

ISSUE No. 8  
FEBRUARY 81  
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# CB RADIO



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BREAKERS MAG

**The British Breakers Mag.**

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# CB RADIO



London Demo.



National 10-4 day.



27 Outweighs the rest.

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## CB Radio Magazine

### British Breaker Productions

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Director	J. O'Hara	Artwork	American Boy
Editor	The Englishman	Copy Typing	Maureen Kelvey
Editors Secretary	Carole Robertson	Paste up and Artwork	The Main Man
Photography	Colin Downs	Phototypesetting	Boozey Suzie

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### FRONT COVER PHOTO

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# CB Radio is here at last!

It has taken a long time but CB Radio is here.

STOP '... Don't jump to conclusions, we're sorry but we're not talking about legalisation, we're just blowing our own trumpet, but you have guessed it was a wind up to attract your attention haven't you?'

Of course that means the browser will flick through a few more pages and put us back on the shelf, but then we're not here for the browser. The more serious CBer will look at what we offer and shell out his 60 pence in the hope that he will be better informed.

Perhaps I should explain for the benefit of our new readers. CB Radio Magazine started back in May 1980, it was and still is produced by breakers for breakers. Some of the material we have covered and indeed will cover is known in the trade as sailing close to the wind. For this reason we found some doors closed or at least darn right awkward to open. However time heals all and with the arrival of other magazines with a lot more pull than us came the opportunity for us to sit on your newsagents shelf.

## The best magazine?

We must be honest and forget any ideas of blowing our own trumpet further. The choice as to which magazine the CBer or enthusiast will prefer must be left up to him. If you have read this far you've probably made that decision or else will have to soon, as the shop assistant keeps eyeing you up and down and waits for you to quickly grab a top shelf mag, stuff it inside this one and with a red face nonchantly purchase both.

But back to CB, no stop looking round at the shop assistant, you may have noticed that our intro is light-hearted even jocular.

Guilty, as accused, but then as CB is illegal you do need something to laugh about other than the Government and CB.

## The Present Situation

Now we come to the crunch, CB which in case you don't know and qualify as just an interested party, is the first letters of Citizens Band.

Citizens Band Radio started in the States in the late fifties, it is a public two way radio system that is both cheap and easy to install and a doddle to use.

In the States the frequency used for CB is 27 MHz, that frequency is also used here in Britain, but not legally. At present it is an offence to either install apparatus capable of transmitting or to actually use that apparatus to transmit. Yet possession is not an offence. For more background information on this subject see this issue, page 42, 'The Law and You'.

## A quick apology

Regular readers will have noticed that we're babbling on about arriving yet they have been reading us for seven issues. So we must offer you our apologies and promise to get back to being our normal self. (Total confusion).

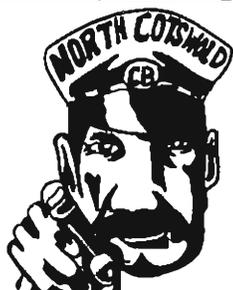
No seriously we held over coverage of the Birmingham and London demonstration purely because of our new readers. We know it wasn't cricket but sorry, it just had to be. Keep with it and if there's anything you don't like, write and tell us.

Finally to all readers may I wish you a good month and keep lobbying your MP for CB. I don't normally sign off this column at all but as I do not refuse to say Break Break, unlike someone I could, but won't, mention.

Breaker Break 10-10.

Stay clean.

THE ENGLISHMAN



**THE NEXT DEMO IS ON FEBRUARY THE 14th AT  
SPEAKERS CORNER TO No.10 - TRAFALGAR SQ, AND BACK TO  
SPEAKERS CORNER FOR A RALLY ORGANISED BY THE NORTH  
COTSWOLD CLUB.**

**WE WANT YOU TO DEMONSTRATE**

# The Birmingham and London Demonstrations

## Two totally different demonstrations for CB.

Firstly we must point out that coverage of both demonstrations could have been, and indeed should have been in the last CB Radio, January Issue 7. However having said that we make no excuse for holding the articles over, save for the reasons already explained in our introduction.

### Birmingham is invaded again

When it comes to CB demonstrations the past has shown that Northerners are enthusiastic and generally, nay always, produce a good turnout. On the occasions when a London demo has been arranged it is normally given backing by the UBA (United Breakers Association). This is a London based organisation with members and affiliated clubs throughout the country. Hence these London demonstrations receive a good turnout from clubs all over Britain, yet strangely enough in comparison very few London Clubs produce a good show of faces at London demos.

Northerners have noticed this lack of London club support especially at demonstrations on their own patch and take pride in their own demos especially when the numbers top a thousand.

One huge banner that can be seen at practically every demonstration within a days drive of Birmingham is the 'South Birmingham Citizens Band Club'. This time they had decided not to lug the banner all over the country and being clever organised a protest march to legalise CB in Birmingham itself.

The route was to be reasonably short and ending in a rally with guest speakers. We arrived and found a forty foot articulated lorry plastered with 'Wye Forest Breakers' and a demand for legal 27 MHz, the driver intended to lead or follow the demonstration, however the police persuaded him that it would be impractical to drive a dirty great unit with trailer through the town.

Instead the march was lead by a Corvet Stingray and a few CB 'personalities' or should we say spokesmen? Councillor Richard Town was there with Andy Donovan ('Disco One' UBA President) and

tagging along behind them was James Bryant of the CBA (Citizens Band Association). Following the march was an assortment of CB vehicles and of course the odd accessory dealer.

Roger Taylor of the South Birmingham Citizens Band Club quoted the turnout as around three thousand, the police estimate to us was just over 2,500. So now picture if you can the centre of Birmingham with some two and a half thousand banner carrying CB'ers all chanting for 'CB Now'.

### The Best Yet

The image you should now have is one of total chaos for the shopper and motorist. The route was as we have said short and after a good march and a show of strength the breakers began to congregate on the steps of the circle, centred by a fountain and flanked by two statues.

Watt & Priestly, the statues, looked down on the banner carrying breakers as they were addressed by the organisers, little knowing or caring that they had a part to play in the demo.

The organisers handed the loud haler to Disco One, who received a warm hearty cheer as he announced the turnout was the best he had ever seen. Richard Town proclaimed that the NCFL (National Committee for Legalisation of CB) was still fighting for CB and that they had prepared their own preferred specification which they would be giving to the Government.

This raised a cheer, although in retrospect few would have cheered if they had realised the proposals were for 41 MHz and not 27 MHz. Richard continued with a plug for the record 'CB Independence' which is heralded by the NCFL as their campaign song. However the crowd now grew restless having heard on many occasions of its alleged banning by the BBC and of the records plight. Now it was the turn of Mr Whatt, to participate in the CB demo. A breaker scaled the statue and planted a banner in its hand. Soon after this Priestly was also joining in with a conveniently placed placard and James Bryant's words were lost to some, as a

ripple of laughter rose from those who had noticed. The laughter faded and was replaced by applause to the comments of Government feet dragging when it comes to legalising CB.

To some it may seem like preaching to the converted, but CB'ers do need encouragement, for many it seems like the Government is back pedalling all the way and every day delay brings them closer to a possible bust of up to £400.



Priestley joins in the demonstration.

### The London Convoy

Originally the intention was for around twenty five cars to escort a legalise 27 MHz CB Petition to London. Here it would be handed in at No. 10 Downing Street and hopefully Mrs T would notice it and act.

However the news soon spread and other clubs heard of the intended convoy and soon the UBA were also involved in arrangements. The police were asked

# The Birmingham and London Demo

for, and gave, an escort up from Southampton and permission for the convoy to proceed through London with police control was also granted.

The Southampton convoy was going to travel up the M4 to London via Heston Services, now as the WLBC (West London Breakers) are based near Heston, they arranged to summon up a few hundred club members to join the convoy there.

The day dawned and with it came the breakers, by mid day Heston Services had over two hundred cars awaiting the arrival of the convoy from down south. As the ETA for the lead car drew close, the airwaves were humming with life and via one channel came the report that the convoy was now over 3 miles long and arrival was imminent.

A white Triumph was at the head of the column as they pulled into, and completely filled, the services car park and truck park.

Every single vehicle was plastered with legalise CB demands and all looking forward to getting underway for the final stretch. The start was slow and was intended to coincide with a second convoy from the Midlands that was rumoured to be over 7 miles long and already underway to central London. However as it was later rumoured this convoy was turned back by the police as it was too large to be allowed into London. This remains un-confirmed by us, as we met one or two Northern vehicles who had arrived earlier and knew nothing of such a convoy.

Either way the impact of an estimated 700 cars bumper to bumper with headlights on approaching Knightsbridge was enough to gain attention. Although surprisingly little coverage appeared in the National Press (but then we are also guilty of holding coverage over).

## A Little Out of Hand

Police motorcycles still flanked the lead vehicle and although police were posted at most major junctions, the convoy still had to observe normal traffic regulations.

This played a considerable part in splitting the whole convoy up and almost losing some vehicles that went off route.

Some people felt frustrated at the considerable separation that merging with London traffic caused. Perhaps it was this frustration that left some deciding to make more of an impact by sounding their horns, waving and shouting and generally gaining the public attention in what was later termed, 'a loud manner', one letter written to a national paper termed the action as irresponsible. But the police had been prepared for a slightly loud manner for as the traffic approached Trafalgar Square, constables were flagging down CB demo cars and warning that normal driving regulations applied.

Later that evening police tempers were not to be quite as cool. For after reaching Parliament Square, driving around five or six times and parking up to accompany the petition which had actually been handed in fifteen minutes earlier than

scheduled, the remaining breakers decided to drive around a few more times and block the traffic as much as possible.

Now here we should be fair and point out that Australia had a similar but much larger demonstration which totally blocked Sydney and proved to be the penultimate demonstration which gained legalisation on 27 MHz.

With this in mind the 'loud manner' and persistence on driving round and round was intended by most breakers to create a parallel to the Australian demo. However, someone hadn't told the police that was the intention of the demo which was just as well, for I spoke to several officers who claimed that had they known the intention, arrests would have been in abundance.

Soon with all the CB demonstrators cruising back and forth, traffic was at a standstill. Police officers now began to take a strong and forceful attitude having had quite enough and one or two drivers were quickly reprimanded.

Blocking off the bridge at Westminster the police forced all CB vehicles to 'U turn', hence keep them back on the opposite side of the river, persistent cars were headed away at the roundabout before being able to come back into London again and thus the demo was dispersed.

## Successful?

That question should really be left to history, if such demos are ever recorded and analysed. Of course those that took part will have formed an opinion probably that the demo was enjoyable!

But whilst the days events may have done no good for CB and Cbers in the public image, one thing is sure, London demos get a better turnout if cars are the mode of transport and demonstrating. Perhaps Americanism has crept into more than just the lingo.

JOH



The Police escort waiting for the rest of the convoy to arrive.



Vehicles gathering for the convergence on London.



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# Club Spot

## Falkirk and District Open Channel Club

We are a newly formed club, we have weekly meetings at which there is an ever growing membership and an abundant interest in our local area.

Secretary F.D.O.C.C.

## Bristol Breakers

Our club was formed on the 26.9.80 and in that short time we have out grown our first venue which was at the Waggon and Horses in Stapleton Road. We have now moved to larger premises at the Bartonvale Social Club, Barton Road off Midland Road, Old Market, Bristol.

We have plenty of social events such as Treasure Hunts, Fox and Hounds, and a Barbeque. In the coming weeks we have organised an Oriental evening - Golden Oldies, Country and Western and an Auction, etc. At the moment we have 300 members which is increasing by at least 40 members per week. We have adopted an orphanage and presented them with a colour TV at a birthday party we held there, we also held a firework display for them.

Our meetings are held every Friday evening from 8 o'clock onwards and any visitors are most welcome, so get yourselves a convoy and visit us.

Please will you be kind enough to stay clear of channels 20-24 when in our area "Hospital Paging System".

10-10 till we write again.

LOVE MACHINE, Secretary/Treasurer  
CRANKSHAFT, President  
GRANDDAD, Chairman

We down we gone, Bye bye.

## The Jolly Rodger Club

The Jolly Rodger Club was formed four months ago in Fife. Having been christened 'airwave pirates' by the Press, we decided to adopt the Jolly Rodger as our name, and the Skull and Crossbone as our emblem.

Our membership now stands at over 200 and our main aim is to have fun on CB, exchange information and generally put CB on the map in this area. The club is mainly social and we recently held a Fancy Dress Halloween Party at which we handed over £260 to our local hospital radio network, which like so many others is in need of support, due to Buzby's intentions of increasing their landline charges. As a result of this we received publicity in the local press and Radio networks, we gained 50 new members and we hope we also helped dispell the popular 'Gnome Office' theory that we are a shower of criminally insane yobo's out to bring chaos to the emergency services.

Our latest project is a regular club

magazine in which we announce all the local CB news from a births, marriages and busts column to the latest in local club activities.

For any visiting breakers our club channel is 12 and we're always interested to meet breakers from outside our own area (which we have christened Hazard County). We meet regularly at a variety of Barley Pop shops but to find out the exact location, shout for a JRC Breaker on channel 12 and arrange an eyeball.

All the 73's.

10-10 Breaker gone.

MOONSPINNER

## Bury CB Club

The Bury CB Club was formed a few months ago and has over 90 members. We meet every third Sunday in the month to discuss the latest news on the CB front. We have our own club T-shirts which everyone wears with pride. Our local MP supports our cause and gives us his help.

SHADY LADY (Secretary)

## Delta Echo Club

The Delta Echo Club covers the areas of Bedford, Cambridge, Peterboro' and into the fens. We're now 150 odd strong and have a monthly meet. Buzby take note we all go clean!

Catch you passing through on 19 or 23.

Breaker Break.

SUPERSCOUSE (Secretary)

## Cheltenham Breakers (District) Association

The C.B.D.A. has now been in existence for six months. During that time we have grown from the original thirty or so breakers who sat down at my home one evening to almost 400 members from most walks of life. We include doctors, firemen, ambulance drivers, a vicar and even 'Buzby's' and H.O. employees. We have held discos and a treasure hunt and will be holding a party for some of the handicapped children in our area. We hold monthly committee meetings with all members present (if possible) and about halfway through the month an 'eye-ball' at a local hotel. We are a fairly united club with only the usual small amount of dissenters. During our six months we have reached a decision on what subscriptions we need to pay in order that the club can support its membership and now hope to keep this figure for the next year, or until CB becomes legal, (which we all hope will be very soon). Along with most clubs we have attempted to make the views of our members known to the Government by writing to MP's and replying to the Green Paper on a large scale.

We have begun to liaise with our local radio controlled model club and in fact, wishing to make a gesture of good faith to this club, we have moved our breaking channel from 14 to 21. We have contacted the emergency services in this area to find out whether we have in fact ever caused any interference to any of them. Most of these groups have replied in the negative. We would be pleased to see any breakers who may be passing through this district, if they contact the club at the address below we can arrange to give out details.

Breaker Break.

OCTOPUS (Secretary C.B.D.A.)  
Cheltenham Breakers (District) Assoc.,  
6b/6 Pittville Crescent,  
Cheltenham, Gloucestershire.  
Telephone 024225428

## Outer City Breakers

We are situated between Steel City Spire Town and Dukestown. At present we have 109 members although it was originally intended to have 104 (that's a big 10-4). The club is run by 2+2 Secretary Freedom Fighter, Assistant Secretary and Petrol Cap Chairman plus three committee members.

The club meets every Tuesday night at the Fairways Inn, Birley, Sheffield. Visitors are welcome if accompanied by a fully paid up member. We have a raffle at every meeting and make the prizes as interesting as possible, as well as being useful to all breakers.

This is Freedom Fighter knuckling under. So keep your Greasy Side Down, I'm pulling the big switch.

10-10 we down, we gone.

FREEDOM FIGHTER

## Worth Valley Breakers Club

The Worth Valley Breakers Club was formed on the 1-11-80. At present we have 80 members but we are growing every week. All the usual activities are pursued. We also intend to make as much noise as possible to push this so called Government into legalising CB. Although there are only 80 members in the club there are some 2 or 3 hundred breakers in the area.

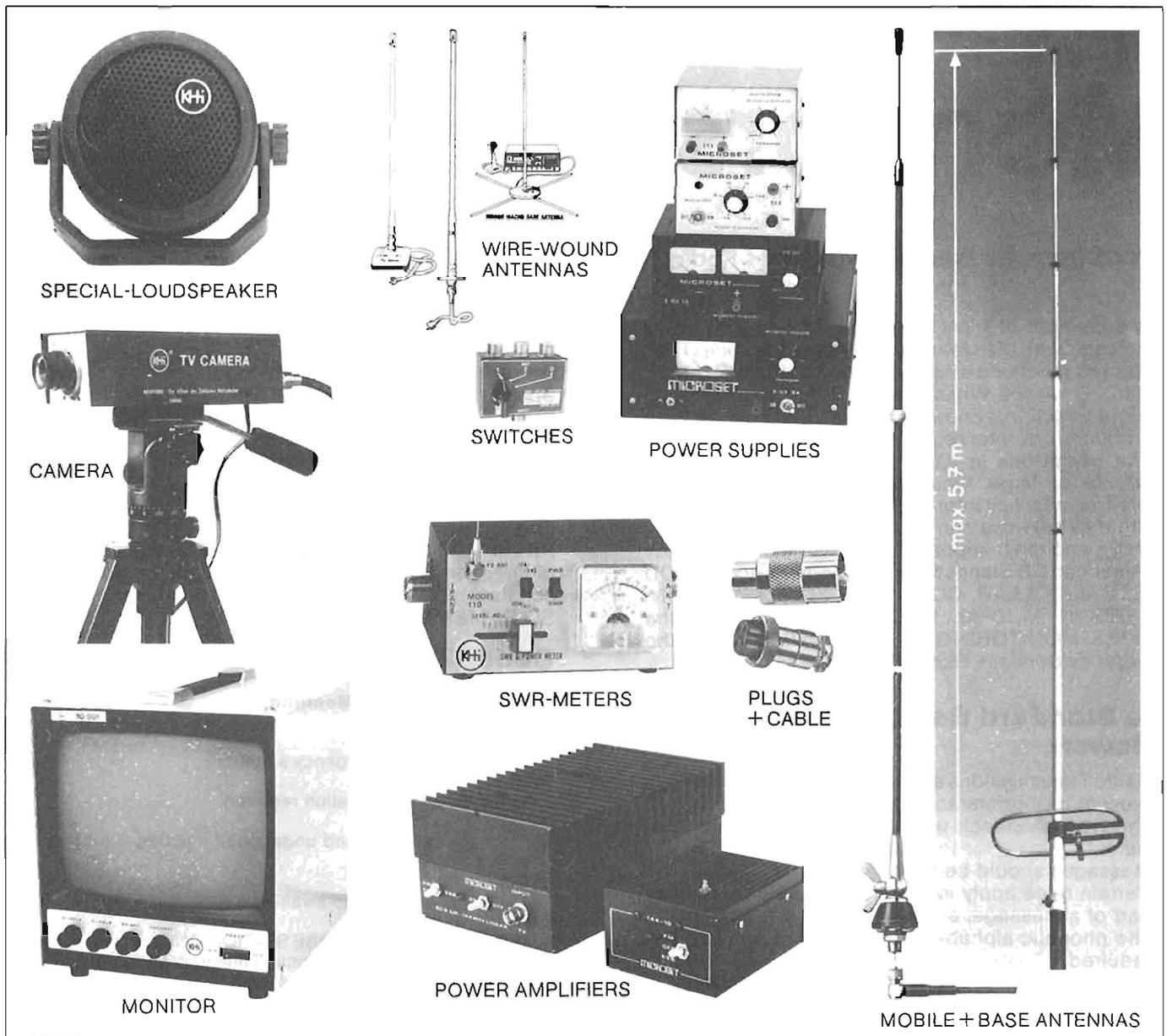
At the moment we don't have a permanent meeting hall but we hope to obtain one soon. We meet once a month, the first of every month. But there is an eyeball held every two weeks in the 'Bockling Workings' Mens Club', it's run by a different set of breakers but everyone is welcome and you are assured of a good night.

Anyone wanting details just give a call on 1-9 and ask for 'Bose Car Willy' or 'Ratchet Jaw' or 'Vulcan'.

BOSE CAR WILLY



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# Friendly Advice for Emergency Monitors

Extracts from the Emergency Services Radio Procedure Instructions.

As a member of REACT UK, and as one who works very closely with the statutory Emergency services I had very mixed emotions when I read of the UBA's THAMES monitoring service. Whilst the idea is definitely a step in the right direction, I know from experience that to have an *untrained* operator receiving emergency calls can be a little dangerous in itself, especially when multiple accidents or large fires are involved, as incorrect, garbled, or inexplicit information relayed to the statutory emergency services can actually **COST LIVES**.

Firstly, and most important, however much we enjoy the American CB Slang and Red-neck accent **YOU MUST TALK CLEAR, CONCISE ENGLISH WHEN INVOLVED IN A 10-33**. May I respectfully offer the THAMES MONITORING SERVICE extracts from the Emergency Services Radio Procedure Instructions.

## The Standard Radio Procedure is as follows:-

- Radio Transmissions should be kept uniform so as to prevent misunderstandings.
- The type of speech used should be clear and consistent.
- Messages should be kept simple.
- Certain rules apply in respect of repetition of all or part of a message, and similarly for any spelling.
- The phonetic alphabet must be learnt and used as required.
- The 24 Hour clock system must be learnt and used as required.
- Certain standard phrases should be used.

## Radio Transmission

This must be kept uniform by all persons involved in emergency operations. Sometimes transmissions are difficult to receive because of shadowing due to the position of the vehicle at the time. Moving the vehicle a short distance, for example, away from buildings or a hill might make all the difference.

## Type of Speech Desirable

Speaking on the Radio should embody four constituents to produce the quality desired, these are:-

**Rhythm:** Natural speech has an automatic rhythm which makes it sound intelligible. This should be the same over the radio, but so many people make the mistake of speaking word by word, **DON'T DO THIS**.

Speak concisely in short complete sentences which make sense.

**Speed:** The rule here is not too fast, but not too slow. Speak steadily and at a medium pace. If the message has to be written down, it should be passed more slowly.

**Volume:** Speak very distinctly, not too soft, not too loud. Speak every word clearly, and do not let your voice fade at the end of each phrase. Speak with your mouth close to the microphone at all times, but do not shout into it.

**Pitch:** High pitched voices are usually clearer than low pitched ones. Try to keep the pitch of your voice constant.

SO REMEMBER – R S V P

## Code Words and Phrases

### WORD OR PHRASE/Meaning

- RED  
Engaged in an emergency situation.
- REPORT  
Location and Destination required.
- ROGER  
Message received and understood – action will be taken where appropriate.
- OVER  
Message finished and awaiting a reply.
- OUT  
USED BY CONTROL/BASE STATION ONLY: Signifies transmission to a particular vehicle is finished, and Control/Base Station available to other callers.
- STAND BY (or WAIT ONE)  
Answer not immediately available but will be transmitted as soon as possible – stand by at your present location.
- SAY AGAIN  
Message not understood – please repeat it.
- CORRECTION  
Cancel last word or phrase and substitute – If an error is immediately realised say "correction" and give correct words.
- MESSAGE FOR YOU  
This Station/Control has a message for you.
- MESSAGE CORRECT  
As it says, just used for verification.
- READY – OR GO AHEAD  
Ready to receive your message.
- FIGURES  
Figures follow – used before actually listing figures, eg House Numbers etc.
- I SPELL  
Letters follow – Use phonetic alphabet and say the first letter of each word followed by the word itself: Example – C B RADIO

This would be transmitted:-  
 C - Charlie  
 B - Bravo  
 R - Romeo  
 A - Alpha  
 D - Delta  
 I - India  
 O - Oscar - C B Radio

I SAY AGAIN  
 Used before repeating word or message back.

READ BACK  
 Repeat this message back to me entirely.

WILCO  
 THIS PHRASE WILL NOT BE USED.

CLOSING DOWN  
 Used by a mobile station when going off the air usually location is also given at same time eg Closing down home station.

DO YOU READ ME  
 Used by operator when calling for a report of how he is heard. On demand of Control/Base "How do you read me" - mobiles will reply accordingly:-  
 Strength 5 - Loud and Clear.  
 Strength 4 - Clear but lacks volume.  
 Strength 3 - Distorted.  
 Strength 2 - Poor, generally unintelligible.  
 Strength 1 - Intermittent signal - usually occurs on fringe areas from transmitter.

## Accepted Radiotelephone Abbreviations

LIMA LIMA Land Line (Telephone)  
 E.T.A. Estimated Time of Arrival  
 E.T.D. Estimated Time of Departure.  
 R.T.A. ROAD TRAFFIC ACCIDENT  
 R.T.B. Return to Base/Control  
 R.T. Radio Telephone, or reference thereto  
 EKCO DELTA Explosive device.

## Phonetic Alphabet (N.A.T.O. Coding)

Letter	Phonetic Equivalent	Pronounced
A	ALPHA	Al Fah
B	BRAVO	Brah voh
C	CHARLIE	Char lee
D	DELTA	Dell tā
E	ECHO	Eck ho
F	FOXTROT	Foxs trot
G	GOLF	Golf
H	HOTEL	Hoh tell
I	INDIA	In dee ah
J	JULIET	Jew lee ett
K	KILO	Key loh
L	LIMA	Lee mah
M	MIKE	Mike
N	NOVEMBER	No vem bah
O	OSCAR	Oss cah
P	PAPA	Pap pah
Q	QUEBEC	Keh beck
R	ROMEO	Roh mee oh
S	SIERRA	See air rah
T	TANGO	Tang go
U	UNIFORM	Youu nee form
V	VICTOR	Vik Tah
W	WHISKY	Wiss key
X	X-RAY	Ecks ray
Y	YANKEE	Yang key
Z	ZULU	Zoo Loo

## Figures

To distinguish numbers from words pronounced in a similar manner, the codeword 'Figures' will be used. Rules for pronunciation are as follows:-

Figure	Spoken as	Figure	Spoken as
0	ZERO	5	FI-YIV
1	WUN	6	SIX
2	TOO	7	SEV-EN
3	THU-HREE	8	ATE
4	POWER	9	NINER

Numbers will be transmitted digit by digit, except that multiples of a hundred are spoken as "Wun Hundred", "Too Hundred", etc.

E.G.:-

Number	Spoken as:-
44	Fo-wei Fo-wei
90	Niner Zero
136	Wun Threer Six
500	Fi-yiv Hundred
1478	Wun Fo-wei Sev-en Ate

## Established Contact

When a Control/Base Station wishes to contact a Mobile the initial call is made as follows:-  
 VEHICLE CALL SIGN - CONTROL CALL SIGN - VEHICLE CALL SIGN - OVER.  
 If a vehicle initiates a call it will be made as follows:-  
 CONTROL CALL SIGN - VEHICLE CALL SIGN - CONTROL CALL SIGN - OVER.

The purpose of the first phrase is to alert the receiving operator and prepare him to receive the call. It is therefore desirable that a short pause should occur after the phrase.

Once contact has been made in the foregoing manner, it is unnecessary and time wasting to repeat call signs throughout the transmission of the message, but the word 'over' must be used to indicate that the speaker has finished and is awaiting an immediate reply. Unless the need arises to pass a 'Priority' call, mobiles must not attempt to call Control when the Radio Operator can be heard speaking to another mobile. A mobile caller must normally await the word 'out' before opening communications. Should he hear the word 'Over' he will know that further conversation will follow, and interruption should not be made.

## Concluding Transmissions

Transmissions will normally only be conducted by the Control/Base operator who will indicate that the message has been received and understood as follows:-  
 "ROGER (MOBILE CALL SIGN), BASE OUT"

## Conclusion

Irrespective of terminology and slanguage used on other Channels CLEAR CONCISE ENGLISH must be used when dealing with a 10-33, as many slang words and phrases can have double meanings, and can cost a life if correct details are not received by the Emergency Services.

Of course there are other rules and directions for an Emergency Monitor Stations, and I will deal with these in a forthcoming article. Just one final tip to Monitor operators - a Log of all Calls is essential, and WRITE DOWN EVERYTHING RECEIVED ON THE AIR but above all - KEEP COMPLETELY CALM.

Good Monitoring THAMES, hope you all will join REACT when Open Channel is established.

THE MEDICMAN.

# National Ten Four Day

APRIL  
10-4 10th

CB Radio Magazine is arranging "The 1981 CB Show".

Interest in Citizens Band Radio has been growing now for well over two years. It is, however, true that this interest has only started to escalate in recent months. With more media coverage of CB and of course Government announcements on the subject of possible legalisation, CB is now becoming a much talked about subject, not to mention written about.

As the first British CB mag we feel it is about time British CB'ers had their own day. Hence 10-4 day which as any quick thinking CB'er will realise is the 10th of April, (the fourth month) hence 10-4.

## The 1981 CB Show

The show will be a three day event opening on Friday the 10th of April and closing on Sunday the 12th.

There will be almost every conceivable aspect of CB present. From QSL cards through to rigs themselves, naturally unless there is a remarkably quick turn round by the Government these rigs will be 27MHz, inoperable save for an illegal solder job. Talking of which there will be a draw each day and the first prize will be a sideband rig of this nature, which naturally will be purely for show. The winner will be able to take it home and put it on display with his other ornaments and wait for legalisation, which we all know could be a long wait.

However for those not quite as patient I am sure one or two enterprising CB accessory retailers will have rigs on display, again legally imported in kit form or partially assembled as monitors.

Being slightly chauvanistic there is also a Miss CB 1981 competition with a first prize of £500 arranged by Suicide Jockey, so clubs or individual young ladies wishing to enter should drop us a photograph or snap shot and a contact address or phone no. now!

## Is that a four!

The Exhibition, Show or Eyeball, requires your enthusiastic support. No we're not going to ask you to arrange it all for us. But we are going to give you an incentive to come from far afield.

- ★ Clubs can get a group discount of up to 90% off the admission fee.
- ★ There will be a prize for the CB'er who comes from furthest away (a side band rig)
- ★ There will be a Beauty Contest, "Miss CB 1981".
- ★ A free CB sticker with admission.
- ★ And a free drink, alcoholic of course.

So fellow CB'ers there's going to be a lot happening at CB Radio's "CB Show", with every conceivable accessory and a selection of different rigs on sale; this could be the show to save up for. We are going to persuade all the exhibitors to give you a fair deal with some special "CB Show" offers that could be hard to beat elsewhere.

★ *Subject to availability.*



An accessory dealer with a couple of legally imported rigs.

## For Information

If you want to know more or wish to apply for your club discounts phone or write to:

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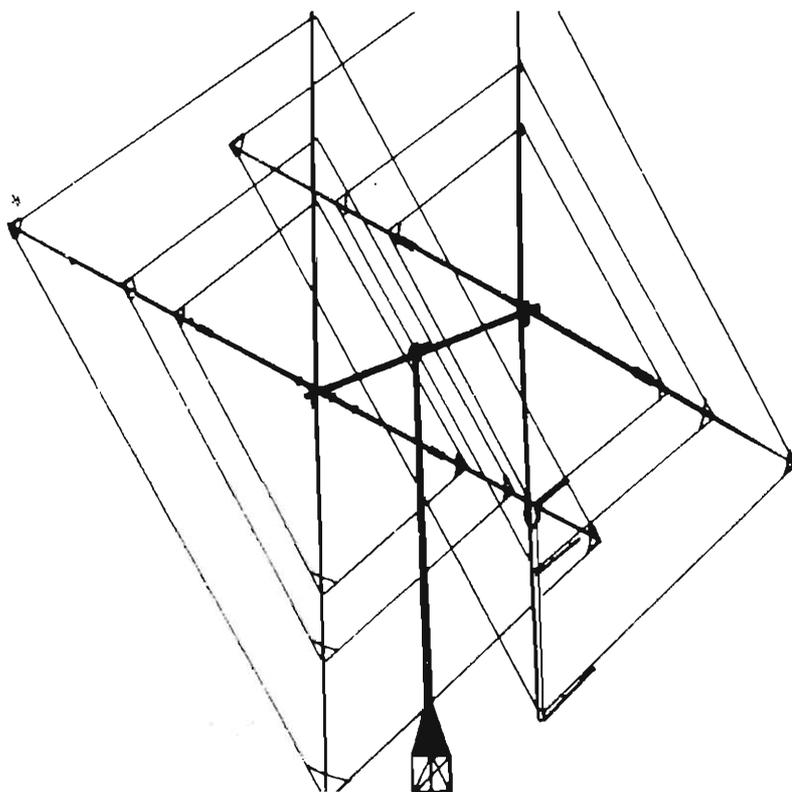
OCT ★ OCT

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OCT ★ OCT

# Antennas and Transmission on CB Frequencies

by F.C. Judd, FISTC, MIOA, Assoc. IPRE. – Part 4

Since writing the first of this series of articles I have had the pleasure of talking about antennas with many CB operators, particularly from around the county of Norfolk. A question asked of me repeatedly, is, why is it not possible to achieve greater working ranges locally on 27MHz, particularly with mobile operation. Well the reason, although basically simple is nevertheless rather difficult to explain and possibly for the lay reader to understand. Readers are therefore respectfully referred to my previous articles in CB Radio which may help with better understanding of the following.

Most base station antennas currently being used rely on what is known as the *ground-plane effect*, and which applies also to mobile antennas. So we must first examine and understand this.

In both theory and practice a quarter-wave antenna for 27MHz which would be  $\frac{492 \times 0.95}{27}$  divided by 2 equals approx 8.5 feet, would require a ground-plane several hundred yards square to achieve an operating efficiency approaching 100% which means that virtually all the power applied to such an antenna would be radiated on a plane parallel to ground (see Fig. 1A).

What happens with a typical mobile or base station antenna with a small radial ground-plane is this. The *effective ground plane area* provided by the average motor car, or even a large truck or coach, or in the case of base station antennas by a number of small radials, is only a tiny fraction of what it should be. As a consequence practically all the radiation from such antennas goes straight up, vertically. Only a very small amount, probably in the region of 2 or 3% for mobiles and about 10% for base station ground-planes, travels outwards parallel to ground i.e., in the direction most needed.

Take another look at the diagrams in Fig. 1. (A) represents a quarter-wave antenna (vertical) with an infinite ground plane having perfect conductivity. Radiation is maximum in directions parallel to ground, or if you like along the ground. This would of course be the ideal situation for all mobile to mobile or base station local operation and for that matter DX operation as well. (B) and (C) illustrate that about 90% of the radiation from all typical 27MHz mobile antennas goes straight up and from base station ground planes at an angle far too high to be useful and remember, the natural attenuation of radio waves over a ground path is relatively high and this too is another loss that cannot be afforded.

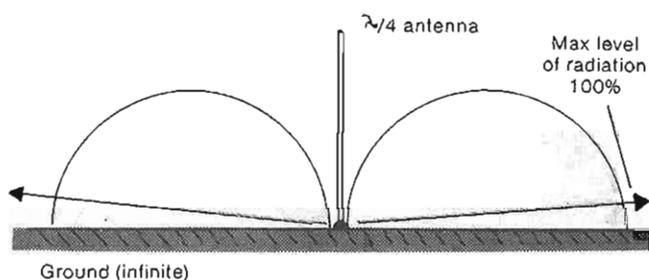
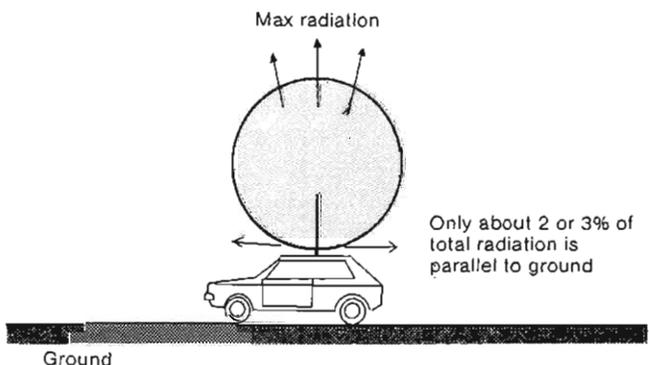
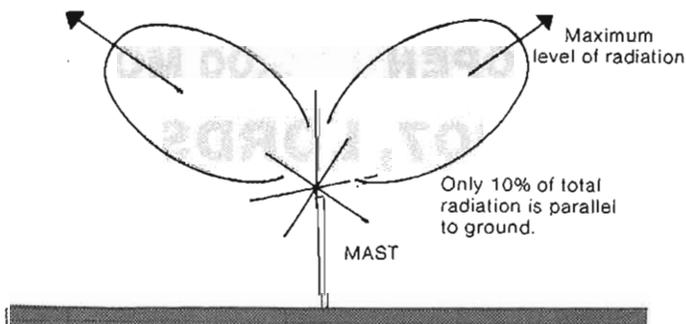


Fig. 1: (A) A "perfect" ground plane antenna has low angle radiation and a high degree of efficiency.



(B) Radiation from a typical mobile antenna is concentrated in a skyward direction and consequently wasted.



(C) Radiation from a typical base station ground plane. Most of this is wasted at high angles.

Tests carried out on many different CB mobile antennas have proved quite conclusively that adapted car radio types and those known as 'disguise' antennas have the highest losses of all and are therefore, the most inefficient.

The longer and more fully resonant antennas e.g. DV27, K27 and similar types are a little better although real efficiency with these is little more than about 10% by comparison with a full quarter-wave antenna above an infinite ground plane. This means that only about 10% or less of the power applied to such antennas is actually radiated in the direction most needed - straight out along a path parallel to the ground.

As an example if you feed say 10 watts of power to any typical mobile 27MHz antenna it is most unlikely that more than 1 watt or so will actually be radiated toward the station (fixed or mobile) you are in contact with.

## Antenna Efficiency

So what then represents an efficient antenna? The most efficient *single element* antenna is the "dipole" and because it is a fully resonant antenna it will radiate almost all the power fed into it in a required direction (in all directions around it when vertical). A dipole at 27MHz is also a *FREE SPACE* antenna but to behave very efficiently it must also be used at a certain height above ground and in a clear situation. It can be made to provide (a) maximum low angle radiation i.e. along a path parallel to ground or (b) radiation at a specific but still

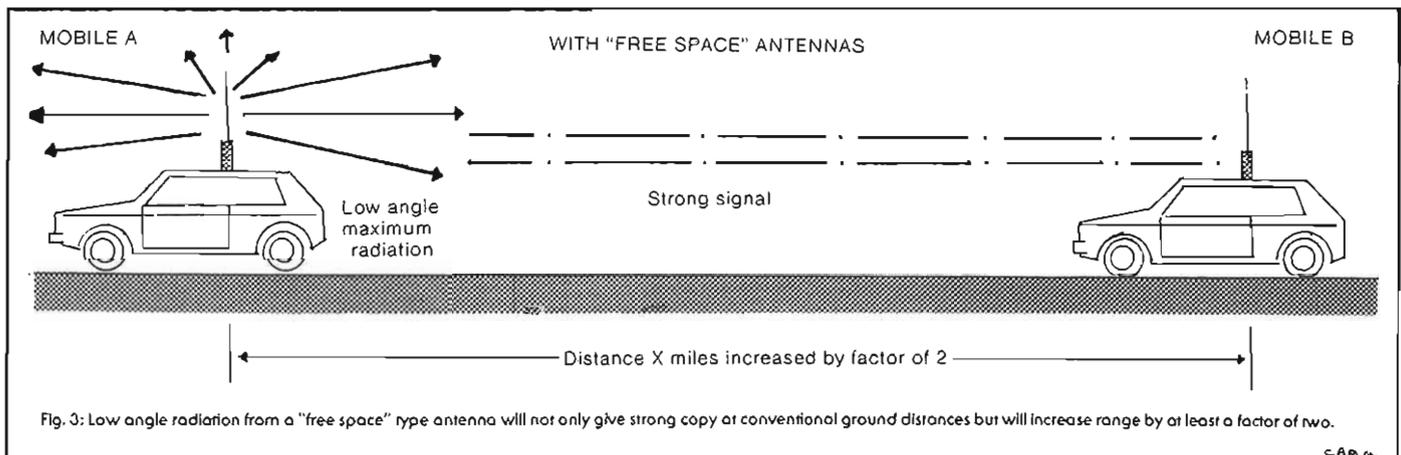
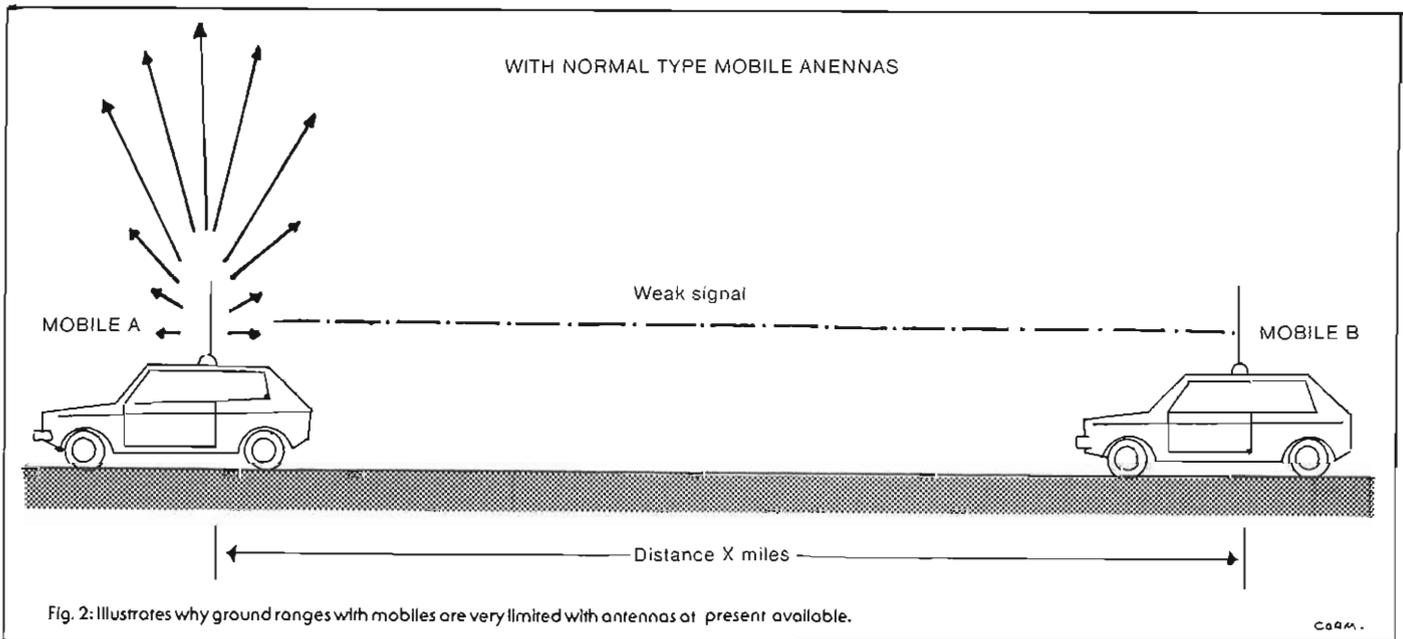
relatively low angle for DX working, each case being largely determined by the height above ground.

A vertical 27MHz dipole is therefore, highly suitable as a base station antenna but because of its length, approximately 17 feet, it is hardly practicable for mobile working. Free space antennas also include colinear arrays of dipoles and beam antennas which in addition to being highly efficient also have power gain (see part 3, issue no. 7 CB Radio).

What then can be done to improve on existing low efficiency ground-plane and mobile antennas. Nothing can be done to such antennas themselves. The answer is to adopt the *free space* principle and get radiation down to much lower angles. First take a look at fig. 2. Mobile (A) is using a conventional ground-plane type antenna e.g. DV27, K27, disguise or whatever. As the bulk of radiation is going skyward, the mobile (B) at a distance X is getting no copy or at best very weak copy.

Now in fig. 3 mobile (A) is using a free space antenna and nearly all the radiation from this goes out parallel to ground. As a consequence mobile (B) at an even greater distance X gets good copy. (Don't try to buy a free space antenna for mobile operation because there are none - YET). Most mobile antennas at present on the market are ground plane types of American origin and designers over there have apparently not given much consideration

continued over . . .



# Antennas and Transmission on CB Frequencies

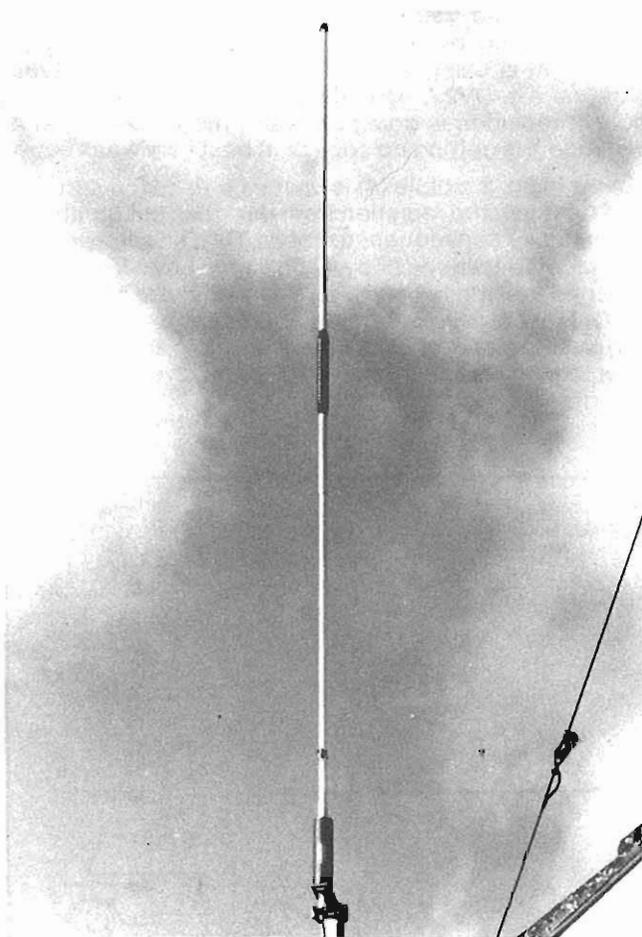


Fig. 4: The Big Jim 27, an entirely new high efficiency "free space" antenna for base station operation (see text).

to the possibilities of a free space mobile type antenna. However, one manufacturer in the UK has already produced a free space base station antenna (designed

by the writer) known as The Big Jim 27. This is shown in fig. 4 and has made 10-4, wall to wall copy between the UK and Australia, USA, South Africa, and European countries such as Italy, Holland and Germany etc. using only 40-50 watts SSB.

The Big Jim 27 antenna is only 9 feet long and has no radials because it is a free space half-wave driven from a special helical stub matching system. A compact version of this antenna, suitable for mobile operation and loft space base stations is being developed.

The illustration fig. 5 is an actual photograph of the radiation from a Big Jim 27 which clearly shows the low angle radiation, virtually at right angles to the antenna and absolutely parallel to ground. (Taken from the writer's antenna performance measuring equipment).

The next article will deal with the problems of VSWR a subject on which far too much emphasis is placed largely because it is not fully understood.

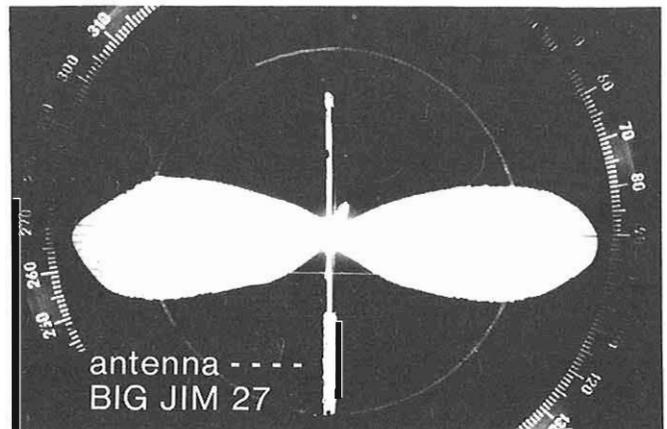


Fig. 5: Actual photograph of the radiation pattern from a Big Jim 27 shows the low angle achieved by free space function.

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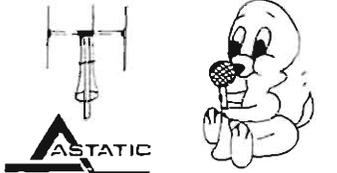
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# News Review



## What the papers say about CB.

Press coverage of CB is still very much on the increase and most of the publicity outlines the eagerness of many CBers to contribute some kind of service to our existing emergency services. Admittedly there are the odd one or three complaints about interference and/or bad language, but these are getting fewer as more of the public realise the importance of a two way radio system in this country and that this type of behaviour is not what it's all about, or are they? Read on...

### Liverpool Post CBers rally to help save toddler.

Mrs Jane Payne of East Avenue, Porthmadog, grandmother of 22 month old Gareth Payne said yesterday that she was overwhelmed by the generosity of North Wales people who had raised over £3,000 of the £40,000 necessary for the liver transplant needed to cure Gareth of a rare liver disease. £1,250 of the money was raised by breakers throughout the area who arranged two functions at Criccieth and Abergele. Still not satisfied with their contribution, the CBers are planning another function in aid of the fund. It seems that this sort of fund raising is on the increase.

### Sunday Mirror The Great Radio Jam

Traffic was brought to a standstill round Westminster and Trafalgar Square on Saturday the 6th of December by CBers. A convoy of over 700 cars poured into London to hand a petition in to the Prime Minister demanding "the freedom to speak legally on 27 MHz". President of the United Breakers Association, Andrew Donovan known as Disco One says that this time they mean business and that claims of interference to emergency services are nonsense. The article then fills in the details of the rejection of 928 MHz as impracticable and inefficient.

### The New Standard Radio Jamming

Not so clever thought Andrew Rance of Hertford Street W1 whose letter to the New Standard read, "Why did the CB

fanatics find it necessary to publicise their cause last Saturday evening by converging on Central London in hundreds of cars, and bringing chaos to the West End.

He claims that "For several hours they deliberately tried to jam the roads by recklessly manoeuvring in clusters of vehicles".

He then went on to write off CB Radio as "Nothing more than toys for boys and another symptom of the American disease which is spreading through the country". He also pointed out that although CB Radio saves lives, driving without due care and attention costs lives and suggests that this should be made clear to CBers.

### Dundee Courier CB has a vital role to play

A very informative article by John Gregory of the Dundee Courier, who takes CB Radio right back to the roots - its introduction in America in 1958. From there to its widespread boom in America in the early 70's and from there to expansion to over 40 different countries in the last eight years.

The rest of the article explains in good detail the informative and essential uses of CB Radio, a system that can be operated without a formal training.



Just some of the incidents in which C.B. radio could speed up a rescue or prevent a further accident

## C.B. has a vital role to play

WHAT Citizens' Band? No, it's not the latest group on "Top of the Pops". Citizens' Band (C.B. for short) is a band of frequencies allocated for use by the general public for short range communications.

The first such service was introduced in the U.S.A. shortly after the second world war in 1945.

In the early days it was not popular because U.H.F. equipment was both bulky and expensive. In 1964 however the modern U.V. Citizens' Band was introduced.

Growth of C.B. use in the U.S.A. was slow until the early 1970s when over 10,000,000 users were said.

The success of these services of V.H.F. Low Power manufacture and the ready availability of equipment on the world market has led to C.B. use in the Americas, visitors with minor changes in output and channels being introduced in over 40 countries during the last eight or nine years.

### Information

Widespread use of C.B. has many benefits—official statistics suggest that C.B. in the United States saves over 10,000 lives annually in road traffic accidents and other emergencies; motorists save fuel by avoiding unnecessary journeys; housebound people find, sometimes for the first time in their lives, they can meet strangers on equal terms, and perhaps the

most undiminishable benefit of all: it is fun to use C.B.

In America and all European countries, except Britain, you could use C.B. to contact and talk to anyone a few miles away, even a few yards away who is out of telephone reach.

Hopefully, C.B. radios would cost in the region of £100 and can be used without technical training.

Ministry of C.B. in possession information regarding traffic congestion, road accidents, police radar traps, asking for directions in storage towns.

They also use the system just to chat to others on long journeys to break the monotony. Climbers, walkers, sailors and riders are all prospective users of C.B. (Let's obvious, perhaps are marshals of open air meetings (motor racing, show jumping, etc.) where order must be maintained over a moderate area.

Youth leaders and Scouters would find C.B. invaluable in keeping in touch with groups on trips and walks, and its use will greatly ease the task of mountain rescue teams.

Over half the call-outs of rescue teams are unnecessary. If people had the use of C.B. they could notify friends to say they were stranded but quite safe, or that they had a problem but could cope.

### Isolated

There are hundreds of thousands of people in Britain, particularly in Scotland and Wales, who are isolated, either by age, infirmity, or by living in remote areas.

Telephones are expensive and only enable people to speak to someone they already know. C.B. eases the loneliness by letting them speak to any nearby C.B. user.

In the U.S.A. many of the isolated find that they can use Citizens' Band to help others by giving traffic directions or monitoring the Emergency Channel—instead of usually being on the receiving end of the help.

The system for their morale and for the community at large. During snow and floods people living in the isolated areas of Britain can often lose the use of telephones for weeks at a time. C.B. could save their lives or the lives of their animals.

In Britain, C.B. is illegal, but

there are many users in the country who are breaking the law in an effort to bring legalised use of the system to the people of this country.

The Home Secretary is at present viewing a consultative document called "Open Channel" to see if there is enough support for such a system.

The type of system suggested does not come up to the expectations of the Citizens' Band Association because the transmitting distance is not enough, especially in Scotland.

The Government suggest equipment need not exceed a range of 15 km (10 miles) in favourable circumstances in rural environments.

As an example travelling at 70 mph one would have less than three minutes to establish contact, determine the problem and then take avoiding action.

In London one might be lucky to make contact 200 yards along the street, not much use.

The Citizens' Band Association is the leader in the campaign to convince the Government to change its stance.

If there were a single important reason to introduce C.B. to Britain, it would have been here long ago.

As it is in my opinion, there are a number of smaller reasons why we should have it, and I feel the Government are dragging their heels.

Perhaps they wish to protect telephone profits, although in most cases C.B. users could find a telephone unobtainable half way up Ben Nevis (4,130 ft) or Snowdon (3,560 ft).

Two-way radio is a most useful invention and there is really no reason why its use should be reserved for business men and the forces.

There is no doubt that some safeguards are necessary, but prohibition is not one.



# The International Q Code

The Q code is used by Hams, SSBers and Skip Talkers.

## The Q Code

QRA Name or station number.  
QRB How far are you from my station?  
QRD Where are you bound and where are you from?  
QRE What is your estimated time of arrival at ... (place)?  
QRF Are you returning to ..... (place)?  
QRH Frequency varies.  
QRL Are you busy?  
QRM Interference from other stations.  
QRN Natural interference-static.  
QRO Increase transmitter power.  
QRP Decrease transmitter power.  
QRQ Transmit faster.  
QRS Transmit more slowly.  
QRT Stop transmitting.  
QRU Have you anything for me?  
QRV Are you ready?  
QRW Shall I inform ..... that you are calling him on Channel .....?  
QRX Call back later, stand by.  
QRZ Who is calling me?  
QSA Readability.  
QSB Fading signal.  
QSL Acknowledge receipt.  
QSM Repeat the last message.  
QSN Did you hear me on channel?  
QSP I will relay.  
QSO Communications with, contact.  
QSX Will you listen to ..... on channel .....?  
QSY Change frequency.  
QSZ Send each word or sentence more than once.  
QTH Location.  
QTJ What is your speed?  
QTN At what time did you depart from?  
QTR What is the correct time?  
QTU What are the hours during which your station is open?  
QTV Shall I stand guard for you on channel .....?  
QTX Will you keep your station open for further communication with me until further notice or until .....?  
QUA Have you news of ..... (specific CBer).  
QUD Have you received the emergency signal sent by .....?  
QUF Have you received the distress signal sent by ...?  
QUM Is the distress signal ended?  
QUO Shall I search for .....?  
QUR Have survivors ...  
1) Received survival equipment?  
2) Been picked up?  
3) Been reached by rescue party?  
QUS Have you sighted survivors of WRECKAGE?  
QUT Is position of incident marked?

Most of you should know the 10-code, we printed it in issue 4 after much request to do so, at the time we promised to cover the Q code, so here we go.

Firstly it is necessary to distinguish between the 10 code and the Q code. The 10 code used by CBers has risen from the American emergency services 10 code and the two do differ (but we will deal with that later).

The reason for such abbreviations is obvious "Air time" and "Understanding" the ten code is for use and this is an unwritten law, on AM or FM operational modes in local communications. In other words mobile to mobile, mobile to base and local base to base.

The Q code is designed specifically for DXing or long range communication. Amateur radio enthusiasts have been using the Q code for years and with the growing popularity of CB and in particular SSB (Single Side Band) CBers took to using the Q code rather than the 10's, with this also came the use of station identification numbers and first names rather than handles.

Now having said this it is only fair to point out what we meant by "unwritten law", using side band it can be possible to hear two operators talking back and forth over a short range and both using the 10 code, and vice-versa you may hear Q codes on occasions on AM. However it would be deemed rare and not pucker DXing to let a few 10's slip in.

It should be noted that all Q signals can be used as a question or as an answer.

For the Phonetic Alphabet, and its use, see the article in this issue entitled, "Friendly Advice for Emergency Monitors".

This tends to go hand in hand with the Q code, when DXing or Skip talking a clear sound is essential to get the message across with the least amount of time and confusion.

QRT and on the side till next month.

**CB  
RADIO**

**ISSUE 9  
MARCH 81**

**AT YOUR NEWSAGENTS FEB. 26th.**

CB & TRUCK STOP

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# Three What Breaker

A light hearted look at the airwave chit chat.

Ever copied a three-what breaker? No, it's not a misspelt electrical term, it's a colourful description of a type of breaker that I got from an American friend. You MUST have copied at least one three-what breaker; it's derived from "What's your twenty? What's your handle?" and "What's your rig?" This is generally followed by, "I've got to go now, breaker-break". This is of course followed about 30 seconds later by the same breaker asking for another copy, usually in a dull monotone. I know of one comedian who kept a three-what breaker going for half an hour using umpteen different handles on most of the 40 channels. . . There's no doubt about it, there's nothing much greener than a new breaker. And that includes me. I wince when I think back a couple of years when I had my first rig - I was calling for copies on all 40 channels in turn! Luckily I had been previously warned about skip, so I didn't do what one wide-eyed lad from Bristol did. He engaged the services of an Italian friend and had some CB terms translated. He was later heard intoning "Clear the breaking channel" in Italian for a whole Saturday morning. Maybe he was the same guy who walked into the local CB shop complaining of "Ignorant yanks that won't answer you". These blokes are no problem - they just want to use CB, and a little patient instruction soon turns them into good, useful breakers. It's the ones that, when they get the hang of it, use it as a plaything that cause the trouble. Nobody minds a joke, CB is a Good Thing, and if it brings people together, well, that's what it's all about. They can joke, laugh, and make funny noises all night long as far as I'm concerned - AS LONG AS THEY DON'T DO IT ON THE BLOODY CALLING CHANNEL.

## Tweety Bird Mania

There's the problem. In my local town we've got whistlers, mike-keyers, music players and one moron

who thinks it's hilarious to reply "Sod off" in reply to requests for a copy, and also injects the same remark between other breaker's copies on other channels. Heaven help us if he ever gets a Phaser Laser! These people are just plain selfish, and very irritating. It's easy to forget that you're on the calling channel - we've all done it - and the response to a call to 'Clear the breaking channel' is usually a "Sorry" and a prompt change to another channel. Hogging the calling channel in a busy CB area is quite unnecessary. Note that I said a *busy* CB area. On long stretches of remote motorway or in isolated areas it can be worthwhile staying on the calling channel just in case anyone needs help. In those cases a breaker 'on the side' *must* be acknowledged. This, I hope, will be a temporary measure; when CB gets off the ground legally (Oh yeah?) we will have a proper emergency channel, and breakers can monitor their favourite channels. The 'calling channel' can become a thing of the past, except for the truckers; I bet they'll still keep one-nine!

There is at the moment no laid down set of instructions for British breakers; and each rig sold should be accompanied by a leaflet explaining in the simplest possible terms the basics of radio procedure, concentrating more on good manners than on 'good buddies'. Most CB books are too technical and too American orientated - the latter being hardly surprising really! New breakers

are on the air every day, and some of them simply don't realise what happens when electro-magnetic energy is transmitted over a wide area. I'm sure some of them think that nobody can hear when they are chatting to a friend! In order to rectify this, a series of short articles has been prepared, which will appear over the next issues of CB Radio. Watch this space!

GB 100

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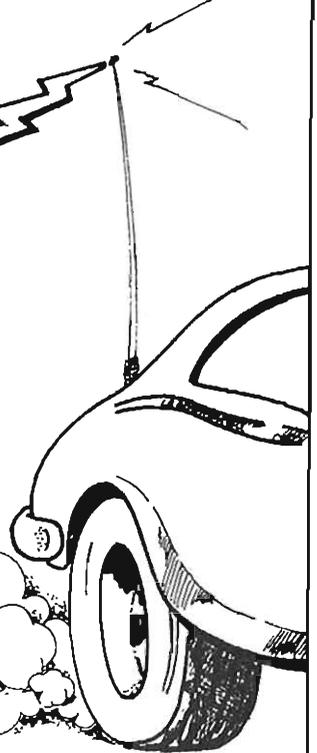
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# Speech Processors

by E.A. Rule – part 3

So far in this series we have dealt with the general advantages of processors and the importance of correct audio filtering. We shall now deal with the methods used to limit the peaks of the speech waveform and how the average level can be increased.

Fig. 5, shows the simplest method of limiting the peaks of a speech waveform. It simply consists of two diodes placed back to back across the signal path. Once the input signal is of a high enough level for the diodes to start conducting the peaks will become 'clipped'. Although this method prevents the peaks increasing above a certain level it can introduce large amounts of distortion due to the 'hard' clipping action.

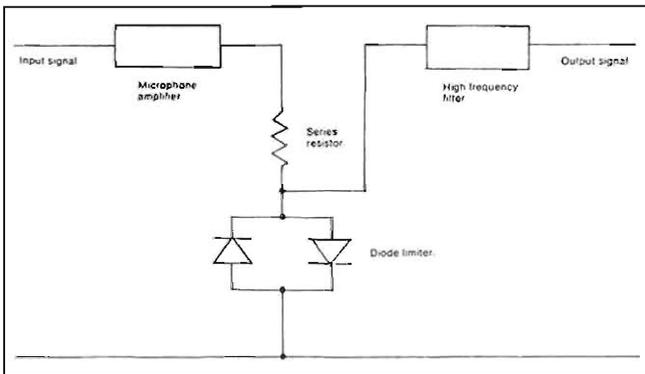


Fig. 5: The simple diode shunt limiter circuit.

By adding one resistor as in Fig. 6 we can greatly improve the action of this type of circuit and in practice it becomes one of the best overall types due mainly to the 'Softer' clipping action. The reason is this. If we plot a graph showing the voltage applied to a silicon diode and the resulting current through it we get a curve as shown in Fig. 7. This is because the current through a silicon diode follows an approximate log law relationship relative to the applied voltage. In other words as our input signal increases in a linear manner the output increases less and less, thus compressing the higher signal levels more than the lower. The ideal requirement for a speech processor! Fig. 8 a,b,c,d, shows photographs taken from an oscilloscope with different levels of input signal using a circuit similar to that in Fig. 6.

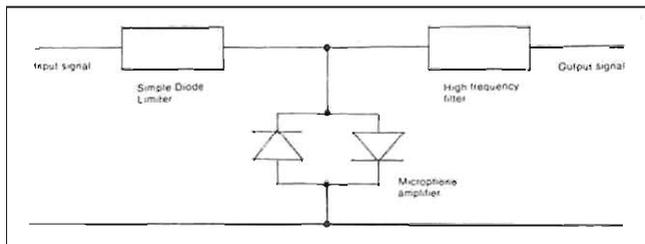


Fig. 6: By adding a series resistor the limiting action can be greatly improved, due to the log law relationship between the applied voltage and the current through the diodes.

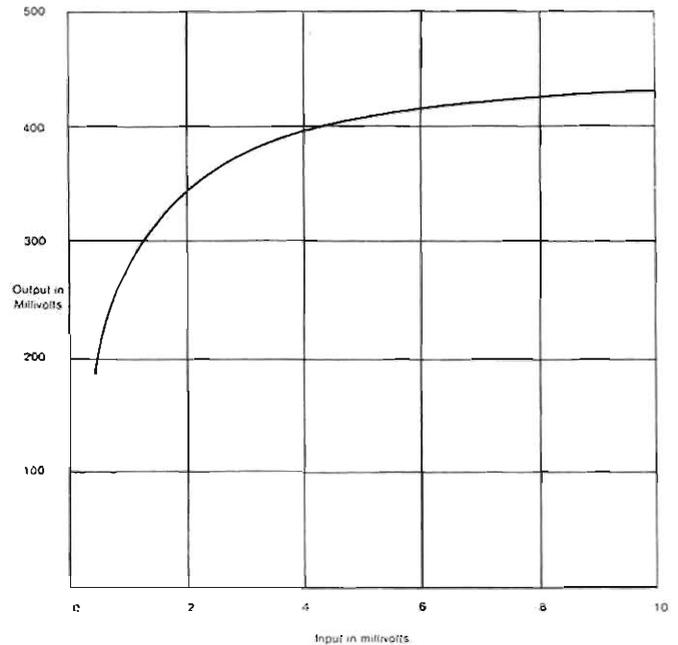


Fig. 7: showing the relationship between the input and output voltages using the circuit shown in Fig. 6.

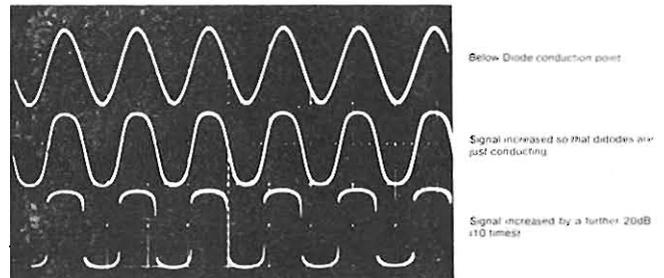
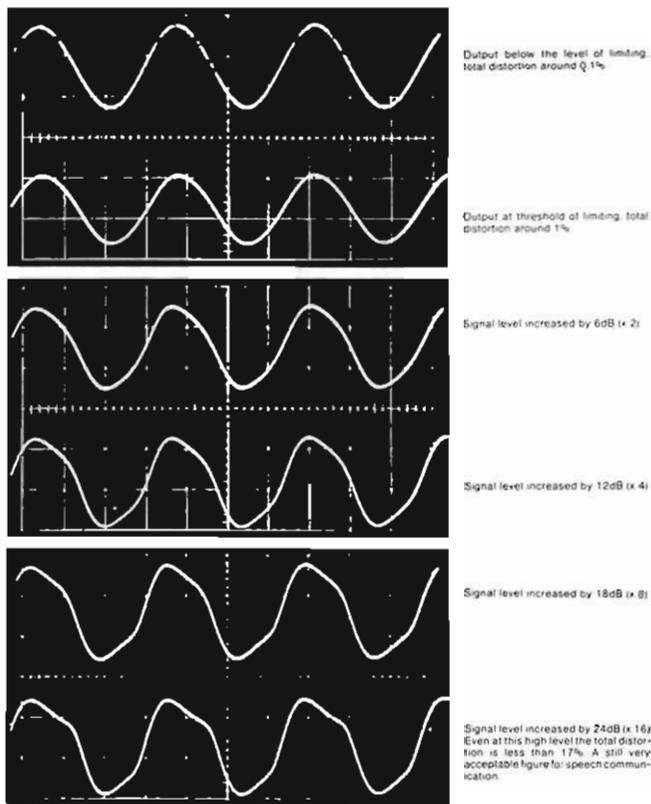


Fig. 8a.: Showing the effect of applying actual sine wave signals to the diode circuit in Fig. 6.

Further, due to the much 'softer' clipping action the distortion introduced by the limiter is very much less, resulting in greatly improved quality. There are other ways of using diodes for providing limiting action but the end result is similar to that described, although some of the circuits used are just too complicated for words. After all if two diodes and one resistor do all that is required, why make things more difficult?

One other method of limiting that is used is to convert the audio signal to a low radio frequency (say 45 kHz) SSB, and then to clip the peaks off by means of diodes or an over driven stage, the resulting signal is then passed through a 450kHz filter and then converted back to audio. The idea behind this is that any harmonics introduced by the limiter at the radio frequency used will be completely outside the passband of the 450kHz filter and therefore when converted back to audio they are completely removed. In practice the system works very



Figs. 8 b,c,d.: Showing the overall effect of applying a sine wave signal at 1kHz to the circuit of Fig. 6. The effect of the high frequency filter in reducing the harmonic distortion can be clearly seen. In practice the effect of the distortion is less than would be expected, this is because it is the peaks that are limited, the lower average speech level is only increased to just reach the 'clipping point' so they are not distorted by the same amount. A total distortion figure equal to around 5% is to be expected under actual speech conditions.

well with gains of up to 20dB being obtained, but such systems are expensive due to the costly filter involved and all the extra stages required. It is doubtful if the end result at the receiving station is much better than with the simpler method described at the beginning.

Whatever method is used the end result is that the peaks of speech are limited in amplitude enabling the average levels to be increased.

So far we have covered the filters and limiters used in a speech processor, however there are a number of other important things to consider if the system is going to work at maximum efficiency, and in fact these other things are the main reason why one system works well and others do not. The first of these is Signal to Noise ratios.

With a transmitting and receiving system the overall signal to noise ratio should be at least 40dB. i.e. the noise should only be 1% or less of the total signal transmitted. Now, consider a microphone pre-amplifier with a signal to noise of 40dB and assume that the following stages do not add any noise of their own. If we feed our signal from this microphone stage with its noise equal to 1% of the total into a speech processor which is limiting the peaks and bringing up the lower levels by 15dB (ratio of 5.6 to 1) then it follows that we have also increased the noise by the same amount relative to the peaks. As these peaks are equal to 100% modulation our noise is now equal to 5.6% of the total signal, or only 25dB down. This would be very audible and would most certainly degrade the signal. It would also waste power!

With a well designed speech processor the noise from the early stages would be at least 60dB (ratio 1000 to 1) down, equal to a noise level of 0.1% so that even if an extra 20dB of gain were added in the processor the total noise would still be only 1%. In part 4 we shall consider some of the other points which make up a speech processor.

# CBers "20"

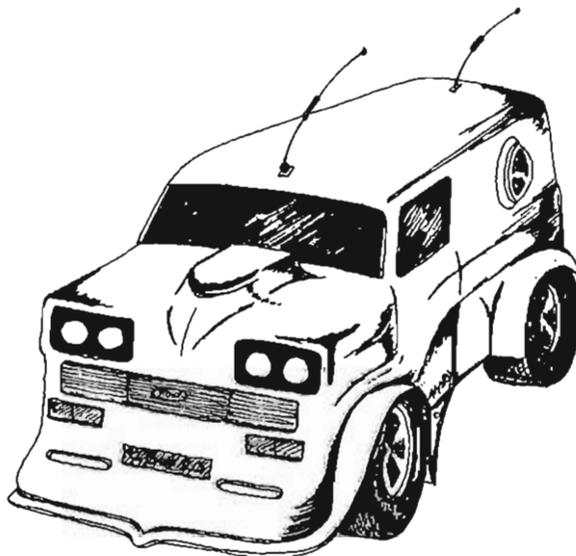
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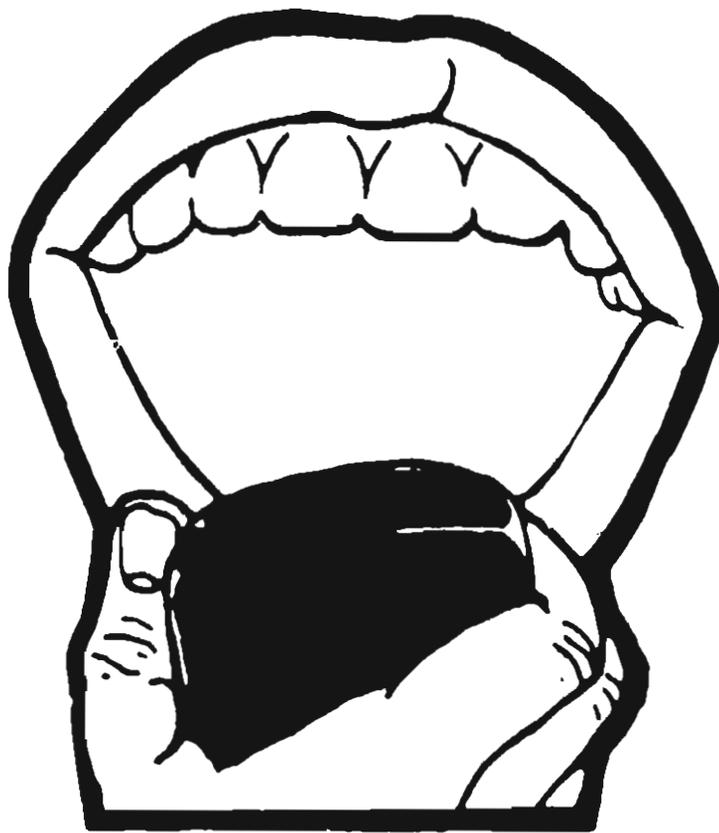
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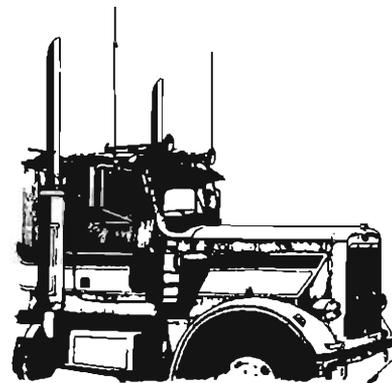
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# 27 MHz Outweighs The Rest

## CB Radio Magazines Survey on Frequencies

This particular issue is as we have said, slightly unfair on you, the new reader. So perhaps we should explain.

Back in August the Government released their long awaited Discussion Document on 'Open Channel', which I am sure most of you will know is their way of calling CB by another less troublesome name.

We say less troublesome because the authorities do not wish 27 MHz to be used in Britain and therefore O.C. cannot be confused with CB! or rather the frequencies cannot be assumed to be the same, hence O.C. is not CB.

### Public Opinion

If all that has not left you totally baffled we will now continue. The Discussion Document (D.D.) was released with the intention of stimulating public response and hence forming an opinion of either agreement or constructive criticism to the Government's proposed frequency of 928 MHz or over. A frequency which is a long way from the internationally recognised CB frequency of 27 MHz.

Be that as it may our Government chose to ignore 27 totally and passed over the subject with a glib 'Whilst there is no public demand'. Not even mentioning 27 MHz FM, which is now widely used in the rest of Europe. (France being the latest to legally offer this frequency as CB, see our issue 7).

So realising that the subject is to say the least, emotive and that there is we believe some public demand for 27 MHz AM & FM, we produced in our pages a questionnaire asking our readers which frequency they would like to see as 'The British CB'.

Our firm circulation at the time was in the region of 15,000. As you can appreciate the percentage of people who will actually cut up their magazines, fill in and post a questionnaire is very rarely high, polling agencies expect a return of 5 to 10%.

### A Good Response

We must thank all our old readers, especially the clubs, for their response, well over 30% of our readers filled out and returned the questionnaire, the final result being:

1. 27 MHz FM	1,018 Signatures
2. 27 MHz AM	3,983 "
3. 41-47 MHz	284 "
4. 230 MHz	156 "
5. 450 MHz	24 "
6. 928 MHz	6 "

These figures are the readers that returned their opinion and choice of frequency in time to be submitted to the Home Office for consideration when reviewing their D.D. on O.C.

We should state that a further 1,103 signatures were also received after November the 30th and out of these over 70% were for 27 MHz AM. These were also passed on to the Home Office in the hope that they may still consider them when tabulating their results.

### The Forum of Private Business

Again unfair on new readers (see issue

7) the result of their Referendum on CB was also very good with:-

**58% for CB**  
**18% Against**  
**24% With no opinion.**

The response to date, including the Forum and our own survey along with every individual letter or group comment made to the Home Office since the release of their D.D. is we understand, the largest amount of people to write in answer to any Discussion Document since just after the second World War, when the Government released a paper on Abortion.

So who says 'There is no public Opinion'?

JOH



# Club Directory

The most complete and up to date list every published.

As promised over the last few months here is a directory of every club that has ever contacted us, all the information is correct at the time of going to print. If your club is not here or your club details are incorrect, outdated or sparse, i.e. no address or club night, then phone or write to Garole.

**Amber Valley Breakers Club**  
Derbyshire

**Anglia Breakers Club**  
Ipswich

**Aylesbury Breakers Club**  
Buckinghamshire Yeoman, Aylesbury  
Every Wednesday 8.30 onwards

**Ayrshire Breakers Club**  
Ayrshire, Scotland

**Banagher Foxtrot Citizens Band Club**  
Ireland

**Barnsley Breakers Club**  
Barnsley

**Barnstaple Breakers Club-BBC**  
Barnstaple  
Every other Friday  
Contact Pete Whitehead on 0271 814080

**BAT Citizens Band Radio Club**  
Newbridge, Ireland

**B.A.T.S. - Beakers and Takers Social**  
Red Lion Pub, Isleworth  
Every Sunday evening

**Bay City Breakers**  
Portstewart, Northern Ireland

**Belfast Citizens Band Club**  
Belfast, Northern Ireland

**Big Four Club**  
Hove, Sussex

**Big E Club**  
Tottenham

**Big M Citizens Band Club**  
Linton, Kent

**Boy Breakers Citizens Band Club**  
Carberry, Northern Ireland

**Bradford Breakers Association**  
Bradford, West Yorkshire

**Breffni Breakers Club**  
Northern Ireland

**Brighton Breakers Club**  
Brighton, Sussex

**Bristol Breakers**  
The Bartonvale Social Club  
Barton Road off Midland Road  
Old Market, Bristol

**British Sideband Network**  
Contact Albie & Leslie Vickers,  
15 Carman Walk, Broadfields,  
Crawley, West Sussex.

**Broadband Breakers Club**  
Norwich, Norfolk

**Bury St. Edmunds Citizens Band Club**  
c/o Ripley House Hotel, Northgate Ave,  
Bury St. Edmunds, Suffolk.  
Every third Sunday

**Campaign for British Citizens Band Club**

Birmingham  
Contact Mr. Keith Townsend,  
1163 Yardley Wood Road,  
Birmingham B14 4LE

**Cardiff and District Breakers Club**  
Cardiff

**Carlisle Truckers Club**  
Carlisle

**Carshalton Club**  
St. Helliers Arms, Middleton Road,  
Carshalton  
Every Thursday evening  
8pm-12 Midnight

**CB Cruisers Club**  
Gwynedd, Wales

**CB Musketeers**  
Milton Keynes, Bucks.

**Central Scotland Citizens Band Radio Club**  
Stirlingshire, Scotland

**Charlie Tango Citizens Band Club**  
Castletown, Northern Ireland

**Charlie Tango Citizens Band Club**  
Cow Town, Northern Ireland

**Charlie Tango Citizens Band Club**  
Dungannon Tyrone, Northern Ireland

**Cheltenham Breakes (District) Association**  
Cheltenham  
Contact 6b/6 Pittville Crescent,  
Cheltenham, Gloucestershire.

**Circle City Breakers**  
Leeds, Yorkshire  
Every other Tuesday

**Citizens Band Radio Action Group (CBRAG)**  
London SE23

**Clog Town Breakers Association**  
Bolton

**Cork City and County Citizens Band Club**  
Cork

**Cotswold Breakers U.K.**  
New Lodge Inn,  
Minchinhampton Common, Stroud, Glos.  
Every other Sunday

**County Wicklow Breakers Club**  
County Wicklow, Northern Ireland

**C.R.A.B. Citizens Radio Association Breakers**  
High Wycombe  
Every 3 weeks

**Craigavon Citizens Band Club**  
Craigavon, County Armagh, N. Ireland

**Cumnock Breakers Social Club**  
Ayrshire, Scotland

**Delta Echo Club**

The Territorial,  
Huntingdon, St. Ives, Huntingdon

**Don Valley Breakers**  
Doncaster, South Yorkshire

**Droitwich CB Club**  
Edward G's Wine Bar,  
Droitwich.  
Every other Sunday

**Dublin 10-30 Club**  
Dublin, Northern Ireland

**Dynamite Breakers Club**  
Northern Ireland

**East Antrim CB Club**  
Antrim, Northern Ireland

**East Coast Citizens Band Club**  
Ireland

**East Coast Breakers Club**  
The Queens Head, Great Clacton  
Every fortnight

**East London Breakers Club**  
Canning Town, London  
Every Friday night 8.00pm

**Echo Alpha Citizens Band Club**  
East Antrim, Northern Ireland

**Edinburgh Citizens Band Radio Club**  
The Fountain Inn, Bernton, Edinburgh  
Every second Wednesday

**Elite Breakers Club**  
The Windmill Public House,  
Lambeth High Street, London SE1  
Every Wednesday

**Essex Citizens Band**  
Witham, Essex

**Exeter Breakers Club**  
Exeter

**Falkirk and District "Open Channel" Club**  
Falkirk

**F.B.I. Friendly Breakers Incorporated**  
The Bulldog Public House,  
Ashford, Middlesex  
Every Wednesday evening

**Flixton Urmston Daighalme Good Buddies Association F.U.D.G.B.A.**  
Manchester

**Foyle Cross Border Breakers Club**  
Londonderry, Northern Ireland

**G.B.A. Manchester**  
The Angles Public House,  
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**Memphis Citizens Band Club**  
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Contact c/o R. Kerrison,  
Monts Transport Cafe, Shute Park,  
Liverton, Devon

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Byker, Newcastle upon Tyne

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Newry, County Down

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Tunbridge Wells, Kent

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**Wessex Open Channel Club**  
The White Hart, Ford on the A420  
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Wales  
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**Whisky Club**  
The Railway New Malden, opposite stn.  
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Little Trenance, St. Austell, Cornwall  
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# Parliamentary Review



## A look at what is said about CB in the House of Commons

*Recently there has been much discussion in the House of Commons as to whether 928 MHz will be allocated to Open Channel in Britain, whether it is suitable for that purpose, whether it will cause any interference to Television reception and other Public Services and whether equipment for such a service is likely to be manufactured in Britain.*

*The following extracts relay the facts as they are!*

CPD

### Why 928?

**Mr Freud** (Liberal MP for the Isle of Ely, East Anglia) asked the secretary of state for the Home Department, how many copies of the discussion document 'Open Channel' had been distributed, and that whether he will make the booklet available at major Post Offices, rather than by application to the Radio Regulatory Department.

He also asked how many objections he has received to his proposals to allocate the 900 MHz wave band to Open Channel, and what reaction he has had (a) from the radio industry and (b) from the general public with regard to this document.

**Mr Raison** (Minister of State for Home Affairs) replied that 46,000 copies of the discussion document on Open Channel which was free on application to the supply and transport dept of the Home Office, had been distributed and that since the closing date for comment has passed there was no merit in establishing an alternative method of distribution.

Mr Raison continued, that the Home Office have received responses from approximately 9,000 individuals or organisations (including separate signatures on petitions) in response to the document. Most of the responses from the radio industry have been received only in the last few days and we have therefore not yet had the opportunity to complete our analysis of them. However, the majority of the representations so far analysed are in favour of a frequency other than one in the 900 MHz band.

**Mr Freud** asked the Secretary of State for the Home Department what is the average expected operating range in urban areas of signals

(a) at high frequency 3-30 MHz

(b) very high frequency 31-300 MHz

(c) ultra high frequency 301-3000 MHz

and what are the reasons for recommending 900 MHz for Open Channel transmissions.

**Mr. Raison:** The effective operating range of equipment depends not only on topography but on the radiated power of the signal, the height of the aerial, the radios, noise environment and on whether messages are passed from mobile to mobile or from fixed stations. Various estimates of the possible range of open channel

equipment operating in different bands are given in the annex to the discussions document we have published on open channel radio. That analysis does not deal with the 3-30 MHz band, but in practice this band would give in urban areas similar ranges to those quoted for the 900 MHz band in the discussion document.

In proposing the introduction of open channel on a frequency above 928 MHz, we took the view that this would give an adequate service to the user, would minimise the risk of interference to other services, such as television reception, and uniquely offer the benefit of future international standardisation.

### Any conclusions to Open Channel?

**Mr Butcher** (M.P. for Coventry South West) asked the Secretary of State for the Home Department whether he has reached any conclusions following the responses to the discussion document on open channel radio; and if he will make a statement.

**Mr Whitelaw:** (Secretary of State for the Home Office and M.P. to Penrith & the Border, Scotland). The responses to the consultation document fell into two categories. On the one hand, there were a large number of individuals who wanted citizens band radio at 27 MHz to be legalised. On the other hand, the electronics industry and institutions representing other interests such as broadcasting strongly advocated frequencies higher than 27 MHz. It is clear that all these alternatives, other than 928 MHz would cause great interference to television and hi-fi equipment. I am, therefore, disposed to allocate frequencies to open channel radio in the neighbourhood of 930 MHz for this purpose and I am considering whether it would be possible to exempt the facility from licensing if certain conditions are met. This would give British manufacturers an attractive opportunity to develop new products having a potential of a wider market through international standardisation.

The responses to the consultation document showed that there are many people who advocate a system, such as 27 MHz, with a greater range than that which open channel on 930 MHz would provide, I remain concerned about the likely interference to other users if a service operating at a much lower frequency were introduced, but I intend to continue consultations to examine this question further.

I shall announce final decisions on all these matters as soon as I can.

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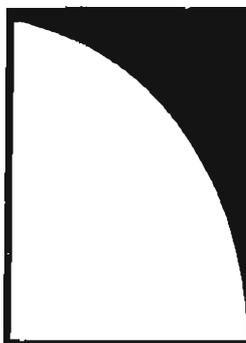
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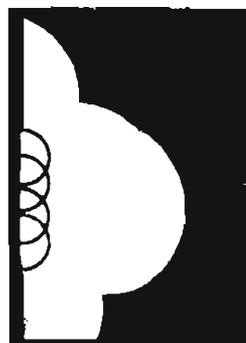
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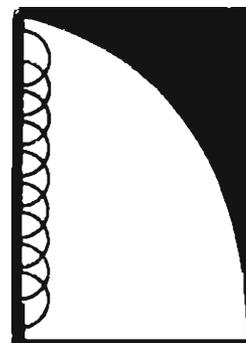
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# Vultures on the Side



## Busted while teaching someone to drive!

Over the last seven issues we have related the details or story behind quite a few CB busts. Some of which have been quite interesting or even spectacular in their own way. The object has never been to idolise or hero worship these criminals, for indeed that is what a CB'er is in the eyes of the law. Nor is the intention to degrade or rundown the police of our fair land.

'Vultures' is our pet way of referring to those who take an unusual interest in Citizens Band Radio and in particular those that use it. If using and installing a CB transceiver is illegal, which it is, then there should be specific legislation to combat its use, which there is not. Perhaps it is due to this lack of legislation that a Citizens Band enthusiast can sometimes find himself in the middle of a spectacular almost movie like bust.

JOH

## Just like the Sweeney

Perhaps I should introduce myself, or maybe I should not. How do you start a sad story? Anyway, that's it. Yes, anyway. I am a CB'er and hence a criminal, that bit should be underlined so that all the readers will realise what CB means in Britain.

My criminal activities started in earnest once I had been introduced to a friends CB. You could say I was corrupted, but seeing as how I am a driving instructor and hence a responsible citizen, you may find that hard to believe. But honestly I am, or was an honest citizen, you see it's like this.

There I was driving along, actually I was not driving, at the time I was teaching a pupil how not to hit other motorists. Teaching how not to hit, because a police car appeared from nowhere and decided to stop damn quickly. Needless to say my pupil panicked and almost hit the accelerator. Wouldn't you if it was only your second time out and a dirty great police car jumps in front of you.

I guess my first emotion was fear as I realised we had almost hit the police car. Then I noticed the second car stop alongside with a screech quickly followed by a third police vehicle which pulled up almost broadside at our rear. Well, then I panicked, what the hell, was I in the middle of a Bank Raid?

The sergeant was walking towards us, so I wound down the window. The sergeant pointed to a man in plain clothes that was close on his heels, he spoke abruptly "We believe you have a Citizens Band Radio in your vehicle, can we have it?"

I just stared at him in amazement, there was no transceiver in sight, it was not connected, I hadn't been using it and how did he know I even had a CB?

So I asked him politely who he was, his reply was just as abrupt "Look don't be funny, just do as you are told. Or would you rather I got the Customs, because if you do, then they will impound your car and you will be put inside for three to six months". He still hadn't said who he was nor had he made any attempt to show any kind of identification.

I just looked at him and swallowed, not daring to ask again, I just felt sort of sick and slightly shaken. I reached under the seat and pulled out my rig. There was no mike attached, no antenna and it was not connected to the power supply. It was just a CB on its own with a couple of loose power wires wrapped around it.

He took it, then pushed it back and insisted that I connect it up, the look he gave me sort of said it all, and as I had no desire to go to jail, I did as I was told. After it was connected he tested it and spoke to a colleague, through my rig on 27 MHz and received an answer!

I was then cautioned and asked where I had got the rig from. I replied that four weeks previous to this I had purchased it from a lorry driver outside a roadside cafe on the A11 and that I had heard that it could become legal later in the year with the Government already agreeing to CB in principal.

## They made me install it

It turned out that the stern gent in plain clothes was a GPO employee and he informed me that the set operated on a frequency that was prohibited in Britain, namely 27 MHz. His final comment was to inform me that I would be reported to the Home Office for the offence and that I would be charged with installing a CB transceiver and transmitting.

When I was stopped the set was not installed, it was not connected nor was it operable. The GPO employee had made me put the set together at his instructions and it was him that had caused the transceiver to transmit! I had no choice he threatened me and made me install the set.

Meanwhile a police officer was taking the name and address of my pupil, who I am sure must have been totally astounded at the time, having no knowledge of CB. The GPO employee returned, handed me a receipt which I signed, informed me that the rig would be confiscated and promptly demanded to see my driving school paperwork!

What authority has a GPO man to act in this Gestapo type manner? Can he legally be allowed to see my driving licence on request?

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# Come Back the Breaker

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## Thank you from U.Boat.

I would like to thank the Birmingham breaker who replied to my 10.33 on the M6 at around 14.30 hours back at the end of October, (the 29th actually). Just north of junction 10, I eyeballed a poor guy in an Austin Princess pulling over with an engine fire.

The unknown Birmingham breaker's reply to my call for help and his alerting of the services must surely strengthen the need for a legal CB. I didn't get the breakers handle but it's nice to know that CB can help and that people are prepared to take it seriously.

Thank you.

'THE U. BOAT'. SBS 269  
Sunbury on Thames

## CBers in Thetford?

I know there is a club in Bury St. Edmunds which is only 12 miles away from me, but I have no transport so I find it awkward to get there especially by public transport.

Anyhow I recently heard a rumour of a CB club actually in Thetford. I would be interested in joining if it exists and wish to ask any members of the club to contact me at the following address:

Andy Greenhouse, 52 Mingay Road,  
Thetford, Norfolk, IP24 3JL.

All the high numbers to all you fellow breakers and please respond.

A. GREENHOUSE  
"CRAZY BREAKER", Thetford

## Huntingdon 10-33.

I have used CB for over 18 months and I would say that I have been responsible and alert in most of that time. Well in October I had my first 10-33 and responded. I was in the Huntingdon area just by Wyton cross roads and the plea for assistance came over very 10-1, the breaker was in distress and needed the police. There had been an accident on the A604 'Cambridge road', it was 6.15 a.m. and I doubt if there would have been many other motorists around, I believe he was in big wheels at the time as I was and I would like to know if he was okay!

MEAN MACHINE

Carrot City, Cambs.

## Any CB Clubs.

I would like to know if there is a club near Woolwich, please respond c/o CB Radio.

SPANNER SPINNER

## 'Jester answers Razorblade'

Dear Ed,

In answer to a letter published in Issue 6.

Myself, Jester and my good buddy, 'Meatloaf' were travelling on the A1, when we saw the incident described by 'Razorblade' and I shouted a 10-33. I noticed that the vehicle concerned in the incident had stopped and as I didn't know my exact 20 I gave the best description I could but I didn't stop in case 'Smokey' landed and started asking questions.

I have since modulated with 'Razorblade' and offered my apologies for any inconvenience caused but anyway the boy is okay and that's the main thing.

10-10 All the golden numbers to your-

self and Razorblade.

JESTER,  
Carlisle Truckers Club, Carlisle.

*Thanks for letting us know, it's also nice to know that this spot really works. All the best.*

ED

## Buzby's Great!

Thank you to Tunbridge Wells Post Office for a terrific Buzby disco.

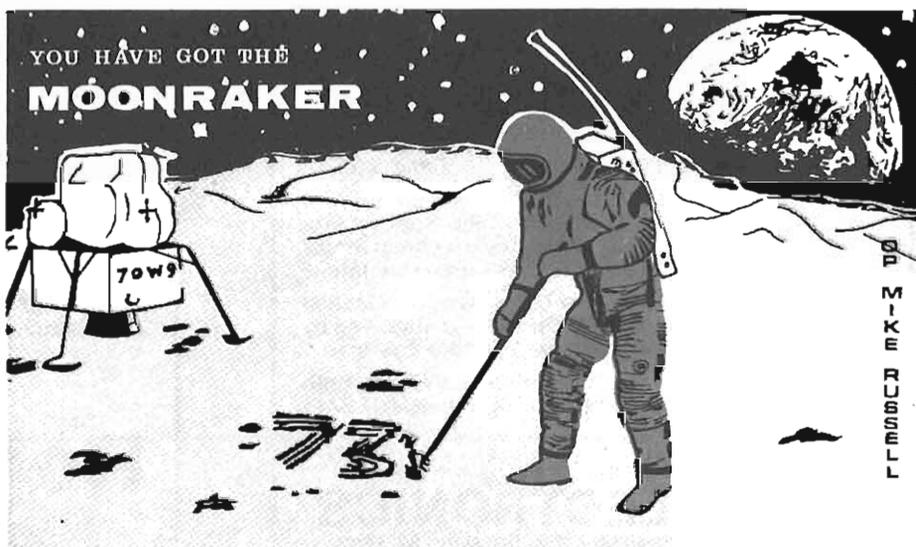
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Barnstaple. 0271 78911  
Chessington-Chessington CB Centre, Oakcrust Road, Chessington,  
Surrey. 391-0088  
Cwmbrain-Cwmbrain CB Centre, 10 Newton Wynd, Fairwater,  
Cwmbrain, Gwent, Wales. 06333 5683  
Gillingham-Tellywise Ltd, 17 Canterbury Street, Gillingham, Kent.  
0634 52670  
Glasgow-Brian A Pearson Ltd, 66 Moncur Street, Glasgow, Scotland.  
041 552 4348  
Leatherhead-Reproprint Leisure, 7a Gravel Hill, Leatherhead, Surrey  
537 7850  
London-Cliff Davies Cars, Goldhawk Road, London W4. 741 2817  
Stanley-Perth & Fife CB Centre, Perth Road Garage, Stanley,  
Perthshire. 073 882 291  
New, just opened - Horley CB Centre. 02934 74 997

# Readers Write

Dear Ed,

After reading Nov/December CB Radio I feel I must write in answer to your article 'The Shape of Things to Come! I have been hearing the rumours about 27MHz as has everyone else but as you say the H.O. will stand to lose face over legalisation on 27MHz so there is a real fight on and if we do get it we will be very lucky in my mind.

The thing I don't like about the article which of course is only speculation, is the thought of Telecom stopping and searching vehicles at will. This must not be allowed to happen, I can see Germany in the 1930's just around the corner, pressure must be put on if these ideas are proposed. CB Radio in the UK is just crying out for one great unified effort. I think it could be organised but it would have to be done with the aid of someone like yourselves and the main CB Clubs.

Has anyone got any idea of how many breakers there are in the UK, if there are 1,000,000, that is about 2% of the population and growing all the time. That's a lot of votes and minorities can soon change into majorities. H.M. Government is playing with fire here.

Anyway breakers get together, write to the Home Office, phone them and let them know what you want - "27MHz".

Your's

SIDEWINDER ONE. UBA221

*Import figures compiled by the Customs and Excise show that over a 1/4 of a million 27 MHz antennas have been imported (legally) this past year. It would be natural to assume that each antenna would be connected to a rig, and as separate loading and secret antenna adaptors are available this figure must be taken as the minimum of present illegal CB operators!*

ED

Dear Sirs,

My handle is Randy Ram and my XYL is Hotpot.

Recently I suffered a heart attack which will put me out of action for approximately 2 months.

The reason I am writing to you is this, around 4 months ago we decided to enter the world of CB, we bought a rig and joined the N.B.C., that's the Northampton Breakers Club, and since then we have made more friends than we thought possible.

When the local breakers heard about what had happened it was then that we found out what CB is really all about, they sent me the biggest card I have ever seen and had a whip round on club night.

Since then there has always been breakers calling over the air or popping in to see if they can do anything to help.

Would you please through your pages thank everyone for me, for all they have done and at the same time let the rest of the country know what a great bunch the CBers are in the Big 'N'.

Randy Ram on the side and very satisfied.  
10-10.

Dear Buddy,

I have just seen something which gave me an idea that you may think worth printing. The subject of the matter is the fairly new placard advertisement of the GPO which

states "Give them the Gift of the Gab". There is sufficient room to add "CB Radio" across the bottom with a can of aerosol paint. If you can devise a method of suggesting that the readers of your magazine should go out and do this it would be an excellent method of obtaining free Advertising for our cause.

I hope you appreciate my sense of humour.  
Best wishes with all the 3's and 8's.

THE MUFFLER

*I appreciate your humour, however Buzby I am sure, would not, nor would the police. Whilst a humorous suggestion, I would advise against it.*

ED

Dear Ed,

Jabberwocky's letter to CB Radio September 1980, his comment on using digital RC as well as SSB/AM on 27MHz is an old idea which was put forward many years ago. It has considerable merit.

It could be done but AM/SSM CB Receivers would require some complex system of I.F. limiting so as to remain unaffected by digital RC pulses which would cause a lot of interference to CB users and digital RC receivers would require inverse limiters so as to only respond to digital RF signals above a certain strength, a sort of RF squelch (not the same as the usual audio squelch) and not to respond to analogue SSB and AM CB signals.

The circuit and equipment for all this does not exist and would have to be specially developed. A far more sensible idea might be use of FM by CBers on 27MHz radio control channels so as not to cause interference to RC modellers, medical beepers or other licenced users as well as of course getting far lower noise levels for mobile use, because motor vehicle ignition pulses do not affect FM which is mainly why mobiles including radio amateurs use FM at VHF and UHF on 28MHz.

Either RC users can connect their rigs to FM as many have done to accept CB effects, or else CBers can. AMCOMM Services at South Harrow do the ready made FM-7, FM detector which can be added to any receiver to receive FM, costing some £11 whereas the cost of converting an AM 27MHz transmitter to FM is merely some 50 pence to 80 pence for a diode and capacitor.

The advantage to CBers of using FM is that if when in court they are accused of causing interference to emergency services and radio modellers, they can defend themselves by saying that this is normally impossible since the radio modellers, beepers, and emergency services use AM and digital modulation which cannot possibly be affected by CB using FM since AM and digital pulse modulation beepers, RC and emergency services receivers will not respond to FM and there is no way the prosecution can prove they can.

Admittedly FM on 27MHz would not be suitable outside Europe but Italy and the States can only be reached by long distance skip for about one year every 11 years at the peak of the sunspot solar flare cycle, 27 MHz being completely dead for the next 10 years for distances greater than the horizon.

UK CB organisations should not merely press for 27MHz AM/FM/SSB for UK CB

but should also press to use say from 66 to 68 MHz and 44 to 45 MHz VHF using FM giving 80 and 40 channels respectively with 25 KHz separation with the option of doubling the numbers of channels by using them for both AM and/or SSB as well as FM at the same time, since both types of transmission on FM and AM/SSB could take place simultaneously without mutual interference.

CB organisations should also press the Home Department to remove all emergency services and beepers from 27MHz on to 36 or 37 MHz just as they will be moving Aero Radio Modellers to 35 MHz because the rigs merely need a bit of re-tuning at little cost and practically no alterations.

G8RSD

*At the moment the NCFL (National Committee for the Legalisation of CB) have put forward in the strongest possible terms their proposals for a British CB frequency in the 41-47, 405 line TV transmission frequency. However the Government still reject 27 either FM or AM of any description let alone consider 66 to 88 MHz and 44 to 45 as well.*

ED

Dear Editor,

I take pen to paper being a strong fan of CB Radio. I was interested to read of the problems some CBers are having South of the Border and their rights as regarding the law.

I myself was busted by GPO officials about eight months ago. Since then the local CBing scene has jumped from six to around two hundred and fifty. The bears in this area are giving the breakers a lot of hassle. Three good buddies, Roadrunner, Pink Panther, and Wasp have all been stopped by Smokies and had their wrappers impounded for at least 24 hours. The rigs were then tested by Home Office officials without the owner being present. No receipt was given. When police were asked for a search warrant and receipt, the answer was no on both counts.

When quizzed and shown "The Law and You" from CB Radio, the answer was that this was English Law and does not apply in Scotland. I have been to see a few lawyers and they don't seem to know much on this subject. I myself was fined £50 and awarded my rig back. The Home Office and Customs then had a meeting with me and decided to confiscate my rig as import duty wasn't paid on it. The Home Office told me to apply for an import licence and on production of one they would return my rig. As they know this is impossible to obtain I can't win.

Golden Numbers,

JOLLY GREEN GIANT  
Chairman West Coast Breakers

*Keep tuned to 'The Law and You', we're getting to Scottish law just as soon as our solicitor can dig out the relevant details.*

ED

Dear Sirs,

As a trucker on many motorways in various parts of Britain, is it not about time local breakers in areas such as Manchester, Oldham, etc. found themselves their own break-

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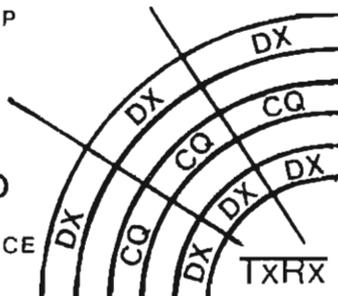
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# Readers Write

ing channel as I feel that channel 19 is mainly used by Trucker breakers nationwide, commonly known as the Diesel Digit.

With winter upon us now, I also feel the need for a safety code, similar to the one printed which I made up. I have distributed copies throughout various parts of Britain.

It's about time I feel that breakers should be independent and stop subsidising foreign codes which were not drawn up for this country, so let's all get together and unite so that all breakers can understand each other whether in Lands End or John O'Groats.

## TWELVE CODE

- 12-0 Fog
- 12-1 Roads Wet
- 12-2 Roads Snow
- 12-3 Roads Black Ice
- 12-4 Roads Flooded
- 12-5 Roads Clear or (Clean - Green)
- 12-6 Speed Trap
- 12-7 Log Book
- 12-8 M.O.T. Check
- 12-9 Fuel Check
- 12-10 Weight Check
- 12-11 Road Blocked eg 12-11 & 12-2 Road Blocked Snow
- 12-12 Traffic Jam
- 12-13 Road Accident
- 12-14 Break Down
- 12-15 Puncture
- 12-16 Frighted (Loaded)
- 12-17 Empty (Unit & Trailer or Box only)
- 12-18 Road Conditions eg 12-18 & 12-1 Roads Wet
- 12-19 Safe Journey
- 12-20 Destination

## PINK SUBMARINE Glasgow

Greater Glasgow Breakers Truckers

*Personally I would think that in the case of an emergency plain speech would be the best possible way of relaying a message. Perhaps you feel, as the American Truckers did, a need to alienate motorists from the Truckers code or jargon. Is history repeating itself here as in the U.S. for is that not how CB lingo started.*

ED

Dear Sir,

I wanted to let you know of some instances where CB has been helpful. We have a small group of breakers in our area - Romford, Chadwell Heath and Dorking. Recently there was an appeal on TV for a collection 'TELETHON' which was on behalf of all handicapped children needing financial support. So myself (Baileys) and another breaker (Blondie) decided to appeal to the other breakers in our home 20. The response was great, they were only too pleased to donate into the collection which we organised. A total of almost £70 was raised.

Another case was a young wife of one of the breakers who lived in a high storey flat. One night when her husband was working late, she heard a noise outside her flat door. Feeling very scared she used her husbands CB and called for a couple of breakers that she knew. Within ten minutes she had help on her doorstep and the person who was annoying her was soon off. She was not on the telephone and could have been at the hands of a rapist.

To change the subject totally could you please give some advice on ANTENNAS. Most of the breakers we know live in built up areas and some are giving out TVI, please could you advise us if there is anything to stop this as these breakers do think of their neighbours and do not wish to cause them any unnecessary inconvenience. For a Home Base CB is there any special type of ANTENNA which will stop TVI, and also what is the best position to situate the antenna.

Some of our breakers have tried filters but these do not seem to do the trick and they are hoping your magazine could come up with the answer.

Thanking you very much.  
Break-a-break.

BAILEYS, EWRING 2 + V.J.

*In answer to your query, our technical writer, Mr. Judd, is at present writing articles on Antennas, and will be dealing with TVI in future issues.*

ED

Dear Sir,

I have just received my copy of CB News and note once again that there are several mis-statements and assumptions enclosed. I hope I may be able to put these right.

1) That France has legalised 27 MHz with 23 Channels.

2) That 27 is a Medical Band and technically no licence is required for this waveband.

3) The European Market Regulations state that, and I quote: "Under the Treaty of Rome we are bound to operate restrictions on imports from member states" 27 MHz is available in a lot of these member states, therefore we should not be banning imports.

4) Finally, that other hobby horse the opposition loves to ride. Aero Modellers. The Home Office have for some time been refusing to issue licences for Modellers on 27 MHz. from now on 35 MHz will be theirs alone.

One point I would like to make clear yet again, that there is NO CB WITHOUT THE 27 MHz BRIGADE. Without us you will have no outlet for your magazine, so like like the N.C.F.L. (National Committee for Legalisation of CB) join us and support us otherwise you will disappear.

In short no matter what new laws are passed we are here to stay.

27 or bust.

Yours sincerely,

K.F. SHURETY  
The Andover 27 Club

*Well I can only ask if you have written to the wrong magazine? Your opening line refers to CB news or perhaps you have missed a couple of issues?*

*For your first point see issue 7 page 20.*

*Secondly, every Radio transmission made within Britain must either be licensed or with prior consent of the Radio Regulatory Department. 27 MHz Hospital systems came under a general licence for medical use not for private use.*

*Your third point is covered by Timothy Raison on page 12 issue 7.*

*For the 'Aero Modellers' argument see our issue 6 page 12. The authorities have since that report, now allocated the full 35 MHz as internationally recognised.*

*Finally, and this is probably unfair, (although there was a stop press in issue 7) the N.C.F.L. are not fighting for 27 MHz.*

*The N.C.F.L. have proposed in the strongest terms possible that 41.47 MHz be introduced for CB as quickly as physically possible.*

*Yours sincerely,*

JOH (American Boy)

*Vice Chairman W.L.B.C. (West London Breakers Club)  
(Actively Fighting for 27 MHz see us at the demo Feb 14th)*

Dear CB Radio Mag,

Is there any legal jargon that would make the placing of a large 27 MHz banner on the local motorway bridge illegal? I want to make as many people as possible aware of CB and its uses to as many people as possible and I thought a large banner would be a good idea.

10-10 till we do it again,

Bye bye.

I gone.

MASTER BLASTER

## Come back the Breaker

*This is the letter as printed in Issue 6 that inspired the Jester to reply to Razor Blade. For Jester's reply, see this issue our Come back the Breaker spot on page 36. Our thanks to both parties for writing.*

ED

☆☆☆ ☆☆☆

Dear Editor,

At 13.15 hours on a Monday I was idly listening to two truckers chatting on their CBs, travelling North on the A1.

At 13.25 one of the drivers 'Jester' called '10-33 Emergency, any Breaker with access to a land line'. I, the 'Razor Blade' accepted the call and asked for details. 'Jester' came back - 'Motor cycle accident, man injured'. The 10-20, by the Coffee Shop with petrol pumps outside, near a slip road on the end of A1 by-pass, south side carriageway.

I dialled 999 and asked for an Ambulance. I gave the details and suggested that it was near the Carlton-on-Trent slip road. At 13.32 the ambulance was on it's way.

At 14.25 the ambulance telephoned to say that this was probably one of two hoax calls they had received that day. They could find no evidence of an accident. Later at 14.30 hours the Police called inferring that I was a 'bad boy' to give a 'malicious hoax call' and waste valuable public money!

I was furious to think that I was caught hook, line and sinker by a hoaxer named 'Jester'. I got on the air-ways and started to search for the 'Jester'. Many Breakers came on in a short time and this information was crackling over a 50 mile radius. Reports were coming in from such areas as Doncaster, Peterborough, Mansfield, Nottingham, Grantham and Lincoln from Breakers offering sympathy and assistance.

At 17.15 hours Breaker 'Jockey' called to say that the accident I was enquiring about happened to her Brother-in-Law at the Muskham slip road, A1 South bound and the 13 year old cyclist was in Newark General Hospital and would remain there for two days.

The relief I felt was difficult to explain and my anger towards the 'Jester' evaporated restoring my faith in thinking that most C.B. operators are responsible people.

To briefly put the record straight. The 'Jester's' call was correct - Two youths attempted to cross the two carriageways of the A1 instead of using the bridge. One crossed safely, the other was hit by a blue van which stopped. The other youth telephoned the mother of the injured boy who rushed to the scene and was attending to her son when with blue lights flashing, the ambulance passed by heading north. The youth was transported by his mother to Newark General Hospital and when the ambulance returned on the South bound side, there was nothing to be seen.

I would like to offer apologies for doubting the integrity of the 'Jester'. Surely the moral of this story must be: If a Breaker reports a 10-33 he must remain within sight and indeed, radio contact of the incident until the services arrive to confirm that the situation is under control, thus avoiding further misunderstandings and possible discrediting of the use of C.B. by 'The Powers That BE'. Candidly talks, this was a 'close shave' for the 'Razor Blade'.

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**10-10 BREAKER BREAK**



# The Law and You

## A Summary of the last seven issues.

Once more we must apologise to our regular readers for what could be termed as padding. However this readership should now be over trebled so I am sure you will forgive us if you have already seen issues 1 to 7.

For the new reader we will also apologise for not being able to bring you up to date in one foul swoop, but then I guess that's what back issues are for.

JOH

### Issue One.

Not having produced a magazine on CB prior to this ones release, we were somewhat surprised to receive a circular to police officers briefly setting out 'Detention Instructions', 'Action to be taken' and details pertaining to the 'Retention of Seized Equipment'.

The interesting and emotive comment here was that there is NO power of arrest for using Citizens Band Radio.

### Issue Two.

Our eyebrows were raised further when we received the next item. A Northampton police memo to chief Superintendents, the memo was for the attention of all officers in the Northampton area, it set out the reasons why the police force in this area would no longer assist the GPO in any measures to combat the use of CB. This item as you can imagine raised a few comments including some coverage by the national press on the breakdown of police co-operation.

### Issue Three.

The ball was now rolling and documents were beginning to appear from unknown donators (who we must thank yet again) so this issue saw, 'A directive from the Home Office to the Post Office' re: 'Action Against users of CB Radio Equipment'.

This was fairly detailed and set out the possible offences and how action against the offender should be taken. This also brought to light the fact that on instances described, it would be possible to be busted and have the transceiver returned even after its initial confiscation.

### Issue Four.

Our solicitor briefly dealt with the three offences, 1)

Installation, 2) Transmission, and 3) Importation. The latter being covered by Statutory Instrument 1968 No 61, 'Control of Manufacture and Importation', prohibiting equipment capable of transmission on or between 26.1 and 29.7 megacycles per second or 88 and 108 megacycles per second.

### Issue Five.

In this issue we printed a synopsis of the situation to date which sets out a reasonably comprehensive guide to the relevant Acts and Instruments that outlaw CB.

Starting from the non offence, of possession through to the actual detention of equipment and or accessories, it sets out the rights that exist to a user or individual through each offence and the problems that can face the authorities following these rights.

### Issue Six.

Here we had coverage of the Metropolitan Police Act, section 66. This is the act that is commonly used to detain CB'ers and although it is a Metropolitan act, most counties have a parallel or similar act.

Section 66 is the 'Power to police Constables or persons aggrieved, to apprehend certain offenders'. Namely by suspecting goods of being stolen or unlawfully obtained.

### Issue Seven.

'A circular issued by the Post Office to Police Officers in the GLC area'. Once more this was a document for circulation within the confines of the powers that be, and again we must thank the unknown donator.

The circular was obviously sent out by the Post Office in order to stimulate interest in the criminal activity of talking to people on a Citizens Band transceiver and in particular, busting these criminals.

As such it may have proved effective setting out the offences, briefly describing what to look for and suggesting that a car sporting an antenna with a large base may be worth a tug. However its author obviously knew little of CB and hence it could be dubbed ambiguous and even incorrect! But don't tell them that!



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# DX QSL International Club Spot

One of the first British Side Banders Clubs.

I would draw to your attention the existence of our club, the Delta Tango Sidebanders of Great Britain.

We are 500+ members strong, catching the skip by daylight and talking ground plane by moonlight.

My number is Delta Tango 301 co-ordinator for Great Britain.

The club was formed in late 1979. I was catching the skip during 1979 and I modulated with Delta Tango 62 Jack in Buffalo, New York State. We made numerous contacts after that, whereupon I learnt he was a co-ordinator for Delta Tangos in the U.S.A.

Delta Tango 62 suggested I should start a Great Britain Club, which I agreed. He issued myself with 25 numbers which I thought was rather high, as at the time you could count the number of sidebanders in my area of 30 mile radius on one hand, but as C.B. really got going in early 1980 I was soon onto Delta Tango 62 for more numbers.

I would estimate, by the time you print this article, there will be 600 Delta Tangos.

Delta Tango 1 to Delta Tango 300 are all U.S.A. sidebanders. Great Britain starts from Delta Tango 301.

We have our own frequency which is 27.635 lower side band channel 59. During the skip its every man for himself, however, at night we try to use the frequency as you would use channel 14 or 19 as a contact channel for other Delta Tangos and QSY to other channels for the QSO.



Terry, alias Top Cat. In his Radio Shack.



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We look forward to hearing from anybody in the U.K. who wants to belong to a serious DXing Club.

Don't forget the Delta Tango Dance on 21st March, 1981 contact your Area Co-ordinator.

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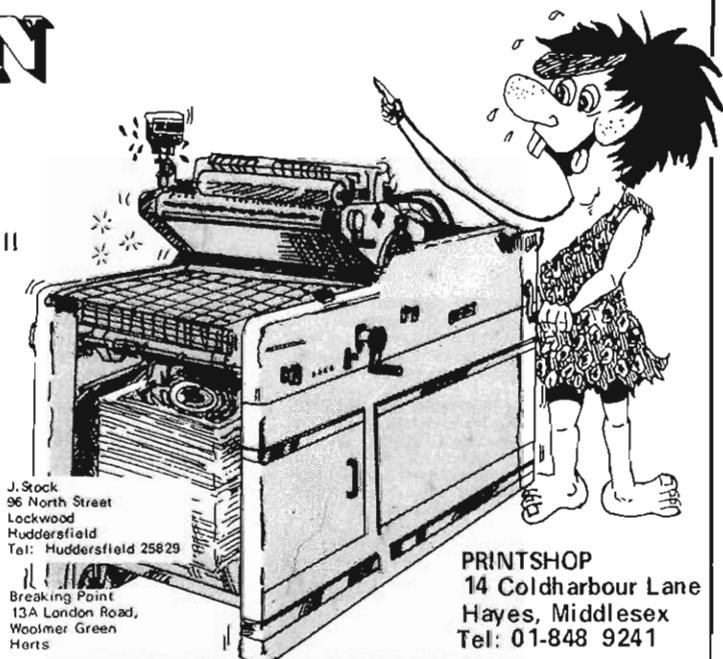
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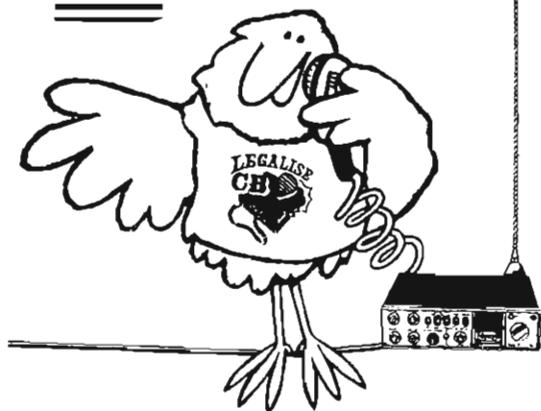
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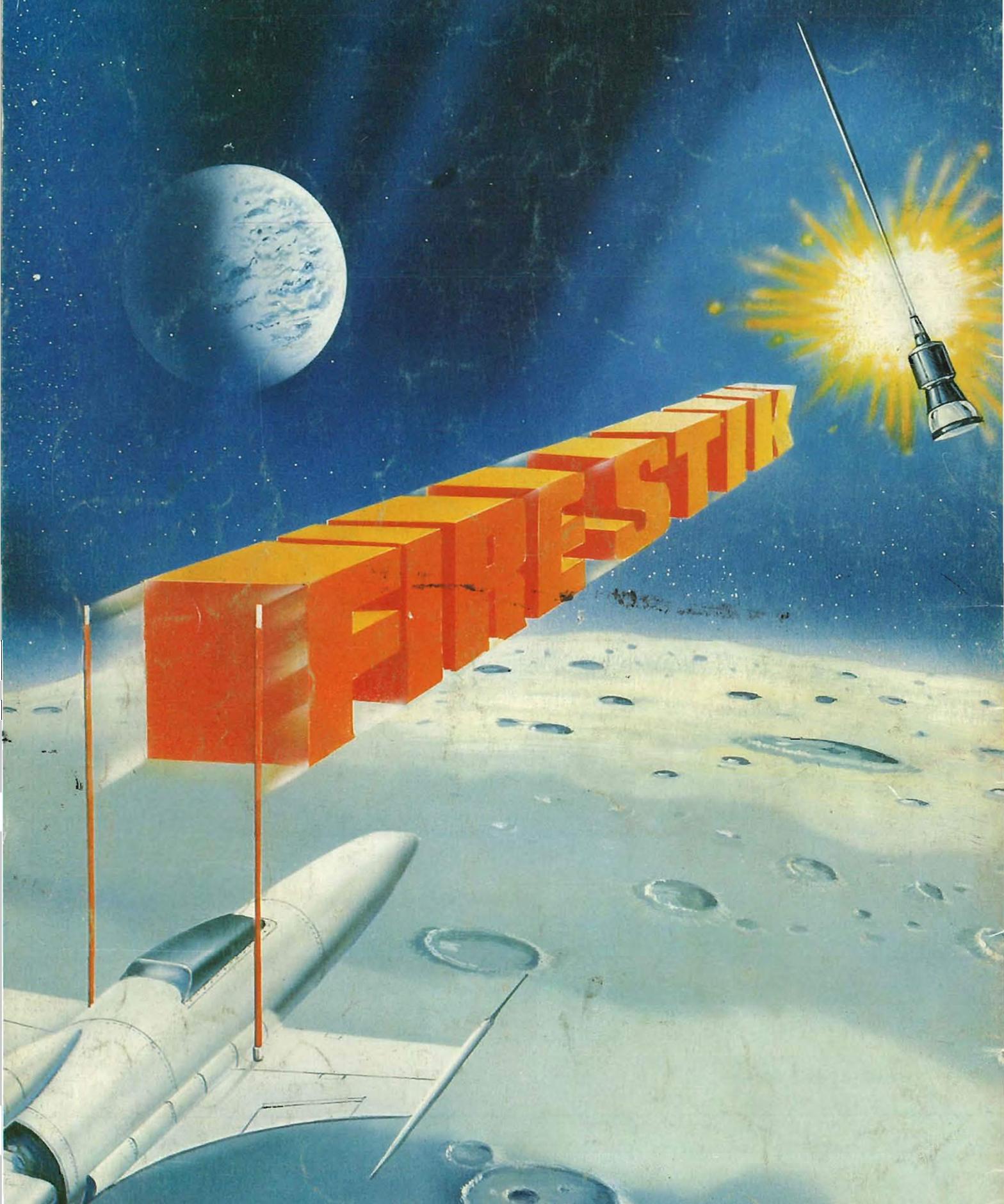
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