIED UP: truck with extra lights and chrome
GYPSY: independent trucker

HAMSTER: an amusing CBer
HARVEY WALLBANGER: reckless driver
HAVE A SAFE ONE AND A SOUND ONE: drive safely
HOLDING ON TO YOUR MUD FLAPS: driving close behind you
HONEY ON THE ROAD: police are everywhere
HONEYMOON: drivers first trip in a new truck
HOW TALL ARE YOU?: what is the height of your truck?
HOW'S YOUR SKID ON THE BANANA PEEL?: are the roads icy where you are?

ICE BOX: jail
IN THE PEN: parked, CB set not in use

JABBER JAW: CBer who talks too much
JACK RABBIT: police of any kind
JAM: deliberately interfere with station to block out transmission
JAPANESE TOY: CB radio
JUICE JUG: gas tank
JUKE JOINT: inexpensive restaurant or bar

JUMPIN' BEAN: karate expert
JUNKYARD: place of employment

KEEP THE SHINY SIDE UP AND THE GREASY SIDE DOWN: drive safely sign off
KIDNEY BUSTER: truck that is uncomfortable to ride in
KILOWATT: electrician

L.S.B.: lower sideband
LAME: broken down eg "I'm lame at post 211 on Route 12 southbound"
LAST YEAR'S FUN ON WHEELS: baby in a pushchair
LEGAL BEAGLE: one who uses the correct and legal call sign and abides FCC rules
LET THE CHANNEL ROLL: let others break in and use the channel
LET THE MOTOR TOT'ER: accelerate
LIT CANDLES: police car with flashing lights
LOAD OF SAILBOAT FUEL: CBer who talks too much
LOADED FOR BEAR: vehicle is equipped with a CB radio able to listen to police location reports
LOLLIPOP: microphone, milepost, homosexual
LOOT: telephone number

M.O.M.: my old man
MAIL BAG: US Postal truck
MARKER: milepost indicating exact location
MAXI TAXI: bus
MELTING THE VOICE COIL: very strong signal coming into the receiver
MIDNIGHT SHOPPER: thief
MIKE FRIGHT: being nervous of speaking on the CB
MIXEROLOGIST: bar man
MOBILE MATTRESS: car pulling a caravan
MOCCASINS: linear amplifier to boost CB output
MODJITATE: talk on the CB

MOTHBALL: annual CB convention
MR. CLEAN: over cautious driver

NEGATORY: no
NO SWEAT NO PAIN: road is clear of police and other obstructions

OCEAN MOUTH: constant talker
ON THE STOP WATCH: on time
OPEN SEASON: police are everywhere
OUT STRIPPED ME: passed by a speeding vehicle
OUT TO LUNCH: not answering a call

PADOODLE: vehicle with only one headlight
PAJAMA WAGON: tractor cab with sleeping compartment
PARTY HAT: lights on a police car
PATHFINDER: snow plough
PEANUT BUTTER IN HIS EARS: is not listening
PEEK-o-METER: excellent reception of signal
PEPSI DAY: wonderful day, sign off
PICK A CLEAN ONE: pick a channel with less noise
PINK TICKET: notice of violation of FCC laws
PLAY DEAD: stand by on the CB
POOP: information
PORCUPINE: vehicle with several antennas
POTTY MOUTH: one who uses profane language on the CB
PROFESSIONAL: trucker
PULL IN THEM REINS: slow down
PUMPKIN: flat tyre
PUT ON THE AIR: put on the brakes
PUT ONE FOOT ON THE FLOOR, HANG YOUR TOENAILS ON THE RADIA-

TOR AND LET THE MOTOR TOTE'ER: accelerate

QUICK TRIP AROUND THE HORN: scanning the channels

RATCHET JAWING: idle talk, talking too long
RADIDIO: CB radio
RAIN LOCKER: shower room
RED-EYED SNEAKY SNAKE: police car with flashing lights
REDNECK RADIO: radio transmission using only CB terms
RIDER: vehicle without CB following one with CB
RIOT QUAD: neighbours who get interference from CB transmissions
ROCK IT: drive vehicle backwards and forwards repeatedly to free it from mud or snow
RODGER-DODGER?: do you understand?
ROLLERSKATE: small car
ROLLING ROAD BLOCK: vehicle going under the speed limit and holding up other traffic
RUN INTERFERENCE: speeding car without CB which police will stop
RUN OUT OF ROAD: wreck
RUNNING BY THE SEAT OF YOUR PANTS: almost out of petrol

ST BERNARD: rescue team
SALT MINES: place of employment
SCOFFLAW: FCC rule violater
SEVENTEEN-WHEELER: 18-wheeler with flat tyre
SHOES: linear amplifier
SIDE DOOR: passing lane
SKIN CLOCK: wristwatch
SLEEP IT OFF TANK: jail
SLICK AND CLEAR AS A SPRING DAY: road clear of police
SLICK LIKE SLIME ON A DOORKNOB: icy road

Chevy U.S. T-SHIRT DESIGNS



Unisex T-Shirts (round neck) are available in sizes Small (30/32 in.), Medium (34/36 in.) and Large (38/40 in.). Colours available: Red, White, Black, Light Blue, Navy Blue and Yellow.

Post your order together with a cheque or Postal Order, made payable to "MAYBE BABY FASHIONS" for £3.50 for each T-Shirt ordered. Please add 35p. for postage and packing.

Post your Order to: **MAYBE BABY FASHIONS, Felixstowe, IP11 7JN P.O. Box 8, Suffolk.**

SMOKE (SMOKEY) REPORT: police location report
SMOKEY: police of any kind
SMOKEY BEAR: state police
SMOKEY BEAVER: policewoman
SMOKEY CHOPPER: police helicopter
SMOKEY ON FOUR LEGS: mounted police
SMOKEY THE BEAR: state police
SMOKEY TWO WHEELER: motorcycle police
SOMEONE SPILLED HONEY ON THE ROAD: state troopers ahead
SPILL THE BEANS: give me your address and phone number

SPLASHED ON: interrupted on the channel by someone breaking in
STALL BALL: traffic jam
STEPPED ON THE BEARS TOES: broke the law
STARVE THE BEARS: don't let the police give you a speeding ticket
STAY BETWEEN THE JUMPS AND THE BUMPS AND TRUCK OVER ALL THE HUMPS: drive safely, sign off
STICK A PIN IN IT: nonsense
STICK JOCKEY: truck driver
STINK BOX: cattle truck
STROKING: flattery
STROKING IT: moving fast
STROLLER: CB'er with a walkie-talkie

STRIP HER: unload shipment from truck
SUNBEAM: witty CBer
SWEATER CITY: New Jersey
SWIMMING POOL: pond or lake

TAILBOARD ARTIST: person who thinks he drives perfectly
TATTLETALE: police in helicopter
TEMPER RISER: young child who misbehaves
TEN FOUR HUNDRED: drop dead
THOUSAND VOLTAGE MOUTH: extremely loud signal
THUMB MERCHANT: hitch-hiker
TRAVEL: switch channels
TUCK IT IN: move to the right hand lane
TURN UP TEN TOES: go to sleep
TWO WHEELER WITH EARS: motorcyclist with CB

UNDER THE HUMP: tunnel
USED FOOD VAN: dustbin lorry

VOCAL CHORDS: CB set

WALL TO WALL BEARS: radio set up or road block
WATCH THE PAVEMENT: drive safely
WE WENT: sign off
WEIRDY: a homemade CB set
WET CONFETTI: hail or sleet
WHAT ARE YOU WRAPPED IN?: what kind and colour of car are you driving?
WHERE DO YOU GET YOUR GREEN STAMPS?: where do you work?
WHIMP: man with little personality or courage
WILD WHEEL: drunken driver
WORD NUT: scholar

YAP: a conversation on CB
YOU'RE NOT THE ONLY ONE ON THE ROAD: police in the area

R·E·A·C·T —

«The Facts»

Everyone in the CB World knows that in the United States the emergency channel is monitored by a group of people known as the Radio Emergency Associated Citizens Teams or REACT, but few people realise the true extent of the work they do.

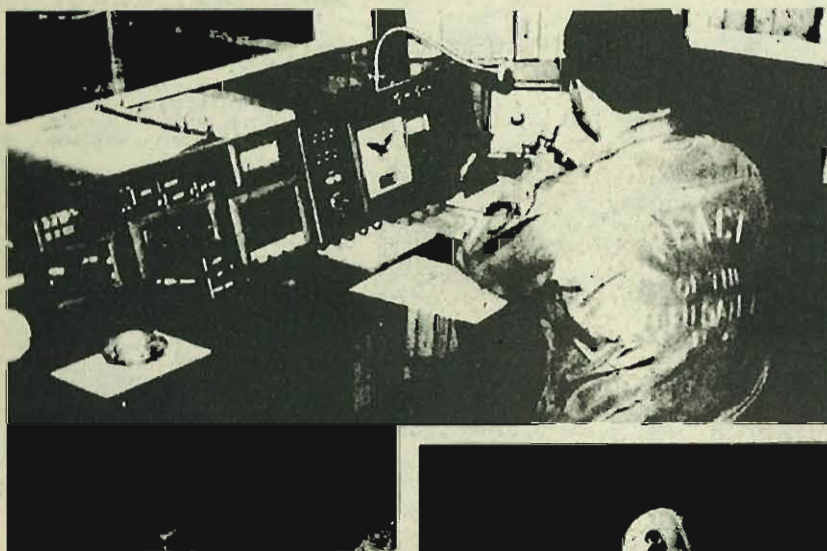
Today, REACT is officially called REACT International Inc. and is a completely indepen-

dent, non-profit making organization which has support from Government bodies, as well as a large number of organizations and businesses throughout the United States. It's functions in the community are often underestimated and thought of mainly in terms of stranded motorists and other seemingly mundane things but, lets take a deeper look at the work of REACT.

First and foremost their main objective has always been to develop the use of Citizen's Band Radio as an extra source of communication in times of national or local disaster and emergency. Over the years they have been able to establish a 24-hour monitoring of emergency calls and the approval of a strictly emergency channel has made the work of REACT a little easier. Once the emergency call has been received the REACT people can swiftly alert the appropriate emergency authorities who then take over and deal with the situation. It is not unknown however for a member of the REACT team to be on the spot at emergencies helping the police — even if it is only directing traffic away from an accident.

They have also been able to promote road safety by providing information and verbal assistance to motorists who might otherwise have unwittingly driven straight into danger.

One of the ways in which REACT becomes more involved is that they have cemented good relations with such organizations as the Red Cross and many REACT members have taken Red Cross first aid training so they can be of extra help in an emergency. When they are not actually on the air monitoring the channel, people from REACT can often be found at public information meetings advising people of what organizations are available to assist them and demonstrating the benefits of the Citizens Band Radio system in an emergency. The national headquarters of REACT have branches all over the States



Seen here is the control center console of the Golden Gate area REACT team. The console is manned by volunteer operators 24 hours a day, and helps coordinate team members getting their messages through to police, ambulance, fire, and other official bodies during emergencies.



**We reproduce an American
React Advertisement**

An urgent appeal to the 76,000,000 Americans whose emergency calls for help on the highway were answered by **REACT**.

In less than the time it will take you to read this appeal, REACT teams all over the U.S. and Canada will have answered about 80 such calls for help with their CB radios—one emergency every 7 1/2 seconds, 24 hours a day, seven days a week, an average of more than 4.4 million emergencies per year!

What is REACT?

Most of the 25 million Americans who own CB radios, and a great many who don't, have heard of REACT and know something about the tremendous free emergency services these volunteers perform for the American public. Very few know the extent to which REACT has been instrumental in saving lives, helping their neighbors save valuable time in a thousand ways, and saving America's precious fuel. Here's what you should know about REACT.

REACT is a tax exempt non-profit organization whose only mission is to bring help immediately when there is trouble through the use of CB radios.

REACT International's Board of Directors is a distinguished group of American citizens, also serving on a volunteer basis, each with special background and experience in areas that contribute to the strength and status of REACT—a former head of the Federal Communications Commission... an executive of the American National Red Cross... a staff member of the International Association of Chiefs of Police. Over one-third of the directors have personal experience in the actual operation and training of a REACT team.

REACT is recognized by law enforcement, public service and other governmental organizations at all levels. It maintains a formal cooperative working agreement with the American National Red Cross, providing local disaster communications for Red Cross Chapters. REACT works closely with the U.S. Department of Transportation and state police in highway safety and communications affairs. As Col. Sam Smith, retired head of Missouri's Highway Patrol puts it:



"The contribution to highway safety and service to the public made by these REACT volunteers is incredible—at no cost to the taxpayer. There is no way government could provide such outstanding service at any price. The public owes REACT a tremendous debt of gratitude."

REACT is a volunteer association. Its 50,000 members are organized into more than 2,000 highly disciplined, autonomous REACT teams throughout the country coordinated, supported and represented by their International Headquarters in Chicago, Illinois. REACT members donate their time, energy and even their personal finances to organized monitoring of CB radio channel 9. This is the channel officially designated by the Federal Communications Commission to be used for emergencies and assistance to travelers only. When a call is heard by a REACT monitor, he immediately telephones the proper authorities to rush necessary assistance.

For 17 years now, REACT volunteers—ordinary folks just like you and me with CB radios and a powerful desire to help their neighbors—have been helping motorists in trouble on the highway. Now they need your help. I ask every responsible citizen to read this appeal carefully and then give your support to this great American institution.

Shirley Joe Higgins
National Safety Sheriff

REACT volunteers are from all walks of life, every race and religion, every trade or profession—truckers, doctors, firemen, housewives, businessmen, students.



REACT volunteers are thoroughly trained. They know the best, most efficient communications procedures—just like a police radio dispatcher. They keep complete monitor records, lists of authorities and service organizations. They know who to call and when.

How do you benefit?

Last year alone, REACT volunteers were instrumental in bringing help faster to the victims of more than a million automobile accidents alone—seventeen minutes faster than accidents not reported by CB, according to research conducted in Detroit, Michigan, by Wayne State University. Over three million motorists received valuable highway or city directions that cut literally millions of miles—and thousands of gallons of fuel—from their driving.



... but REACT serves its communities in many other important ways.

If your community has ever suffered the agonies of tornadoes, floods, or other natural disasters it's almost a certainty that your REACT teams played a vital role, providing local emergency communications when power and phone lines were down... assisting the Red Cross in disaster relief by delivering emergency food and medical supplies... transporting the injured... helping police with crowd control. In a hundred other ways REACT teams serve the public in community projects such as March of Dimes drives, communications for parades,

scout activities and county fairs. All in the spirit of public service that is so uniquely American.

How is REACT financed?

Funds to operate and administer REACT International have come to us in the solid, traditional American way—100% from private contributions and the dues from the members themselves.

Through the years, about 30% of REACT International's operating budget has been provided by contributions and grants from a variety of public spirited corporations, and the balance by REACT members themselves through annual dues of \$5.00 per member.

These funds are used entirely to provide vital training programs; identification materials; a quarterly newspaper that communicates ideas and experiences to improve REACT team operations; inter-team communications; a Junior REACT program to train future REACTers in both citizenship and emergency procedures; and liaison with public safety and other government organizations.



Each individual, autonomous REACT team may also charge local dues and accept tax deductible contributions from local businessmen, to pay the cost of local meetings, training sessions and miscellaneous team expenses. But in its entire seventeen year history, no REACT team has ever charged the public for its services.

Why a financial crisis now?

For the first time in its history, REACT is appealing directly to the American public—the true beneficiaries of REACT volunteer emergency services—for financial support. We do so reluctantly, realizing that skyrocketing costs are hitting every citizen where it hurts. But inflation is not REACT's most serious problem. Through fifteen years, REACT has relied heavily on the generous contributions of manufacturers, particularly those in the communications industry to help us provide the tools necessary for effective volunteer emergency communications. However, even our modest goals for industry support for 1979 have not been realized.



Our combined income for 1979 is below our minimum operating forecast by nearly 20%. Some vital services already have been curtailed. International Headquarters staff and facilities have been cut to the bone. But it's not enough.

Without your direct tax deductible support... unless the public now comes to the aid of REACT... the effectiveness of the program will be further and seriously jeopardized.

We cannot, and will not, ask our REACT members for additional dues or assessments. They should not be forced to pay additionally for the privilege of serving the public! In fact... we have pledged to our membership that any public funds generated by this appeal in excess of our immediate budgeting needs and the financial safety of REACT International will be returned to the membership in the form of reduced dues for 1980.

How much is needed? How much should you give?

REACT needs are truly modest for such a large organization. We are not out to impress anyone—except with the quality and value of our volunteer emergency services.

So whatever you send will be a godsend. \$5.00... \$10.00... more if you can.

All contributions will be acknowledged and are fully tax deductible. If you send us \$5.00, we will send you, as a token of our appreciation, a "Help" flag for display on your vehicle if you are stalled on the highway... plus a list of all REACT team locations so you can call directly for help on CB channel 9. If you send us \$10.00 or more, we'll also send you a beautiful 1979 Road Atlas which includes both CB information and a useful national mileage chart.

Please do not send cash. A check or money order is safer and it provides you proof of contribution for income tax deduction purposes.

Emergency Fund
REACT International, Inc.
75 E. Wacker Drive, Chicago, IL 60601

Dear REACTers: It's my turn to help! Here's my tax deductible contribution to keep REACT strong, and continue its voluntary emergency communications service to the public.

Amount \$ _____ check
money order enclosed.

Name _____
Address _____
City _____ State _____ Zip _____

and these local branches are the secret of the success of the entire REACT organization. Each local branch is allowed to use the REACT logo in their promotion and publicity activities and they are all kept informed of what's going on at HQ by regular newsletters. They are not however, bound to strict rules and each local group serves their community in the manner they think best.

Since 1962 REACT teams have handled an estimated 55 million emergency calls including around 12 million road accidents. They have assisted in every major natural disaster such as the Southern California earthquakes and countless blizzards and tornadoes. Over 200,000 volunteers have participated in the scheme giving a nationwide emergency system to the United States. It is well worth remembering also, that without REACT there would be no emergency channel 9 because it was this organization which helped to persuade the FCC that an emergency channel was needed.

When looking at the comprehensive American system it is easy to see why the prevention of accidents and assistance in emergencies is being given as one of the key points to getting CB legalised in Great Britain. We can only hope that our emergency system will be as efficient as the American one making our roads a safer place to be. OK, so we don't have so many wide open spaces as in the States but a country lane can be a frightening place, especially when your car's broken down and you don't know one end of an engine from the other!

Magnetic Mounts

M-511 "MAG MOMMA"

The famous heavy-duty champion of CB mobile antennas— with magnet to match!

Features

- Extra heavy-duty base loaded coil guaranteed for life to be burn-out proof. Runs cooler, too, for higher efficiency. Waterproof.
- Powerful magnet mount holds firm at highway speeds. Tough protective skin prevents surface scratches.
- Special small diameter, in-line connector in coax for faster, easier cable installations.
- Wide-band design for low VSWR from Channel 1 to 40.
- Machine-ground tapered 17-7 PH stainless steel whip. Stays resilient and has less bending and pattern distortion.
- Anti-static ball tip for less noise.
- Triple nickel-chrome plated mount resists rust and corrosion.

Specifications

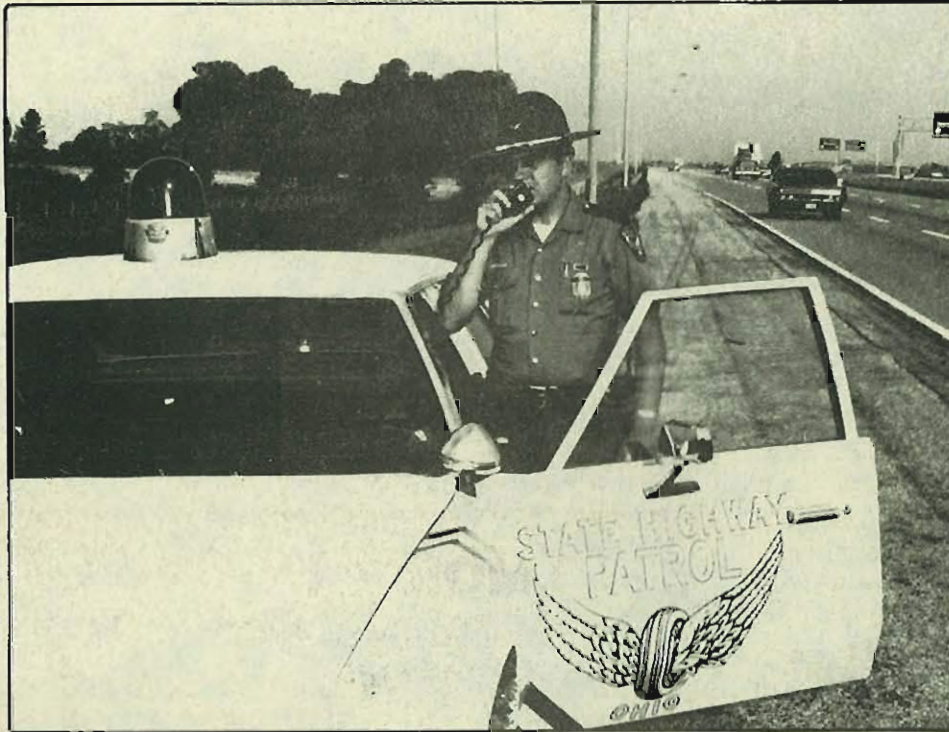
Model	.....	M-511
Whip	.....	17-7 PH precision-lapped stainless steel
VSWR	.....	1.5:1 or better across entire 40 channel band
Cable	.....	21' RG58U with miniature in-line connector 6" from antenna
Connector	.....	Standard PL-259
Mount	.....	Heavy duty magnet
Total Height	.....	50"



© "Signets of Quality"



Smokey Reports

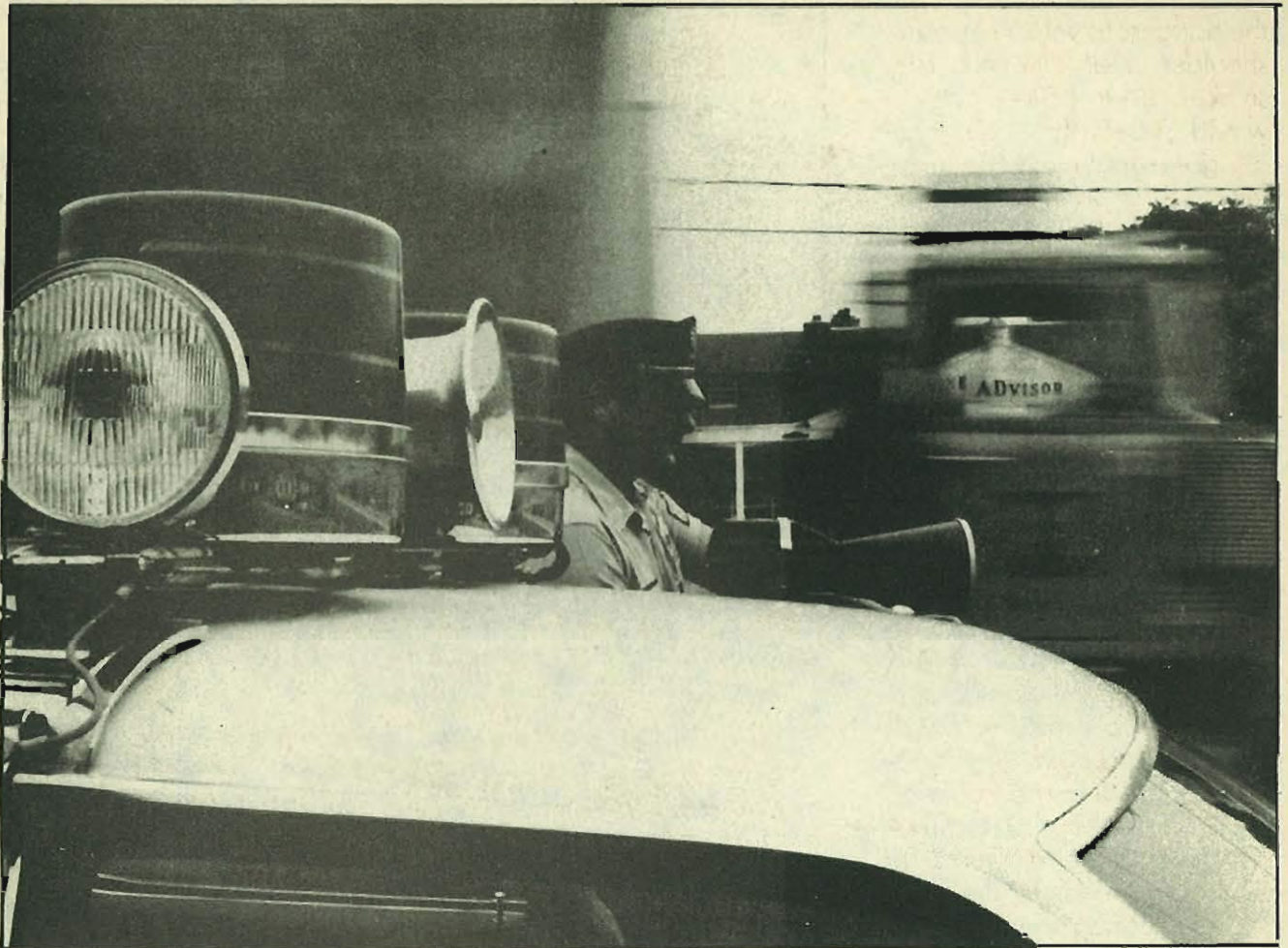


"Whenever the laws of any state are broke a duly authorised organisation swings into action. It may be called the State Police, The State Troopers, The Militia, The Rangers or the Highway Patrol. These are the men whose training, skill and courage...."

So sayeth the legendary introduction to the TV programme, "Highway Patrol" and it is to that organisation that this feature is dedicated. It is a general guide to how the American public deal with the American police authorities in connection with CB Radio. Of course, it must not be interpreted in any way as a guide to dealing with our own law enforcement organisation.

So, you've got your ears on listening to Smokey Reports. There's a haemorrhoid with a Polaroid in the grass. There's a Tijuana taxi southbound with his medal to the metal and there's a bear in the air. You've still to eyeball the smokey taking pictures, you missed the helicopter. You glance in your rear view mirror to see if there is a police car behind you. You think you are a Spitfire pilot

looking over your shoulder for the Messerschmidts. You are ready to win the war single handed or, are you going to make a fool of yourself and collect a bear poem? So you're broadcasting in code using all the dialogue you know and of course everyone else can decipher your jargon and chances are that Smokey bear knows it better than you do. Is avoiding smokies through CB



Smokey's taking pictures. Radar monitoring can lock on your vehicle in just 1/5th of a second.

radio a grand illusion? Is it right that just because you have a CB radio you can drive the highways and byways at any speed you wish? A report in 1977 stated that in Wisconsin 71% of the out of state vehicles caught speeding were equipped with CB radio. Of course, it is a well reported myth that protection can be found in a convoy,

"Breaker 1-9 this is Rubberduck for the South-bander on interstate 7-oh"

The reply:

"10-4 Breaker this if Foxy Lady I'm at mile marker 85 Southband on the fast track on the green track, come on"

You finish the conversation and eventually you join the convoy. Motorists in a convoy are not only connected by smokey reports. Someone in the convoy may spot an accident and will radio assistance or they similarly help a disabled vehicle. The "backdoor" might spot an ambulance moving up fast and will give the signal to the lead vehicle who will move

over the convoy to hug the inside lane and so let the emergency vehicle pass. Occasionally, a convoy might hear that a police car is chasing a stolen car or a suspect and will co-operate in exactly the same way. There are also the stories of a convoy spotting a seriously drunken driver weaving dangerously along the highway. That convoy radioed his location to the police, surrounded the drunken driver with their 18 wheelers, maintaining their co-ordination via CB. They skillfully slowed down the convoy and escorted

the dangerous vehicle onto the shoulder then waited until smokey bear arrived. So, it would appear that it is not the big game that everyone might think. It is said, often with astonishment that CBers can switch from a them and us situation to an us and us situation in a matter of minutes. In the States, convoys stretch for about four miles but smokey reports can really only last two or three minutes if information is exchanged by two approaching convoys.

Clever smokies are well aware that sightings announced on CB radio can make drivers more alert and in it is also said that CBers can make ten patrol cars sound like fifty so it does help to maintain road control. Many States have now switched from unmarked cars to Tijuana taxis as they are more noticeable than the plain wrapper. It is understood that in many States the police are instructed not to communicate with CBers except in an emergency but there is always the anonymous few who, annoyed by profanities on the air or slick CB operators are not above reporting the highway clean and green to anyone who asks. First that you know of it they are right behind you with the bubble machine flashing red and dread.

10-4 gotcha for sure.

Some CBers report every smokey that they come across. It is most unwise to broadcast the location of every smokey you might come across as you are giving every piece of information to any criminal who just happens to have a CB



Yes, m'am. A uniformed trooper is on the way to your location now.

rig and this of course really obstructs the law. The general advice given to American CB users is that they should always listen to the local am news radio and if they hear reports of crimes being committed in that area it is as well to stay off the air altogether and avoid any hassle. Remember, CB operators have anonymity and because of this you can very often help smokies. You are safely locked behind closed doors in your car and the criminal does not know who has reported him. There is a wonderful story about one CBER reporting a bevy of smokies outside a building and assuming that there was a large emergency he radioed the emergency monitor organisation. When they asked him his 20 (location) it turned out to be the local police station. Even in the UK, burglars use CB. Walkie talkie on the inside and a mobile unit outside has always been common equipment for bank robbers. If there is also such a thing as a CB television then

that too has been used by bank robbers watching the movements of the area with the aid of a mobile pirate television station. I do hope this gives none of you any ideas. It is just as easy to get on the air with CB television as it is with CB radio. The last thing I want is to switch on my television at night watching some programme only to be interrupted by some CBER who feels it necessary to tell us his 20 and show exactly where he is.

Finally, there is the too often recurring problem in the States whereby a vehicle has broken down and the driver has registered a report on the air. The baddy in the guise of a goody appears offering assistance when it is his sole intention to relieve the poor motorist of his wallet, his CB rig, his other personal belongings and even his car. Thank goodness this doesn't happen here. A good citizen watches and reports and this is the only way in America to stay on the right side of the law.

Place A Regular Order

One-Hander™ Puts CB Radio in the Palm of Your Hand



- Mounts Out of Sight In Any Convenient Spot
- Electronic Channel Switching on Mike

Realistic TRC-462. More convenient to operate and safer to use because the controls are built right into the microphone! The CB itself is only 1½x5¼x7" — easy to hide away in glovebox, under dash or seat. You can even trunk-mount it using our optional extension cable. Channel selection is all electronic — two pushbuttons rapidly count up or down through all channels. Press both for instant Channel 9 access. LED readout displays channel. Selector switch for handset speaker, built-in speaker or optional remote speaker. With mounting hardware. **21-1528**

Sensitivity for 10 dB S + N N: 0.5 microvolt. Selectivity at -6 dB: -3 kHz. Adjacent Channel Rejection: 80 dB. RF Output: 4W max. Audio Output: 4W at less than 10% THD. Spurious Output: -65 dB. Power Requirement: 12VDC pos or neg grd. Size: 1½x5¼x7"

16½' Extension Cable

For trunk or remote mounting transceiver. **21-600**



FOR AND AGAINST

Today, some form of Citizens Band Radio is allowed in most Western countries and also in Australia and of course the USA. Although it is still illegal in the United Kingdom steps are being taken in Parliament to at least consider the idea of a British Open Channel and although there are obviously a lot of pros and cons to be sorted out and weighed up there is a great deal of support for British CB but, the final decision will rest with the Home Office and the Post Office when they eventually decide who will be allowed to listen in to a two way radio system and of course rules and regulations for transmitting.

We set out below some of the most common "for and against" arguments that have occurred with respect to CB Radio in Great Britain.

CB 4 UK 10-4

CB radio can save lives of motorists who are stranded or trapped and can assist people who live alone if they need help. Housebound people need never again feel lonely as they could contact the outside world.

Reply from the anti-CB camps

In America where there are many remote uninhabited regions then it is feasible to say that CB Radio can help save lives but in the UK there are very few isolated places and information services. Elderly people already have plenty of devices to summon help.



MOBILE AM/CB RADIO

MODEL 8003 This easy-to-operate radio provides good, clear communications. The economy-minded CB'er will find a giant of a performer inside this state-of-the-art integrated circuit design. Advanced engineering by Pace put it there. Result: CB excellence you think would cost more—but doesn't.

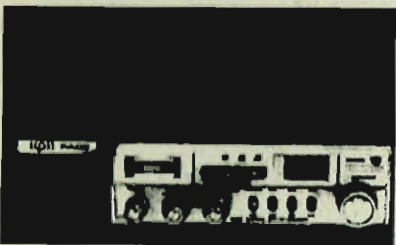
FEATURES • Large Scale Integration (LSI) • S/R/F Meter • P. A. Capability • Positive/Negative Ground • External Speaker Jack • Noise Limiter Circuit • Phase-Lock-Loop Digital Synthesizer.



MOBILE AM/CB RADIO

MODEL 8005 Remarkable performance is what this unit delivers. When it comes to clarity, it performs like a big set but has the smallest full power short chassis available thanks to the revolutionary Pace integrated circuit design. The 8005 has all the basic CB features, plus a light dimmer switch, Phase-Lock-Loop Digital Synthesizer, computes both transmitting and receiving frequencies to their proper frequencies and holds them there. Pace styling assures you it looks as good as it sounds.

FEATURES • Short Chassis • Large Scale Integration (LSI) • Light Dimmer Switch • Transmit and Receive Lights • Automatic Noise Limiter Control • S/R/F Meter • P. A. Capability • Positive/Negative Ground • External Speaker Jack • Phase-Lock-Loop Digital Synthesizer.



MOBILE AM/CB RADIO

MODEL 8047 If you want it all, choose this unit! Get set for professional performance from this super rugged, power-packed unit. A Pace exclusive—the 8047 automatically scans—in sequence—channels 9, 19 and one other channel of your choice. All with a touch of a button! Pace has provided a combination of range and reliability to give you one of the biggest CB values on the road today.

FEATURES • 3 Channel Scan Monitor • Channel 9 Monitor Control • Scan Alert • RF Gain Control • Transmit Indicator Light • Automatic Noise Limiter Switch • Antenna Warning Indicator Light • S/R/F Meter • P. A. Capability • Positive/Negative Ground • External Speaker Jack • Noise Blanking Switch • Phase-Lock-Loop Digital Synthesizer.



MOBILE AM/FM CB RADIO

MODEL 8340 The good sounds, and good times, just won't quit. This great CB/AM-FM Stereo Radio combination with standby is the reason. Suppose you're waiting for a call. You can sit back, relax and catch your favorite tunes on a superb sounding radio. Meantime, your transceiver monitors the channel that carries your incoming call. Isn't that music to your ears?

FEATURES • Standby • CB Override • Stereo Indicator Light • Adjustable Shatts • 5 Push-Button System • Tone Control • Balance Control • Transmit Indicator Light • S/R/F Indicator • P. A. Capability.

There are many social uses for CB radio such as being able to communicate with organisers of an event easily, general chit chat and of course you can always ask another driver for road information and the whereabouts of restaurants, petrol stations etc.

The introduction of CB radio to the UK will greatly boost the British electronics industry.

Many of these uses are trivial and unnecessary. Space in the radio spectrum should not be permitted for such uses especially as there is a shortage of frequencies already.

In the past any new electronic goods have tended to benefit the Japanese market rather than our own manufacturers.

★ ★ ★ ★

The anti-CB arguments

By operating CB equipment in the vicinity of other electronic equipment interference is liable to occur. In the USA interference to Television sets and Stereo systems is a big problem.

Administration costs would be very high due to the fact that sets would have to be licenced and that offenders and licence dodgers would have to be tracked down. Because of this the actual licence would have to be highly priced.

CB Radio could be used by criminals and terrorists to aid their deeds.

Most people don't want CB and most authorities such as the police are against it.

Reply from those for CB

In nearly all other countries, 27MHz is the frequency used for CB radio and it is this technical point that causes the interference. If the VHF/FM band were used less interference would take place.

There are many modern technical aids such as computers etc that could assist administration. Automatic call-signs would mean easy identification so the cost of the licence needn't be prohibitive.

It is unlikely that the introduction of CB radio would cause an increase in crime as any plans would be heard by other listeners.

The number of users in other countries and the illegal users already in this country who risk high prosecution show that CB is wanted.

HASH & TRASH

Electrical systems have long been recognized as major sources of radio frequency interference (RFI). In the States in recent years the use of CB radios has expanded rapidly, and is still continuing. Mobile radios, with their low output power, and high receiver sensitivity, coupled with their close proximity to interference sources, have created a very widespread and severe RFI suppression causing problems that can make an expensive rig sound inferior.

Vehicles are generally suppressed at the factory to provide satisfactory reception on AM and FM but, for a

communications radio more efficient suppression is required — the following information will be useful to you once legislation takes place.

The noise (RFI) you are bothered with in your two way rig is propagated by two different mediums within the confines of your vehicle. Radiated noise comes from sources which tend to act like miniature broadcasting stations. Usually, these are physical gaps wherein an electrical charge (a spark or an arc) jumps across the gap acting very much like Marconi's early transmitting apparatus. The other way for interference to reach your receiver is for it to travel along the car's own electrical system, and thereby into the rig itself through the connections to the vehicle's power supply. Any switch will do this.

Three approaches may be used to suppress two-way radio frequency interference: Limit the interference by turning RF gain down on your rig. However, by "squenching out", you limit your range to only the stronger signals and "tune out" all weaker signals. You can reduce the strength of the interference at its source. Finally, you can try to confine the interference to its source.

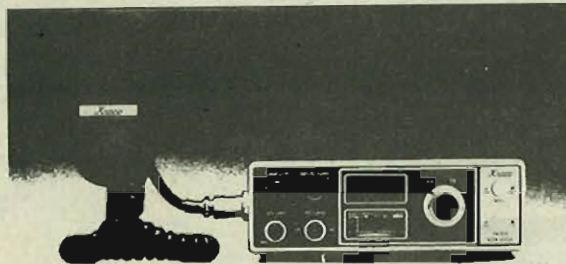
Before attempting to identify a particular source of noise, it is best to suppress some minor sources of noise and thus make it easier to identify the major sources. Make sure the antenna, transceiver, battery and hood are properly earthed. Then, check to see that all connections are clean and tight. Be certain all suppression devices installed

Dashmaster CB's and Antennas

KCB-4004

Super Deluxe Mobile
40-Channel Transceiver
with LED Digital Read-Out

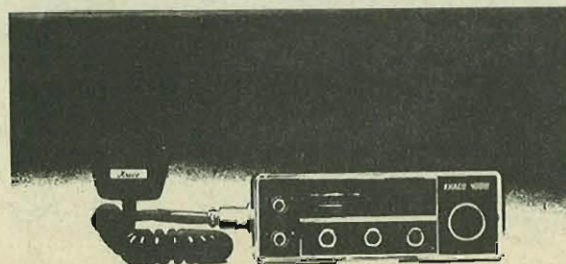
Model KCB-4004 features: Advanced Phase Lock Loop Frequency Synthesizing System Large LED Digital Read-Out Channel Indicator Variable RF Gain Control Delta Tune Control Switchable Automatic Noise Limiter CB/PA (Public Address) Selector Switch Large Illuminated Signal Strength/RF Output Power Meter Transmit and Receive Indicator Lamps Variable Squelch Control Built-in Speaker PA and External Speaker Jacks

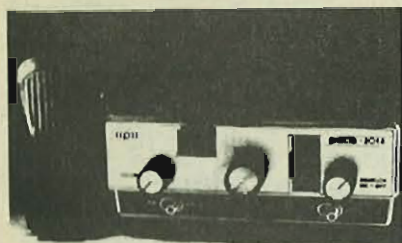


KCB-4001

Super Deluxe Mobile
40-Channel Transceiver
with LED Digital Read-Out

Model KCB-4001 features: Advanced Phase-Lock-Loop Frequency Synthesizing System Large LED Digital Read-Out Channel Indicator Variable RF Gain Control Switchable Automatic Noise Limiter CB/PA (Public Address) Selector Switch Large Illuminated Signal Strength/RF Output Power Meter Variable Squelch Control Built-in Speaker PA and External Speaker Jacks

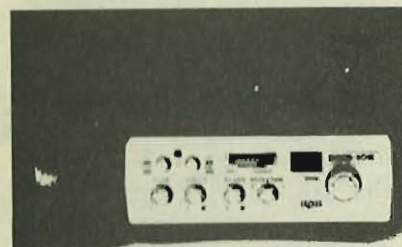




MOBILE AM/CB RADIO

MODEL 8014 When it comes to overall value, no other CB design can match this one. Unbeatable performance is built into this unit. The ultimate in AM/CB electronics, it incorporates years of Pace engineering and production expertise. Because all the special features are built-in, there is no need for exterior controls. The transmitter delivers as much power as the law allows. Advanced IC controller chip permits channel selection by using buttons on the mic, or the switch on the radio.

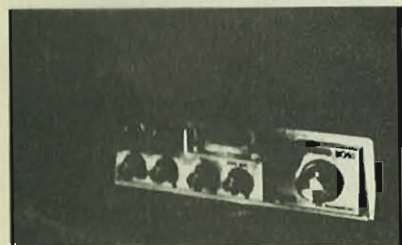
FEATURES - Shaped audio response for best voice clarity • Superior series-gate amplifier noise limiting • Cascaded amplified AGC system • Full size "S" Meter • Front panel control for built-in P.A. and Loud Hailer System • External speaker (speaker jacks) • Local/Distant Control • Built-in Noise Limiter • Locking Mounting Bracket • Ceramic pig in mic • Made in U.S.A.



MOBILE AM/CB RADIO

MODEL 8015A Step up to talk power CB. Features the serious CB'er demands are designed into this moderately priced unit. You can reach out in a big way wherever you are. Count on an unusually high degree of stability, too—the kind not always found in other units, no matter what their price.

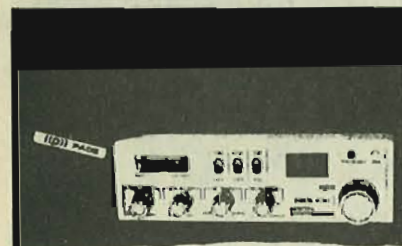
FEATURES - Delta Tune • RF Gain Control • Transmit Indicator Light • Automatic Noise Limiter Switch • "S" Meter • P.A. Function • Positive/Negative Ground • External Speaker Jack • Noise Limiter Circuit • Phase-Lock-Loop Digital Synthesizer



MOBILE AM/CB RADIO

MODEL 8016 Its many advantages are too numerous to list—but too exciting to be missed. For starters, the 8016 has greater reaction of interference than others; its transmitter delivers maximum allowable power. The high-powered 1 x 3 speaker delivers more than the audio power of other CB sets. And the same voice is uniquely compatible with top-mounted speaker and unique "short chassis" design. Quick disconnect bracket makes it easy to mount the radio in even the smallest car dash spaces.

FEATURES - Short Chassis • Power Mic Gain Control • Light Dimmer Control • Automatic Noise Limiter Control • S/R Meter • Large Scale Integration • P.A. Capability • Positive/Negative Ground • External Speaker Jack • Phase-Lock-Loop Digital Synthesizer • Made in U.S.A.



MOBILE AM/CB RADIO

MODEL 8016 You'll never drive alone when you take this dependable radio along. The 8016 lets you "take charge". It delivers maximum "talk" power to get your messages through without interference. You won't have to worry about putting a big dent in your budget to own one.

FEATURES - Noise Blanking Switch • Delta Tune • RF Gain Control • Transmit Indicator Light • Automatic Noise Limiter Switch • Antenna Warning Indicator Light • S/R Meter • Large Scale Integration • P.A. Capability • Positive/Negative Ground • External Speaker Jack • Phase-Lock-Loop Digital Synthesizer

by the vehicle manufacturer are still in place and in good condition. Broken components will not help to suppress radio interference, but can even make it worse.

If your engine has not been tuned recently, have it done. Include new spark plugs, breaker points and condenser. In order to guarantee optimum radio performance, your engine must be operating in top condition.

You might consider having resistor spark plugs, resistor suppression ignition cable and ignition suppression resistors installed if they are not already. All of these devices serve to check ignition noise and thereby reduce interference.

Connect your radio directly to the battery, if not already done. Tapping into the accessory ignition switch or another of your vehicle's electrical systems can also cause interference.

After completing the preliminary procedures, you will probably find that the noise in your receiver section has been reduced but not eliminated. A step by step search will now be necessary to locate and identify the remaining sources of interference, since this interference may be due to a single source or a combination of effects. Every type of noise that you hear on your receiver will give you a clue to the culprit's identity by a characteristic sound.

Alternator and Generator? Most modern vehicles have an alternator that generates alternating current, while older cars are equipped with a direct current generator to keep the

battery charged. Both will produce a high pitched whine or whistle which varies with engine speed. It will be louder immediately after starting the engine or after turning on headlights. The whine will not stop instantly when the ignition is shut off at a fast idle, but will decrease gradually.

Ignition System? The interference caused by the ignition system is produced by the distributor (at the points) and by the spark plugs, each time a plug fires. This interference makes a popping sound in your receiver that increased with engine speed. The noise will stop instantly when the ignition is shut off at a fast idle. Electronic ignitions tend to produce more ignition noise because the major components of the system are generally widely separated, causing the wiring for the ignition system to be interconnected with the other engine compartment wiring.

Voltage Regulator? The voltage regulator causes a rasping sound that occurs at an irregular rate. This irregular rate is because of changes in the generated voltage; caused by things such as an increase in engine speed or turning on the heater or fan. The rasping sound will usually be heard in conjunction with the alternator and generator whine. The interference caused by the voltage regulator will not stop instantly when the ignition is shut off at a fast idle.

Voltage Limiter? The interference produced by the voltage limiter is a loud erratic scraping sound that occurs when the ignition is switched to

American C.B. Law

American CB law, the rules and regulations that govern the use of CB equipment, are as you might expect somewhat skimpy and of course by the time the craze reaches the UK it is projected that much tougher guide lines will be "part of the deal". At one time you couldn't use the air waves for general communication but now this restriction has been removed. The F.C.C. only has five hundred people to "police" the market and five million are reputed to own CB's, so they only act in extreme violation of the law such as regular use of profanity, the playing of music and the use of the air waves to solicit for business. Prostitutes in the States are regular violators of this law. The maximum communication distance for a CB'er is 150 miles; in the United Kingdom this may be as little as 15 miles. Conversations are limited to no more than five minutes per break; in the UK 2 minutes may well be the maximum duration. The F.C.C. has to act against operators who are known not to have a licence and who disregard the rules regarding obscenity and also those CB'ers who crank up their transmitters from the legal maximum of 4 watts to an illegal high of 100 watts or more. The department is also extremely sensitive about operators who keep "keying" the mike (pushing the mike

button without speaking) as this breaks transmission and of course prevents other users from broadcasting by blocking out the signals of nearby transmitter carriers. Throughout the whole Continent of North America CB users enjoy reciprocal facilities with CB'ers in Canada and Mexico but those who cross frontiers are requested to have the necessary permits to prevent confiscation of their equipment - or as outlined in Chilton's CB Handbook a border police operation has been known to apply a .38 calibre slug between the transmitter dials - thus rendering the equipment useless.

Those operators who take the CB system seriously are those who tend to benefit from owning such equipment. Abuse of the air-waves only alienates the authorities. In the USA, CB Societies help to police the system themselves and it is not unknown for a posse of CB'ers to gang up on a persistent violator and subsequently confiscate his rig. Even worse fates have been deemed on the gentlemen who make suggestive comments when children are broadcasting with the supervision of their parents. In many State areas citizens also monitor certain channels and on a national scale the Radio Emergency Association Citizens Team (REACT) listen in to the 24 hour emergency channel in association with the police. The emergency channel, as previously outlined, is number nine but it is well known to the "audience" listening in to the most interesting dialogue on the truckers channel, number 19, that a break on that frequency would facilitate assistance within minutes.

"start" but the engine remains off. It is caused by the movement of the fuel and temperature gauges and will lessen after the gauges settle down.

Electrical Accessories? Electrical accessories such as electric windscreen wipers, heater and air conditioner blowers, electric windows and indicators can cause interference in RF reception most often in the form of various pitched whines. To determine the offending accessory, turn

each accessory on one at a time and listen for increased interference.

Instruments and Gauges? Instruments and gauges tend to produce a hissing cracking or clicking sound at irregular intervals. The noise they produce usually worsens on rough roads. To identify this source of interference; park the car and leave the engine running, hit the dash to simulate road conditions and listen for a sudden change in hissing, cracking or clicking.

Wheels? A less common source of two-way radio interference is the front wheel axle. As the wheels rotate, a static charge is built up between the axle and the wheel bearing. This produces an irregular popping and rushing noise in your receiver. It occurs most often in dry weather at high vehicle speeds. To identify this source of interference, accelerate to motorway speed, then coast in neutral with your engine off. Apply the brakes gently. (This exercise must however be undertaken off the highway preferably on a test road or disused airfield runway). If the popping and rushing noise disappears you have wheel static.

Tyres? In the case of tyres a static charge, similar to the noise generated by the wheels, can be generated by the inner tube and tyre. This static produces a more regular popping noise in your receiver.

Once you have identified the interference, there are many methods to help remedy the problem.

Alternator and Generator The high pitched whine or whistle caused by the alternator can be eliminated by simply installing a noise filter or coaxial capacitor at the alternator output terminal. Care should be taken to make sure the filter or capacitor is rated to handle the maximum alternator output, and that the device is connected to the output terminal, and not the alternator field terminal. Cleaning the alternator slip rings and replacing worn brushes also helps to reduce alternator interference.

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The 1980 line of CB antennas and accessories is unsurpassed. Shakespeare has once again engineered innovations that revolutionize the industry...

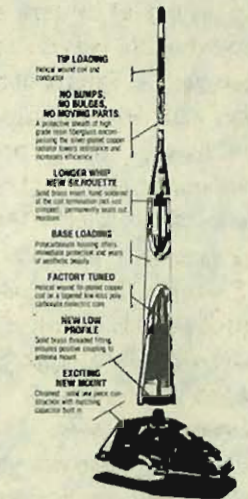
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Factory the original mounting permanently locks the S2 739 connector in position.

Two Load™ The Great Breakthru! Shakespeare's computer engineered duo-phased mobile antenna. With the long range and talk power of both base and top loaded antennas.



FROM THE MOUNTING SLEEVE UP! THE ONLY FULLY INSULATED BASE STATION ANTENNA AVAILABLE! ENGINEERED TO WITHSTAND 13,000 VOLTS!

The New Generation of Magnetic Mounts: Never Such Cling! ... Magnetic mounts that boost holding power 400%! Forced alignment that grips at any highway speed and under all but the most severe impacts.

As is the case for the alternator, the high pitched whine or whistle caused by the generator can also be limited by installing a coaxial capacitor or noise filter. The generator will already have a factory installed capacitor attached to the armature terminal. If this capacitor is not already a coaxial capacitor, it should be replaced by one. The capacitor or filter is installed by connecting it to the generator output or armature terminal. Once again, care should be taken to insure that the capacitor or filter can handle the maximum generator current, and the devices are connected to the output terminal and not the generator field terminal. In addition, check the generator for worn brushes.

Ignition System Whilst most late model vehicles are factory equipped with resistance ignition cables and a minimum of radio noise suppressors, this usually will only reduce interference sufficiently for satisfactory auto radio reception. To further reduce the amount of interference and thereby increase the operating range of your rig, you should get a major tune up and replace worn spark plugs, points and condenser. Then, make sure resistance ignition cable is installed from the plugs to the distributor and from the distributor to the ignition coil. (This is specially important if your car is an older model). Also, make sure the ignition coil and its mounting bracket are making a good connection with the engine block and install an ignition type filter of coaxial capacitor as close to the coil battery terminal as

possible. Make sure the antenna is properly earthed.

To supplement these steps in limiting ignition noise you might consider the use of one or more of the following: resistor spark plugs, ignition noise suppressors and ignition system shielding kits.

Voltage Regulator/Limiter
The rasping sound caused by the voltage regulator can be reduced by connecting a coaxial capacitor or noise filter as close as possible to the armature and battery terminals. Some voltage regulators particularly in late

model vehicles are solid state and thus have no contacts. Others have single or double contacts. In the case of a single contact, attach a coaxial capacitor or noise filter to the ignition terminal. For a double contact a second capacitor or filter should be attached to the battery terminal. Make sure the capacitor or filter is rated to handle the maximum generator or alternator current.

The radio interference from the voltage limiter, in the form of a scraping sound, can be suppressed by connecting a capacitor at the battery terminal of the voltage limiter

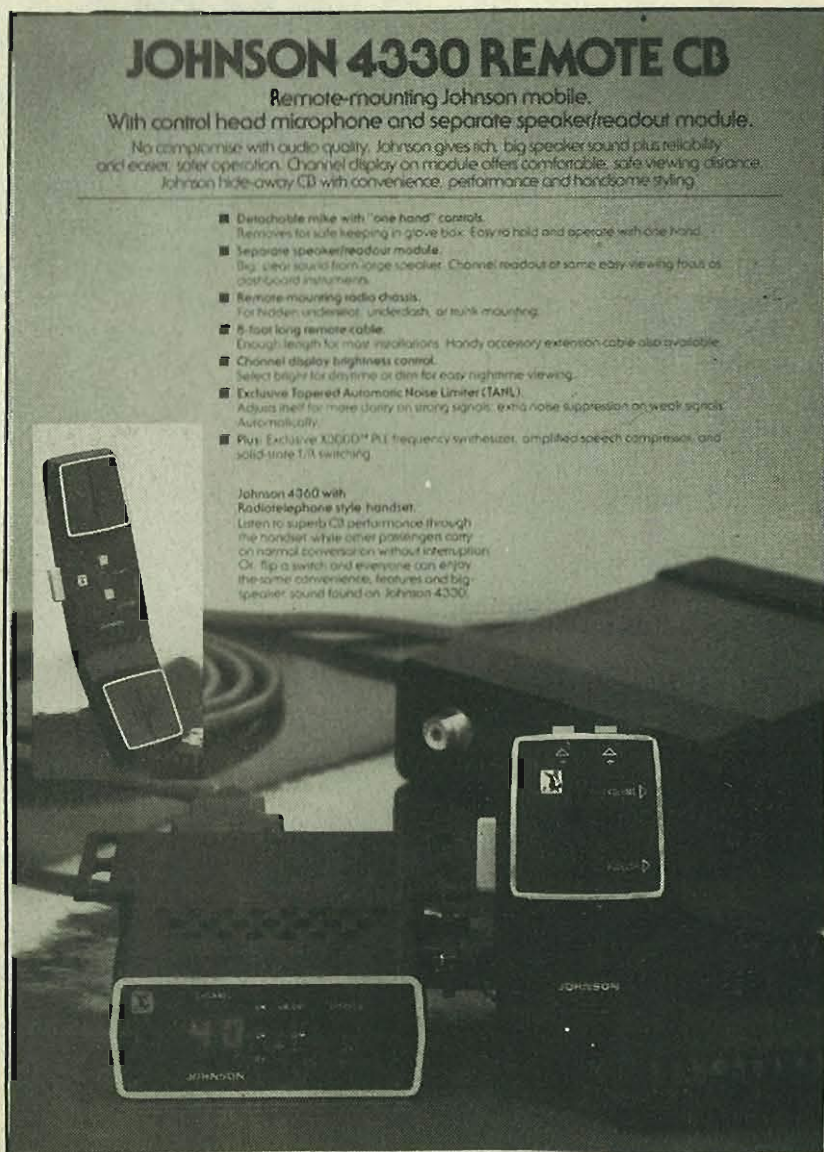
JOHNSON 4330 REMOTE CB

Remote-mounting Johnson mobile.
With control head microphone and separate speaker/readout module.

No compromise with audio quality. Johnson gives rich, big speaker sound plus reliability and easier, safer operation. Channel display on module offers comfortable, safe viewing distance. Johnson hide-away CB with convenience, performance and handsome styling.

- Detachable mike with "one hand" controls. Removes for safe keeping in glove box. Easy to hold and operate with one hand.
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- Exclusive Tapered Automatic Noise Limiter (TANL). Adjusts itself for more clarity on strong signals, extra noise suppression on weak signals. Automatically.
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Johnson 4360 with Radiotelephone style handset.
Listens to superb CB performance through the handset while other passengers carry on normal conversation without interruption. Or, flip a switch and everyone can enjoy the same convenience, features and big-speaker sound found on Johnson 4330.



or, by attaching a radio type pigtail capacitor directly across from the voltage limiter terminals. If the interference still persists after taking these measures install a hash choke (a small wire coil) in series with the voltage limiter battery terminal.

Accessories/Instruments Once the accessory causing the interference is identified its interference can be silenced by installing capacitors or noise filters in the accessories terminals. The size of the capacitor or filter is determined by the accessories maximum output. However, out of all the electrical accessories it is really only worth suppressing the noise from the wipers and demisters since they get continuous use when turned on.

A similar source of interference can be attributed to the audible and visible safety and warning devices that have been installed in some of the newer vehicles. Interference from these sources can be controlled by isolating the primary power circuitry to your equipment, and avoiding circuit sharing with the hooter and indicator systems.

The best approach to suppressing the cracking, hissing and clicking interference produced by offending instruments and gauges is to connect a 0.5 mfd coaxial capacitor in series with each gauge terminal.

Wheels and Tyres Wheel static, which produces an irregular popping and rushing noise can be cured by using a pair of static collector rings. To install these simply remove

each front hub cap and each axle dust cover. Then, press the small end of the static-collector ring against the tip of the axle and replace the dustcover and hub cap.

Eliminating the popping noises generated by the inner tube and tyre is best accomplished by injecting anti-static powder into each of the inner tubes through the tyre valves. Kits for this contain the special tool and powder necessary.

One final noise suppression measure warrants mentioning and that is bonding. Bonding is a procedure whereby the interference generated by the

ignition and charging systems are kept from travelling throughout ground. This is accomplished by connecting the metal parts of your vehicle together (usually by means of a braided ground strap) to form a shield.

All of the following are strategic bonding locations: corners of the engine to the chasis, air cleaner to the engine block, coil and distributor to the engine, exhaust pipe to the engine and chasis/sub frame both bumpers to the chasis both sides of the boot lid and both sides of the bonnet to the chasis and battery earth to the sub frame.

VIKING 230 BY JOHNSON

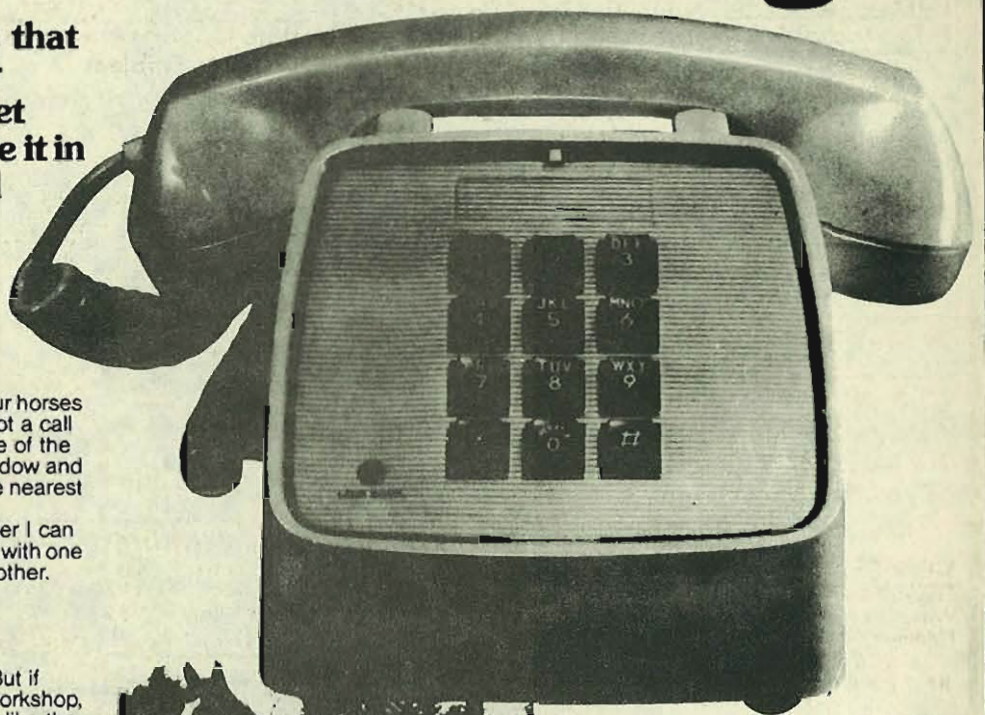
Popular Viking mobile with deluxe features.
Including NoiseGate blanker and range control.

For quality and value, Viking 230 is the popular choice. More solid CB performance and advanced features than ever before at such an attractive price.

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Blocks out spurious noise like it wasn't there. For regular AM, too.
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Prevents varying beam duty angles. Squelch can be set to actual meter levels.
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Selects bright for daytime or dim for easy nighttime viewing.
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To hold a friend or in the show. Use plug in a PA speaker.
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The Phone Ranger

The cordless phone that works like a regular phone up to 300 feet from your house. Use it in your own back yard



I live on five acres. And I keep four horses in my back yard. Used to be, if I got a call while I was down at the corral, one of the kids would yell out the kitchen window and I'd do the hundred-yard dash to the nearest house phone.

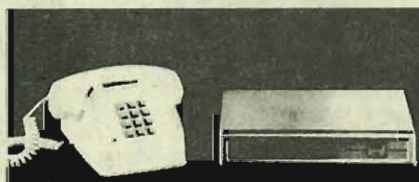
No more. With The Phone Ranger I can groom Laird, my Palomino gelding, with one hand and call my broker with the other.

Take or make calls up to 300 feet away.

Maybe you don't keep horses. But if you've got a pool, patio, garden, workshop, tennis court or garage—and you'd like the phone to come to you instead of you going to it—this is the answer.



deluxe version). Red indicator light tells you when it's time to recharge.



Doubles as an extra extension phone.

When you're not using it outside, use it as an extra extension phone without paying monthly charges to the phone company.

Works so simply.

Plug base unit into phone jack and into AC house current. Then plug The Phone Ranger into base unit to charge battery. Now unplug The Phone Ranger and you're ready to use it to take or make calls up to 300 feet away (750 feet if you choose the

signal. Just press the # or the * button and The Phone Ranger automatically redials the last number you called!

(A great security idea: "program" your phone to your local police number before you go to bed. The touch of a single button alerts police in case of emergency.)

If you don't have a phone jack, the phone company will install one for a nominal one-time charge. If you have an old-fashioned, 4-prong jack, The Phone Ranger comes with an adaptor you can use. Even if you live in an area with rotary dialing, the pushbutton system on your Phone Ranger will work. And the entire unit is FCC approved.

Includes amazing "last number" memory!

No need to re-dial when you get a busy

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For those readers who understand or are interested in the technology of the United States CB system we include here a brief but fascinating "how it works".

though in recent years this is not so. AM impresses information onto the carrier wave by varying its amplitude in time to the message signal. By doing this, it produces three signals which are all transmitted simultaneously. These three signals are the original carrier (which never changes during modulation) and a lower and upper sideband. Each sideband is a mirror image of the other and the original carrier is the point of reflection. The frequency of the sidebands is equal to the frequency of the modulating signal. As an example, an AM broadcast transmitter radiating frequencies up to 5kHz uses 10kHz worth of radio spectrum in the process. So far so good, but

AM or as we should really say, amplitude modulation, is the oldest method of implanting an information carrying signal onto a radio carrier wave. In the past the very simplicity of this system was its biggest asset

Technology

now we get a little more technical!

Half the power of any AM transmitter is always devoted to sending the unchanging original carrier and if two AM transmitters are picked up by a receiver at the same time any difference in frequency of a few Hz will produce an unpleasant fluttering effect.

AM is very easily converted back into its original message signal when detected by any non linear circuit element. The problem starts with private mobile radios that any circuit (whether designed for radio reception or not,) with the slightest amount of non-linearity will also detect the message signal. This is what causes interference on radio and TV sets and what the British system will try to avoid. In America much domestic equipment is now to a certain degree protected from interference from CB sets. The devices used are quite simple to fit but as yet there are very few receivers in the UK which are protected from interference on AM wavebands.

Most of the development work now taking place on mobile communications is centred around forms of SSB. SSBSC (Single Sideband Suppressed Carrier, shortened even further to SSB) is simply an AM carrier with two of its three components removed — this being the carrier itself and one of the sidebands. To do this, the AM signal is passed through a special filter with very sensitive characteristics or by a complicated process which automatically rejects the unwanted frequency components. As both of the AM

sidebands contain the same information, the message is not lost but owing to the fact that there is no longer a carrier it is necessary to reinsert one by means of an oscillator in the receiver. Any error in the frequency of the oscillator will distort the pitch and the quality of the broadcast received so extra care has to be taken to set and maintain the oscillator at the correct frequency. Because there is no carrier, and with all the transmitter power devoted to sending the message signal, SSB is an efficient use of bandwidth and only uses half the space of the equivalent AM transmission thus requiring less transmitter power.

The British experts of CB Radio are fighting for an open channel on the FM frequency (frequency modulation) as it has been proved that of the three forms of modulation FM is the least likely to cause excessive interference because the power radiated by the transmitter is kept at a constant level and detection by non-linear electronic items is much less of a risk. In FM, the signal is impressed onto the carrier by varying the degree of frequency. It is insensitive to fluctuations in the strength of the signal and if two FM signals are picked up by a receiver the stronger signal will dominate the output.

VIKING 270 BY JOHNSON

The finest full-featured Viking mobile. With programmable dual channel scan.

Ingenious. You monitor one channel while Viking 270 listens to another for you. So you won't miss those important calls.

- **Programmable dual channel scan.***
Automatically scans for action on both the channel you've dialed and the channel you've programmed.
- **NoiseGate™ noise blanker.**
Blanks out ignition noise like it wasn't there. Has regular ANL, too.
- **Audiobrite™ channel display brightness control.**
Perfect readout from nighttime to bright sunlight. Automatically.
- **Twin ceramic filters.**
For superior off-channel interference rejection.
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- **PowerBar™ LED meter with color-coded squelch.**
Precise viewing from any angle. Squelch can be set to actual meter levels.
- **Leather-grain vinyl-clad steel case.**
Accessory cases available in striking colors to harmonize with vehicle interiors.
- **Plus. Exclusive 10000™ PLL frequency synthesizer, built-in public address function, amplified speech compressor, solid-state TR switching, touch-indexed control knob, detachable microphone, quick-disconnect power plug.**

*When applicable.



Shown in Standard Telemeter Black

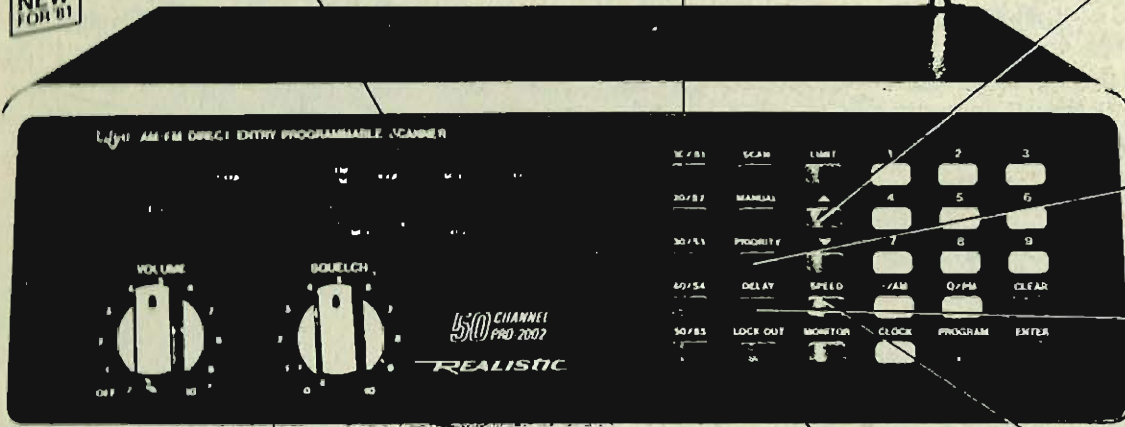
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Available Dec. 30, 1980

Realistic PRO-2002. You can't buy a better or more exciting scanning radio! With it, you enjoy continuous, automatic reception of any 50 channels on UHF and VHF for all kinds of real-life action and drama—police, fire, railway, mobile telephone, aircraft, VHF weather, amateur radio operators, and more. And you can "personalize" your listening—the digital keyboard lets you punch in actual frequencies for monitoring, storing, or just exploring. Search Direction buttons make it easy to find new and often unpublicized channels—just enter the lower and upper range limits and select the search speed. You can search all frequencies or in any of 5 sets. The rest is automatic, because the 2002 will search across all the bands. When you find an interesting channel, simply read its frequency off the big 6-digit display, and insert it in the microprocessor memory using the ENTER button. Zeromatic™ assures accurate signal tuning.

Features automatic or manual scanning, scan-delay so you can hear both sides of messages, electronic individual channel lockout for temporarily bypassing unwanted channels, and variable squelch control—you hear only the messages, not noise. Built-in 9V battery (not incl.) backup maintains the memory during power failures or when you unplug the scanner. Built-in speaker, plus jacks for headphone, external speaker and tape recorder. Band Coverage: VHF-Lo 30-50 MHz; Aircraft (AM) 108-136 MHz; Amateur Radio 138-148 MHz; VHF-Hi 148-174 MHz; Amateur Radio/Government 410-450 MHz; UHF-Lo 450-470 MHz; UHF-Hi ("T") 470-512 MHz. Includes comprehensive operating manual, mobile™ mounting bracket, all power cords. U.L. listed AC operation or 12VDC neg. gnd. external power. 3½x10¾x10¾." PRO-2002—The ultimate scanner!
20-116

In our first edition of CB News we reported how basically simple it was to operate CB equipment. For the benefit of first time readers please bear with us whilst we take them through the simple steps yet again.

Did you miss our first issue? If so, send 60p plus 15p post and packing. To ensure you receive your copy of CB News regularly every month place a standing order with your newsagent or take out a postal subscription for one year (12 issues including post and packing) by sending a cheque or postal order made payable to Crofts Publishers Limited for £9.00 to: CB News, Empire House, Empire Road, Leicester.



Whilst it is not legally possible for you to own a CB rig at present, you will see that we have illustrated throughout our magazine pictures of the kind of equipment available in the United States. This is for your interest only and as previously outlined equipment manufactured for the potential British market may well be of a different design to satisfy our nations requirements. However, we would like to briefly mention the controls of the CB equipment which will highlight the simplicity of operation:

1. ON/OFF/VOLUME

Just like a normal transistor radio all CB rigs have a switch to turn it on or off. These are normally located on the front of the set.

2. SQUELCH

Unlike a normal transistor radio, CB transceivers (transmitters/receivers) have an additional knob which is used to adjust the sensitivity of the receiver portion of the set. Without this control one would experience a scratchy static sound which would be caused by the receiver itself. All this control does is to eliminate the squelch allowing the incoming signal to be heard, silencing the background noise.

3. CHANNEL SELECTOR

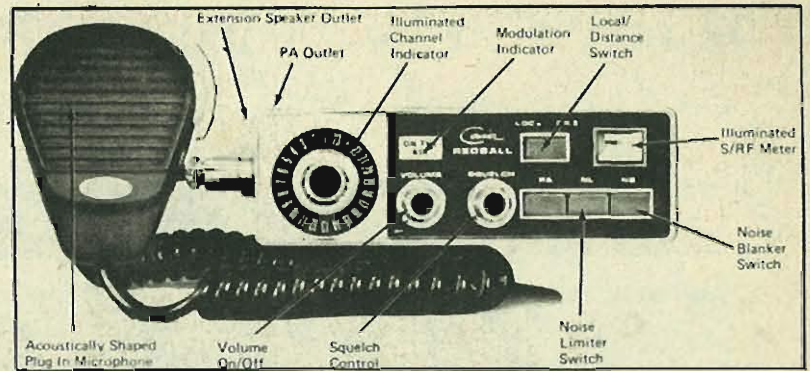
Assuming that we have more than one channel to broadcast and receive on, our sets also will have a channel selector rather like those multi-position knobs located on early VHF television sets. On some American equipment the channel selector has been located on the microphone housing facilitating one handed control possible - a boon to the motorist.

4. AUTOMATIC GAIN CONTROL

"AGC" is a term which is used by CB freaks. It is a feature of the circuitry to prevent over loading the receiver when in the vicinity of a third party transmitter. In other words, if you had the volume turned to maximum to receive a very weak signal then if you did not have this control you would have your head blown off when a strong signal was received.

5. AUTOMATIC NOISE LIMITER

The ANL acts as a filter. It reduces the static between signal input substituting silence



in place of man made static such as near by machinery, car ignition or other electrical and mechanical engine interference. Generally, the ANL is an on/off switch and manually controlled. Some sets also have a "Noise Blanker" which is a more complicated version of the ANL and can also eliminate pulsating noises from your equipment.

6. S. METER

More expensive sets have meters which determine the strength of the incoming signal in S. Units from one to nine. An S1 signal is weak and an S9 signal is strong. The meter measurement is decibels. Some equipment also has a RF meter which monitors the power of your own signal when transmitting and indicates the efficiency of your equipment.

7. DELTA TUNE

This is a three position switch allowing the user to correct the receiver for off-channel signals and to receive the signals best for their frequency with the minimum of distortion.

8. DX - LOCAL CONTROL

This facility is ideal for town work giving the operator the choice to receive local short-

range calls or DX long distance communication at the slide of a switch.

9. TONE CONTROL

This is nothing more than a treble/bass control like a kind found on normal AM radio and stereo record players.

10. MICROPHONE

There are two main kinds of microphone available - one the hand variety or more convenient for the driver, head sets and microphone similar to those ones used by telephonists. The latter is more suitable for operators of public service vehicles.

Some equipment manufactured in the States will also have indicator lights advising the user whether they are in a broadcast or receive situation, microphone gain control to vary the percentage of modulation, and even a CB/PA switch giving sets the capability of the user talking through the microphone to those people on the sidewalk by public address. Police radios already have this facility in the UK but it is unlikely that the general public will be able to enjoy this facility in this country.



JOHNSON CB

Messenger 92/40

The Canadian CB Rules

CANADIAN DEPARTMENT OF COMMUNICATIONS General Radio Service Regulations

GENERAL RADIO REGULATIONS—PART I

Fees for Licences

4. (2) The fee payable for a station licence authorizing the performance of a General Radio Service is

(a) thirteen dollars and fifty cents for a licence that is valid for a period of three fiscal years;

(b) nine dollars for a licence that is valid for two fiscal years; or

(c) four dollars and fifty cents for a licence that is valid for one fiscal year or less.

United States Citizens

12. (2) A citizen of the United States may operate in Canada a radio station that is

(a) owned by himself and licensed by the Government of the United States as a Class D station in the Citizens Radio Service and authorized by the Minister to be operated in Canada; or

(b) licensed by the Minister and not required, under the General Radio Regulations Part II, to be operated by a person holding a certificate of proficiency.

GENERAL RADIO REGULATIONS—PART II

2. (1) (v) "General Radio Service" (is) a service provided by land or mobile stations for personal, or private business radiotelephone communication and the radio control of models.

GENERAL RADIO SERVICE (Operation)

70. (1) Subject to these Regulations, a licence for a station performing a General Radio Service shall be in force for a period not exceeding three fiscal years.

(2) In this section "fiscal year" means a twelve-month period commencing on the first day of April and ending on the thirty-first day of March following.

(3) In sections 71 to 80 "licensed station" means a station licensed to perform a General Radio Service.

71. A licence for a station performing a General Radio Service may authorize the licensed station to be operated

(a) in any craft or vehicle;

(b) at fixed locations; or

(c) while carried on the person.

(2) Licensed stations may only use the frequency of 27.065 Mc/s

(a) for radiocommunications that involve the immediate protection of lives

or property; or
(b) to establish communication with other stations.

1. (1) Subsection 72(1) of the *General Radio Regulations, Part II* is revoked and the following substituted therefor:

"72. (1) Subject to subsection (2), the frequencies authorized to be used by each licensed station on a shared basis, subject to no protection from interference caused by the operation of industrial, scientific and medical apparatus in the frequency bands 26.965 to 27.285 MHz, are as follows:

26.965 MHz	27.215 MHz
26.975 MHz	27.225 MHz
26.985 MHz	27.235 MHz
27.005 MHz	27.245 MHz
27.015 MHz	27.255 MHz
27.025 MHz	27.265 MHz
27.035 MHz	27.275 MHz
27.055 MHz	27.285 MHz
27.065 MHz	27.295 MHz
27.075 MHz	27.305 MHz
27.085 MHz	27.315 MHz
27.105 MHz	27.325 MHz
27.115 MHz	27.335 MHz
27.125 MHz	27.345 MHz
27.135 MHz	27.355 MHz
27.155 MHz	27.365 MHz
27.165 MHz	27.375 MHz
27.175 MHz	27.385 MHz
27.185 MHz	27.395 MHz
27.205 MHz	27.405 MHz

(2) Section 72 of the said Regulations is further amended by adding thereto the following subsection:

"(3) Provincial or municipal emergency communications shall have priority over all other communications on the frequency 27.255 MHz (Channel 23)."

73. (1) A licensed station may carry on two-way radiotelephone communication with stations that are

(a) licensed to perform a General Radio Service;

(b) licensed by the Government of the United States as Class D stations in the Citizens Radio Service if the licensees of the Class D stations are authorized by the Minister to operate them in Canada; or

(c) exempted from licensing under subsection 6(3).

(2) The type of communications referred to in subsection (1) may include transmissions of signals for the actuation of radio receivers to establish and maintain voice communication.

73.1. The maximum power authorized for use by a licensed station is

(a) where determined on the basis of direct current input power, five watts to the anode or collector circuit of the transmitter amplifier stage supplying radio frequency energy to the antenna; or

(b) where determined on the basis of radio frequency output power,

(i) twelve watts peak envelope power for transmitters producing sup-

pressed carrier, reduced carrier, controlled carrier or other types of single sideband emissions, or

(ii) four watts carrier power for transmitters producing other types of emissions, as measured at the transmitter output terminals when terminated by an impedance matched load.

74. (1) A licensed station shall be used only for communication concerning the business activities and personal affairs of the licensee.

(2) A licensed station shall not be used for any of the following purposes:

(a) activity contrary to federal or provincial law or municipal by-laws;

(b) the transmission of music or other material for amusement or entertainment;

(c) broadcasting or any transmission in connection with broadcasting;

(d) transmissions of any nature to the public through a public address system;

(e) transmission of a frivolous nature;

(f) transmissions directed to any person or station beyond the ground wave coverage range of the station;

(g) communication used in itself as a diversionary or recreational activity; or

(h) calls directed to stations generally.

(2a) Notwithstanding paragraph (h) of Subsection (2), in an emergency, calls for assistance may be transmitted as a call to "GRS Stations" specifying the area concerned.

(3) No tolls shall be levied or collected on account of any business transacted or messages transmitted or received by means of a licensed station.

75. (1) Each exchange of communications between licensed stations shall not exceed five consecutive minutes duration and upon the termination of an exchange of communications no further transmission shall be made until the lapse of two minutes or until interference will not be caused to other stations using the same frequency.

(2) The emission of a carrier wave is prohibited except when actual communications are being transmitted or for making brief test transmissions.

(3) A licensed station shall transmit its assigned call sign

(a) at the beginning and at the end of each exchange of communications in which it is engaged, and

(b) at the end of each test transmission.

76. (1) No transmission by a licensed station shall

(a) cause any interference to other licensed radio stations operating outside the frequency band 26.96-27.28 Mc/s;

(b) cause any interference to a private receiving station; or

(c) interfere maliciously with the communications of another station

operating in the General Radio Service.

(2) In the event of interference as referred to in subsection (1) being caused by a licensed station, the licensee may be required by a departmental radio inspector to take such steps as are necessary for the prevention of further interference or to restrict or cease operation of the station pending a satisfactory adjustment of the radio apparatus of the station.

77. (1) Each licensee shall be responsible at all times for the control and operation of his licensed station.

CBers Going North

U.S. CBers planning to visit Canada should keep in mind that to operate their radios in that country they must obtain prior authorization from the Canadian Department of Communications. Such permission is easy to obtain. All U.S. CBers need do is write to the DOC regional office listed below which is nearest to their proposed point of entry to Canada, requesting a copy of the application for registration of their station. At least six weeks should be allowed for mailing and processing delays.

ATLANTIC REGION

Regional Director
Department of Communications
7th floor
Terminal Plaza Building
P.O. Box 1290
12222 Main Street
MONCTON, N.B.
Canada E1C 8P9

QUEBEC REGION

Regional Director
Department of Communications
20th floor
2085 Union Street
MONTREAL, Que.
Canada H3A 2C3

ONTARIO REGION

Regional Director
Department of Communications
8th floor
55 St. Clair Avenue East
TORONTO, Ont.
Canada M4T 1M2

CENTRAL REGION

Regional Director
Department of Communications
2300-One Lombard Place
WINNIPEG, Man.
Canada R3B 2Z8

PACIFIC REGION

Regional Director
Department of Communications
325 Granville Street, Room 300
VANCOUVER, B.C.
Canada V6C 1S5

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Side Two: Phantom 309 - Red Sovine, Overloaded Diesel - Jimmy Griggs, Widow Maker - Jimmy Martin, Diesel Smoke On Danger Road - Willis Brothers, Burning Bridges - Jack Scott.

PRICE £4.00



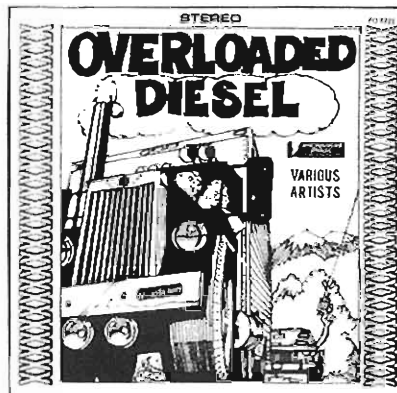
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Side Two: Truck Stop Cutie - Willis Brothers, The Gearjammer and the Hobo - Red Sovine & Johnny Bond, Wreck On The Highway - Cowboy Copas, Trucker's Rag - Moon Mullican (instr), Sunny Side Of The Mountain - Hawkshaw Hawkins, Guitar Pickin' Truck Driver - Moore & Napier.

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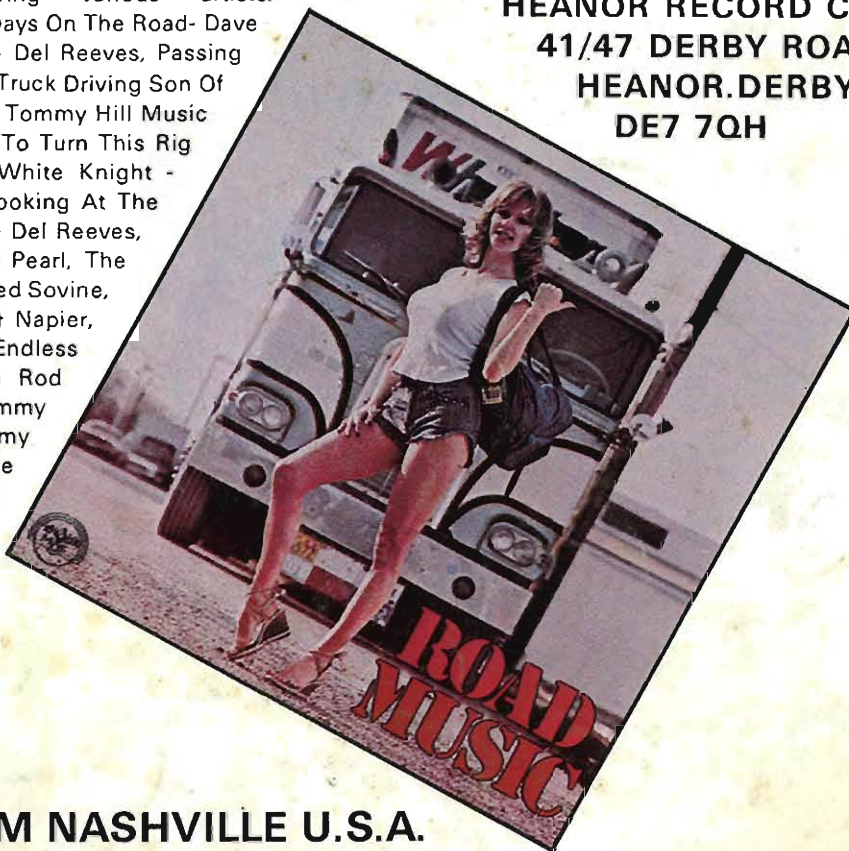
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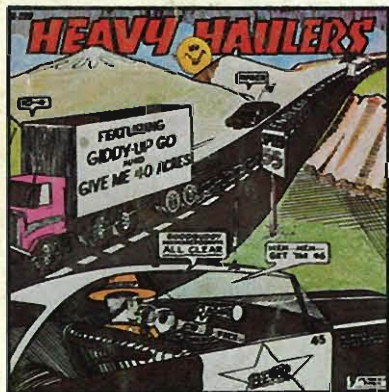
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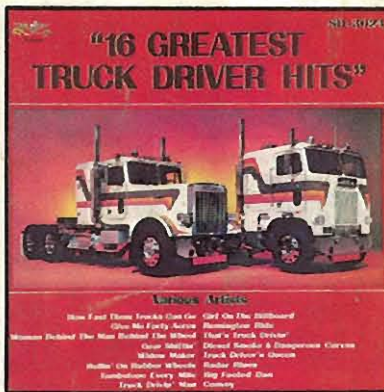
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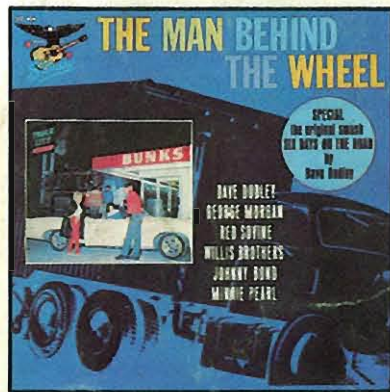
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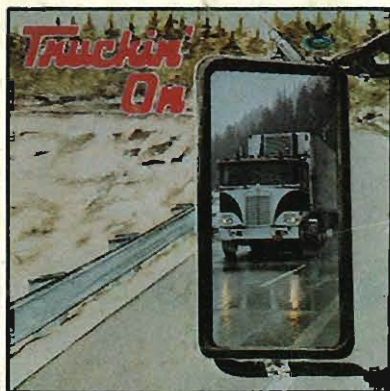


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