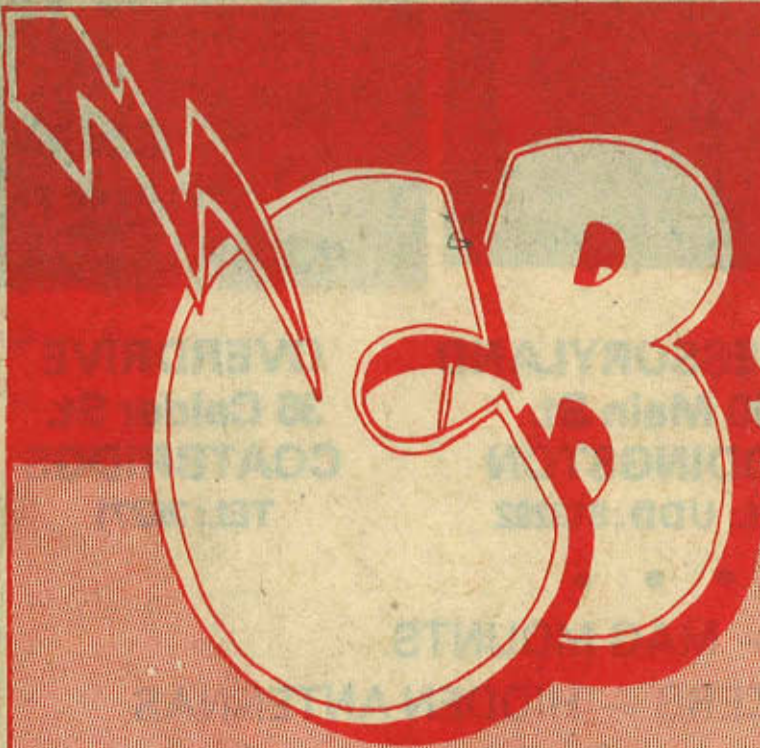


MAY, 1981 50p



SCOTLAND

**SCOTLAND'S
ONLY CB
MAGAZINE**

RIG REVIEW

DUMFRIES DEMO

**MISS CB SCOTLAND
COMPETITION**





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7 DAYS A WEEK

CB SCOTLAND

THE RESPONSE to our April issue has been amazing. We knew the time was right for a Scottish CB magazine, but we completely underestimated the number of CBers who felt the same.

You've written to us expressing your views on Government, truckers, AM, FM, competitions, fancy dress parades and demonstrations.

We've printed a cross section, but to those of you who wrote didn't get into this issue, keep on writing, we need the feedback.

This month we've introduced Rig Review, featuring the WKS 1001, also we have reports on Antennas, the CBIC register, REACT, the 10 codes and the Dumfries Demo.

In the belief that most breakers have interests and hobbies other than CB we introduce CUSTOMAYR, and an article on customising and restoring your skateboard.

Plus we have information regarding a golf tournament and a map guide to West of Scotland clubs. If your club isn't on it then get in touch NOW!

To rest the eyes and stimulate the parts words don't reach, we have our very own PAGE 19 girl!

Wait, there's more. We are sponsoring the "MISS CB SCOTLAND" competition. The venue is under negotiation, but don't delay, get your entry in now (see inside for details).

CB SCOTLAND is the SCOTTISH BREAKERS magazine. If you wish to contribute in the way of articles, pictures, advice, suggestions or criticisms then write to the EDITOR, CB SCOTLAND MAGAZINE, 15 MASONHILL ROAD, AYR.



This month's cover girl is Liz Waddell.

ADVERTISING?

**Tel: JOSEPHINE GILBERT
AYR 283461**

Editor The Scotsman
Art Editor Innes Young
Photographer Billy Frew
Advertisement
Department ... Josephine Gilbert

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FEEDBACK

THE RIGHT CHOICE

Dear Editor,

Is 27MHz the right choice of frequency or is a higher frequency more suitable for our densely populated country? Already other countries such as USA, Canada, Australia and Holland are introducing CB on higher frequencies because of the problem of congestion and interference on the 27MHz Band.

The Home Office gave consideration to three possible frequency bands, each of which would be associated with less interference than the 27MHz band: Around 225MHz; Around 450MHz; Around 900MHz.

The following table gives you some idea of the differences between the frequencies:

Frequency Range	Frequency Name	Mode of Propagation
1) 3MHz to 30MHz	High Frequency	Ionosphere Reflection
2) 30MHz to 300MHz	Very High Frequency	Light of Sight
3) 300MHz to 3000MHz	Ultra High Frequency	Line of Sight and Tropospheric Scatter

Approx. Distance of Transmission	Main Uses
1) Beyond horizon world wide	All Services
2) Just beyond the horizon	Sound and TV Broadcasting Mobile communications point to point links.
3) Horizon (200 miles by scatter mode)	TV broadcasting mobile communications point to point links.

The Government gave no consideration to 27MHz or 41MHz, the latter of which would seem to be a good choice for everyone concerned. 27MHz rigs could easily be converted to 41MHz which has no skip and causes minimum interference. A legal 7MHz system would cause many problems, imagine a possible 20 million users in this country, thousands of breakers in each city would make it impossible to get a copy.

After giving consideration to the forementioned frequencies the Government proposed 928MHz. This frequency has lots of advantages and disadvantages: lots of range in open country would be about 14Km, in built-up areas it would be 2-3Km, using SCATTERMODE techniques these ranges could be increased to 200 miles. There would also be no problem of people walking all over you. The cost of these new rigs will be high at first, but once manufacturers start mass producing them using modern techniques the cost will drop rapidly. Rumours that this frequency could be a health hazard are unfounded the output power of these rigs will be well below the health safety level.

CLYDE COAST BREAKER.

BOULEVARD BREAKERS CLUB

The BBC is a local club in the South Side of Glasgow (it covers Cardonald, Pollock, Mosspark, Govan, etc.). The membership at present will be limited to a maximum of 50, and we have at present 30 members in the club.

Our club meetings are very informal and our members prefer this relaxed atmosphere, it allows for everyone to get their say, and it is much friendlier than more organised clubs.

At every meeting we have a small raffle, CB equipment like SWR meters, extension speakers, slide mounts and PL 259 plugs are usually the prizes. The raffle is self-financing, i.e. the money collected from one meeting is used to buy the raffle prizes for the next.

We also have a number of events coming up in the summer, first is our "Club Float" on 5th June, at the Govan Fair, we shall also be having "Days Out" at the seaside for local children, organised by our members.

The club has also arranged to buy in bulk "Eyeball" QSL cards from a printer, this reduces the cost for each member and promotes the club itself.

We enjoy CB and therefore we like to enjoy our CB club, most of our members come to our meetings, because they enjoy themselves at the meetings and everyone has a chance to say what is important to them, no matter how trivial. A significant number of our members are under 18, and they too are listened to. The club is a place where the young breaker can come and learn from the more experienced older ones, by including the younger breakers it prevents us from over emphasising the financial aspects of running a club (as is the case in a lot of other clubs).

Our membership costs £1 per annum, and 50p per meeting (the 50p covers coffee, tea, biscuits and a 25p raffle ticket). We do not see the need to collect large sums of money, unless we have some very good reasons for doing so.

If anyone would like to join the club or find out more about us contact our club organiser: WILLIAM SNELL, BOULEVARD BREAKERS CLUB, 56 KIRKDALE DRIVE, GLASGOW G52 1ET. Telephone 041 882 5822.

Date of events: 5th JUNE—Club float at Govan Fair, the club has entered a flat truck float. This event is purely for fun and is not a demo or in any way connected with the legalisation of CB.

JUNE (late)—Day out for local children. The club has made arrangements to take a party of under-privileged kids to the seaside for a day out. One of our members has managed to secure a double-decked bus and fuel and driver free for this event.

10 10 till we do it again.

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FEEDBACK

19 FROM THE BIG WHEELS

19 for the Editor,

Just a few lines about leaving channel 19 clear for Trucker. As a Trucker I never leave channel 19, how are we going to get Smokey reports or traffic reports if we are racket jawing to someone on some other channel. The whole purpose of 19 being for Truckers only is that anywhere in Britain you will always get a copy on 19 and most likely it will be another Trucker.

Sometimes it does get a bit congested but if everyone leaves a gap between modulation things will be okay, and breakers on the side can come in no bother.

Most places with breaker clubs have changed their breaker channel to suit their Truckers. Personally I travel the length and breadth of the country

and must say most of the places have changed from 19 to some other channel. The main places that we get any hassle are KILMARNOCK, DUNDEE, LIVINGSTON and BATHGATE areas. The sooner they get another channel the better it will be for everyone. It would benefit everyone if 14 was recognised as the breaking channel for all cities, towns and villages, then this would leave 19 clear for Truckers.

The towns should take a leaf out of the Carlisle breakers book. They leave 19 clear for the Truckers.

Anyway, glad to see a mag. for Scottish breakers. Keep up the good work . . . 10 10 till we do it again.

RED LEADER
(G.G.B. Trucker).

ALL THE BLACK NUMBERS?

Hi there good buddies,

I must write to you on a most important matter which has come to my notice. On the Page 19 of your quite truly amazing magazine, you have de photograph of a beautiful white woman by de name of Delia. This is indeed a remarkable piece of journalism, and the good lady in question is very beautiful indeed, with de long, flowing black hair.

However, there lies a hidden danger within this type of thing. Lately it has come to my notice that certain individuals have been involved in de wind-ups, which is not only bad manners but also in de terrible bad taste. These wind-ups have been going on too long and I intend to put a stop to dem.

Young ladies who are sitting on their own are the poor unfortunates of de wind-ups. The individuals that I spoke of are using the most terrible words to these young ladies. Threatening dem with de most terrible things, horrible suggestions and, in most cases, forcing de young ladies to switch off de CB because they are frightened for their own safety. This should not be allowed and I intend to campaign against such terrible practices and crush these white wogs out of existence.

I hope that this magazine shall inform these good ladies of de proper method of safeguarding their good names and instigate a purge against the evil individuals who practise these awful wind-ups.

After all, you white men are supposed to be civilised people not like some kind of ape man dat just climbed out of de trees.

Take my case in particular, many of the world press print de most terrible things about me, but I am writing to all dem snowflake newspapers telling dem de real truth. These rumours that are constantly circulating about my good name are nothing but a load of elephant ????, so don't fall go listening to dem. 10 4.

Wishing you all de black numbers.

PRESIDENT, FIELD MARSHAL, DOCTOR IDI AMJN DADA
PRESIDENTIAL PALACE, KAMPALA, UGANDA.

HUMAN CONVOY . . .

Dear Editor,

Thought I'd drop you a line about our club, as I've just eyeballed your new mag. (not bad for a first issue). I hope it grows from strength to strength. It's what we need in Scotland. The club is called the "Carrick Citizens Band Club" and not the Carrick Breakers (that's to keep the members happy).

We have a membership of 100 breakers, not a substantial amount, but not bad for Maybole. We break locally on 14 and on outside copies 19. This occurred through breakers getting far away copies on the 19, then someone close blasting over the 19 for a local call. So it was thought better at a meeting to break locally on 19 to give outside town breakers a chance, it also keeps the truckers happy, although we haven't had much bother from them.

We meet every second and fourth Tuesday and all breakers are welcome. We have social nights every month and we are holding a dance in Maybole Town Hall on Friday, 8th May, from 7.45 p.m. till 1 a.m. with a live band, disco, three-course meal and a couple of surprises. The club is subsidising the dance; tickets to members will cost £2.50 and non-members £3.50.

Since this is "The Year of the Disabled" we are holding a "Human Convoy" single file sponsored walk in aid of the above charity. It will be held on Tuesday, 5th May, leaving the Carrick Hotel, Maybole, at 7 p.m., heading for Crosshill, Kirkmichael and then home, a round trip of 10 miles. It is open to anyone, your support would be gratefully received, sponsor forms can be obtained at club meetings or ring Maybole 82304 and ask for STORMTROOPER.

We are not a side-kick of any other club in Ayrshire and the club is run under the Carrick CBC rules only. We are pushing to stop as much TVI and audio interference as possible. REMEMBER there are quite a few people who don't have CB and watch TV so respect them. We ran an advert in the local press for the public receiving TVI to contact us and we endeavoured to sort out their problems.

Our club has membership with the UBA and REACT.

That's about it for club info. for now, so all the 3 and 8s and good luck with the mag.

STORMTROOPER,

Chairman,

CCBC, GBC, UBA, MBCBRC.

P.S. I'd like to see more CB jargon on the airwaves and less 10 4s and Roger Dee's.

BED TREK

Dear Editor,

Please find enclosed press reports that followed our club's "Bed Trek" 81. All funds raised will be passed on to the Aird School for the handicapped in Stranraer.

Our club, the Red and Blue Club of Stranraer, have adopted this school for the period of the "Year of the Disabled" and we hope to be able to assist other organisations within the "Year of the Disabled".

Later in the year we hope to organise a "Rag Week" type of event and also many other

events to promote CB and the image of our club.

We are now receiving applications for membership from overseas and these will be issued on a very selective basis. Overseas membership of the "R & B Club" will be very tightly controlled and run in conjunction with the DX group, which is one of the oldest and most experienced DX groups in Great Britain.

Keep on printing, all the high numbers.

GERMAN SHEPHERD,
Secretary, R. & B. Club,
Stranraer.

BLOOD SPILLED OVER CB

A big 10-33 to all CBers in and around Glasgow 20.

In the past you have been asked for money also your time all in the cause of CB. Now I ask for the ultimate "YOUR BLOOD."

As you may know the Blood Transfusion Service is now finding it difficult to obtain blood, because of factory and works closures, so I appeal to all of you out there to be a donor. CBers in the Glasgow 20 should contact: George Ferguson, 361 Hallhill Road, Glasgow G33 4RY. Telephone number 041-771-6149.

I would urge other clubs around the country to get their members to become donors, after all, if CB is going to help the public in general, why not take it a stage further. I believe there is no end to the ways in which we can help each other.

The information I have at the moment is that a minimum of 80 donors are required in order to make it worthwhile sending out a mobile unit, but if church and school halls are used then greater numbers can be accommodated.

Getting back to the mobile unit, 40 donors are taken in the first two hours, the staff then have a break and again 40 in the following two hours. Clubs should try to balance the numbers evenly over these two x two hours periods.

GEORGE FERGUSON,
Secretary,
Glasgow CB Club.

HULK HAULS IN THE CASH

STRANRAER'S good buddies are aiming in the right direction in their bid to build up a good reputation in the town.

For on Saturday, over 40 members of the "Red and Blue Club" — for Citizens Band Radio enthusiasts — pushed a hospital bed from Drummore to Stranraer to raise money for Aird School.

And it certainly turned out a worthwhile day when they discovered they had raised over £1200.

The sponsored bed-push began in Drummore village at 9.30 a.m. with members of Stranraer and District Pipe Band providing the musical backing.

But the man who stole the show was the "Incredible Hulk" — one courageous member who had actually dyed himself

green. He carried a collection box along the road with him and raised £97 along the 19 miles simply from donations.

Most of the entourage were in fancy dress and they passed through New England Bay and Ardwell before a quick stop for lunch at Sandhead.

When they reached Stranraer over six hours later, they pushed the bedstead around the main streets in the town before ending up at the Strand Bar at 4 p.m.

A spokesman for the club said: "We didn't think it would take so much organising. We're well pleased with the way it had gone, since we were expecting about £600. Some people even asked us to make it a yearly event!"

"GALLOWAY GAZETTE"

POLO MINT CITY

Dear Sir,

With reference to the article, "19 to the Big Wheels," there are a couple of points I would like to make.

Although for some time channel 19 has been regarded as the 'Diesel Digt' 1, as a big wheel jockey, and most of the other truckers have no resentment to other CBers using 19. The main reason for us remaining on 19 all the time is that when driving a vehicle with an over-all length of 60 feet by 8½ feet wide and a weight of 32 tonnes all concentration must be directed to road and traffic conditions. Also when moving in heavy traffic it requires a considerable amount of gear work so there is hardly time to key the mike let alone anything else. If we were to use 19 strictly as a breaking channel and then kick either up or down or have to search for a particular channel it would detract from the concentration given to other matters. We find that by remaining on the one channel all the time we always know that if looking for someone in particular we will eventually find them. Also when running in convoy other truckers know exactly which channel we are on rather than searching through 40 channels.

The local breakers of 'The Fair City' (Perth), were having a rough deal as their breaking channel was 19 and they are on the main trunk route North and they were complaining that they were not able to get a copy due to the big wheels blocking them out. The reasons for truckers remaining on 19 were explained to them and they have fully understood the problem and I now believe that they are going to use 14 as breaking channel.

I am sure that I can safely speak for the majority of truckers when I say that there is no way we want to either chase or dictate to anyone the breaking channel to be used. When travelling South every district has a different breaking channel so I think that some degree of uniformity is required then everyone would know exactly which channel to use for the local area. I hope that the above explains some of the reasons for Big Wheels being on 19. 10 10.

All the high numbers,
GEARJAMMER.

14 FOR A 19

Dear Editor,

Congrats on a very good magazine. I have one or two suggestions to make:

- 1) What about a separate channel for breakers who wish to sell rigs, etc, instead of asking for it on 14?
- 2) Keep 19 only for the big wheels that pass on by the "Big C" or nearby districts.
- 3) Publish all breaking channels from all over Scotland if possible?
- 4) What about info. on different rigs and how they operate?
- 5) Info on how to DX in the best possible way.
- 6) What about a Page Three?
- 7) Have a rota system whereby a breaker has to monitor channel 9 for emergencies.
- 8) Why was Kilmarnock not included in the club guide?
- 9) Why did we have to wait so long for a good magazine, instead of all those English comics that get sent up here?

That's all I can think of right now, but as I said before I hope that this magazine picks up and sells as many copies as the Daily Record then you'll be laughing.

Before I forget, how about a readers' page, and can I get this mag delivered to my home twenty?

All the best for the future and all the high and golden numbers, 10 10, breaker break, me gone.

DIPSTICK,
Cumnock, Ayrshire.

COMMON COURTESY

Dear Editor,

In response to your question on page 29 of issue one — I wish to make the following comment: A similar policy should be adopted as is current in the USA, i.e. a CBer can break on any channel and (by law) observe that channel 11 is reserved solely for breaking and that channel 9 is used solely for emergency purposes. In the UK we should adopt the almost accepted national breaking channel of 14 and observe that different social groups may wish to break, and stay on any other channel.

One such group is the truckers, and I feel it should be noted that they have adopted 19 as per the States, and common courtesy should make the average "town" breaker keep off the channel unless he or she wishes to talk to a trucker.

Yours respectfully,
2LO,
CLYDE COAST
BREAKERS.

THE BBC

Dear Editor,

The committee and members of the Burns Breakers Club, Ayr, wish to extend their congratulations to the CB Scotland magazine.

Scotland now has their own excellent mag. and our club will be backing it all the way. Therefore we call upon other clubs around Scotland to follow.

The Burns Breakers Club has around 180 members and meet on a Tuesday at eight bells in the Aftongrange Hotel. We have raffles, competitions and on the last Tuesday of each month we have a social evening. This month we are having a fancy dress disco with everyone dressing up to suit their handle.

Raising money for charity is another aspect of our club. Our "Woolly Bear" finished his eight-week diet last week. Sponsor forms are still being collected from club members, to guess "Woolly Bears" weight, with 12 prizes being awarded. The remainder going towards "The Strathclyde Scanner Appeal."

If you are a CBer in the Big 'A' we in the Burns Breakers Club will be delighted to see you.

Wishing you all the 88s.

KITTEN,
SECRETARY.

Write to the
EDITOR
CB SCOTLAND MAGAZINE
15 MASONHILL ROAD,
AYR.

19 TO ALL JUNIORS

MEMBERS of the BURNS BREAKERS CLUB have started a Junior Club. The eyeball is on a Wednesday evening, 6 p.m. till 7.15 p.m. in the Carnegie Library, Ayr.

The club plans to arrange social nights, discos and competitions. So come on all you young breakers, come and meet who you modulate with.

Wishing you all the high numbers 10 10 me gone.
ANDY PANDY



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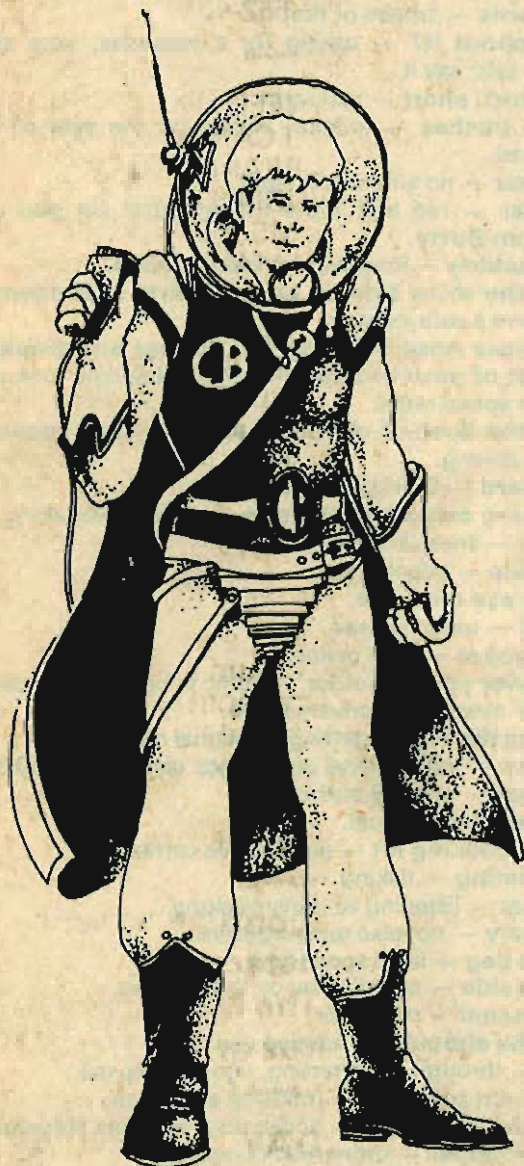
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"All the good numbers" — best wishes.
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Back door — last vehicle in a group.
Back out/off — stop transmitting.
Background — noise or static over channel.
Backside — return trip.
Backstroke — as above, also use **rebound**, **flip flop**.
Back to you — answer back.
Bagging — Police catching speeders.
Barefoot — running without a kicker.
Base station — static CB station, fixed location.
Basement — channel ONE.
Barley Pop — Beer.
Bear — a minion of the law, also use **smokey**, **kojac**.
Bear Cave — Police station, also use **Bear's den**.
Bear in the air — Police patrolling in helicopter, or aeroplane.
Bear in the bushes — Police hiding.
Bear's lair — Police station.
Bear report — report on Police locations.
Bear trap — radar.
"Beat-the-bushes" — lead vehicle looking for smokey to relay his "twenty."
Beaver — small, furry, large toothed animal that lives in the water, also **female**.
Better half — wife or husband.
Between the sheets — sleeping.
Big brother — Police.
Big switch — CB rig's on/off switch.
Big ten four — yes, for sure, also use **Roger D**, **Roger Roger**, **Roger Dodger**, **Roger Squadge**.
Blinkin-Winking — school bus.
Blood box — ambulance also use **Meat wagon**, **blood bank**, **bone box**.
Blowin' smoke — coming in loud and clear.
Blow and doors off — passing.
Boots — linear amplifier also use **shoes**, **kickers**, **socks**.
Bottle popper — beverage truck.
Bounce around — next trip around.
Bra buster — bosomy woman.
Break — call a station.
Breaker, break — what you say to get on a channel also use **breaking break**.
Breaker — CBer wanting to come in on a channel.
Breaking up — signal cutting on and off, breaking up all over the place.
Breaking the needle — powerful transmission.
Bring it on — go ahead, it's clear to speak.
Brown bottles — beer.
Brush you teeth and comb your hair — radar trap ahead, slow down.
Bubble gum machine — vehicle with flashing lights.
Bubble trouble — tyre problems.
Bucket mouth — CBer who won't shut up.
Bull jockey — someone giving a load of bull on channel.
Bulldog — Mack truck.
Burner — RF power amplifier.
Bust — getting caught.
Buzby — GPO official or investigator.
Camera — hand held radar unit, also use **kodak**.
CB — Citizens band radio.
CB land — the land of CB communication, and folks using CB meet.

"Catch you on the flip flop" — talk to you on the return trip.

Channel hog — someone who won't let anyone else transmit.

"Check the seat covers" — look at the females.

Chicken box — CB transceiver.

Choo-Choo train — semi hauling two trailers.

Clean — no Police sighted in the immediate area.

Come back — say it, or say it again, return call.

Come on — invitation to reply, your turn to talk also use "C'mon," "Come on back."

Comic book — truckers' logbook.

Coming out the windows — perfect reception.

Convoy — line of vehicles moving together in CB contact.

Copy — do you understand?

Copy the mail — listening to other conversations on channel.

Cotton-Picker — fellow CBer, or substitute in place of swearing (no swearing is allowed on CB).

Crank the handle action — repeat your handle.

Crumb snatchers — children.

Definately — emphatically also use **definatory**.

Diesel digit — Channel 19.

Dog biscuits — db, decibels.

"Don't feed the bears" — don't get any speeding tickets.

Double "L" — land line, telephone.

"Down and gone" — stopped transmitting.

Dusting your britches — walked on, transmitted at the same time.

DX — long range transmitting.

Ears — CB radio or antenna "ya got yer ears on?"

Earwig — listening in on transmissions.

Eights and other good numbers — best wishes.

Eights, Eighty-eights — love and kisses.

Eye in the sky — helicopter.

Eyeball — visual contact.

Eyeball to Eyeball — get together.

Evel Kneivel — motorcycle Policeman.

Fairy lights — traffic signals.

Fender bender — slight vehicle damage.

"Find a clean one" — move to channel with less conversation or static.

Five by five — very strong signal.

Flat side — sleeping.

Flip — return trip, also use **flip-flop**, **flipper**.

Fluff stuff — snow.

Fly in the sky — aircraft.

Folding camera — Police vehicle equipped with vascar.

Foot warmer — linear amplifier.



For sure — that's right.

Four — yes, o.k.

Front door — first vehicle in line of two or more.

Funning — joking.

Fuzz buster — electronic radar detector.

Get horizontal — go to sleep, lying down.

Gone, we gone — end of transmission, signing off.

Go, go juice — fuel.

Good buddy — fellow CBer.

Goodies — CB accessories.

Good numbers to you — (73s and 88s) best regards.

Got a copy? — do you hear me?

"Got your ears on?" — do you hear me?

Green light — all clear.

Green stamps — money.

Ground clouds — fog.

Ham — amateur radio operator.

Hammer — accelerator.

Hammer back in the tool box — slow down.

Handle — CB nickname.

Happy numbers — S-meter reading, especially above five.

"Have a good day today and a better day tomorrow" — salutations.

Heater — linear amplifier used to gain extra range.

"Holding onto your mud flaps" — driving right behind you.

Hole in the wall — tunnel.

Home twenty — locations of your home "where are you from?"

Honey bear — female Policewoman.

Hot pants — smoke or fire.

How about it? — asking for a response, your turn to talk; say it.

In a short, short — real soon.

In the bushes — smokey hiding on the side of the road.

It's clear — no smokies in sight.

Jam jar — red and white Police patrol car also use **Jam Butty**.

Jaw jacking — long-winded conversation.

Keep the shiny side up and the dirty side down — have a safe journey.

Keep your nose between the ditches and smokey out of your britches — drive safely and look out for speed traps.

Keep the lipstick off the dipstick — pay attention to driving.

Keyboard — CB rig controls.

Knocking on your back door — vehicle overtaking.

Kicker — linear amplifier.

Land line — telephone.

Lay an eye on — see.

Let off — reduce speed.

Local yokel — local police.

Look over your shoulder — traffic in opposite direction.

Mail — overheard conversations.

Making the trip — getting the signal out.

Mayday — international emergency distress call (10-34).

Meanies — anti-CB authorities.

Motion lotion — fuel.

Mobile parking lot — automobile carrier.

Modulating — talking.

Monitor — listening to transmissions.

Negatory — no, also use **negative**.

On the peg — legal speed limit.

On the side — standing by on the channel.

On channel — on the air.

Over the shoulder — behind you.

Over — through transmitting, your turn to talk.

Pavement princess — roadside prostitute.

Pedal to the metal — accelerate, also use **Hammer**.

Plain wrapper — unmarked Police car.

Porcupine — vehicle with lots of antennas.
Pounds — S-units, 9s-units on the meter is 9 pounds.
Pregnant roller skate — Volkswagen.
Pressure cooker — sports car.
Pull the big switch — turn off the CB.
Put my teeth up for the night, go 10/7 - sign off.
Put your shoes on — turn power up/on.
QSL card — postcard with call letters or handle confirming communication contact.
Quick trip around the horn — scanning all CB channels.
Radio check — checking the quality of transmission.
Ratchet-jaw — non-stop talker.
Rig — CB radio.
Ring your bell — someone's calling you.
Roller skate — small car.
"S" unit — "s" meter reading of wattage.
Salt shaker — salt spreading truck.
Seat cover — female passenger.
Seventy-threes and eighty-threes — love and kisses, best regards.
Sideband — CB operating above channel forty and below channel one.
Shaking the windows — loud and clear signal.
Shotgun — seat next to driver.
Skip — stations heard from a great distance.
Skip talker — CBer who talks long distances.
S-meter — signal strength indicator.
Smokey — Police also use **smokey bear**.
Smokey report — location of Police in the immediate area.
Smokey on rubber — Police moving.
Spies in the sky and hounds on the ground — Police aircraft and pursuit cars.
Squawk box — CB transceiver.
Stepped on — someone overpowered you with a stronger transmission also use **stepped all over you, stomped on**.
Streakin' — exceeding the legal speed limit.
SWR — standing wave ratio.
Superskate — sports car.
Sweetthing — lady breaker on channel.
Take it down — move to lower channel.
Take it up — move to higher channel.
Ten pounder — excellent signal.
Threes — best regards.
Threes and eights — lots of best wishes.
Three 3s, Seventy-threes — good luck, best wishes.
Throwing nines — strong signal on S-meter.
Tighten up on the Rubberband — accelerate.
Toilet mouth — CBer using foul language.
Tree top tall — good signal.
TVI — television interference.
Twins — dual antennas.
Two wheeler — motorcycle.
Up on the roof — channel forty, also use **Penthouse Suite**.
Walked on — same as stepped on, also use **walked all over, walking all over you**.
Walking tall — good signal.
Walking the dog — long distance conversation.
We gone — stop sending transmission, just listening.
Wall to wall and tree tops tall — clear, strong signal, very good reception.
Works twenty — work location.
Wrapper — colour of car.
X-ray machine — radar.
XYL — Ex young lady, usually a wife.
Yardstick — mileage marker.
You got it — go ahead.
Yeah four — big ten four, affirmative.
YL — Young lady.
ZOO — Police headquarters.
Zs — sleep.



10 CODE

This code is strongly recommended for all CB communications, where a coded transmission is desired.

10-1 — Poor signal.	10-44 — I have message for.
10-2 — Receiving well.	10-45 — All units within range please report.
10-3 — Stop transmitting.	10-46 — Assist motorist.
10-4 — OK message received.	10-47 — Stop for gas.
10-5 — Relay message.	10-50 — Break channel.
10-6 — Busy, stand by.	10-51 — Accident wrecker needed at.
10-7 — Out of service.	10-52 — Accident ambulance needed at.
10-8 — In service subject to call.	10-53 — Accident road blocked.
10-9 — Repeat message.	10-60 — What is next message number.
10-10 — Transmission completed.	10-62 — Unable to copy use land line.
10-11 — Talking too fast.	10-63 — Write this down.
10-12 — Visitors present.	10-64 — Not clear.
10-13 — Weather road conditions.	10-65 — Awaiting your next message/assignment.
10-14 — Prowler.	10-66 — Cancel message.
10-15 — Convoy.	10-67 — All units comply.
10-16 — Make pick up at. . .	10-68 — Repeat message.
10-17 — Urgent business.	10-69 — Do it the French way/Let's do it.
10-18 — Anything for us.	10-70 — Fire at.
10-19 — Nothing for you, return to base.	10-71 — Proceed with transmission in sequence.
10-20 — Location or position.	10-73 — Speed trap at.
10-21 — Call by telephone.	10-74 — Negative.
10-22 — Report to.	10-75 — You are causing interference.
10-23 — Stand by.	10-77 — Negative contact.
10-24 — Completed last Assignment.	10-81 — Reserve hotel for.
10-25 — Can you contact.	10-82 — Reserve room for.
10-26 — Disregard last information.	10-84 — My telephone number is.
10-27 — I am moving to channel.	10-85 — My address is.
10-28 — Identify your station.	10-88 — Advise phone number of.
10-29 — Time is up for contact.	10-89 — Radio repair man needed at.
10-31 — Crime in progress.	10-90 — Talk closer to mike.
10-32 — Radio check.	10-92 — Your transmitter is out of adjustment.
10-33 — Emergency.	10-93 — Check my frequency.
10-34 — Trouble at this station.	10-94 — Please give a voice test.
10-35 — Confidential information.	10-95 — Transmit Dead carrier for 5 seconds.
10-36 — Correct time.	10-97 — Check test signal.
10-37 — Wrecker needed at.	10-99 — Mission completed all units secure.
10-38 — Ambulance needed at.	10-100 — In the John.
10-39 — Your message delivered.	10-200 — Police needed at.
10-40 — Stop at nearest pull in.	
10-41 — Please tune to channel.	
10-42 — Traffic accident at	
10-43 — Traffic tie up at.	

DUMFRIES DEMO.

A MASS DEMONSTRATION of over 600 cars, lorries and trucks descended on Dumfries last Sunday as CB Radio enthusiasts protested against the new legal frequency chosen by the Government. The clear chant of "We want 27MHz AM and not FM" came over loud and clear as the largest ever convoy to grace Dumfries crawled round the town.

The breakers began to gather around 1:30 p.m. at Heathhall Industrial Estate and 30 minutes later there were representatives from clubs including Dumfries, Lochmaben, Annan, Lockerbie, Dalbeattie, Carlisle, Stranraer, Cumnock, Girvan, Renfrew, Airdrie, Workington, Straiton, Maybole and Whitehaven.

From the estate the mass convoy moved out to the Lockerbie Road, through the one-way system to the Whitesands, up Buccleuch Street, and back to Heathhall via Edinburgh Road. Local MPs Hector Monro for Dumfriesshire and Ian Lang of Galloway, had been invited to speak at the demonstration but both declined.

And Breakers were disappointed when, at the last minute, MP for South Ayrshire Mr George Foulkes, announced he could not make the rally.

After the convoy through the lined streets of Dumfries it was back to the estate for the judging of the best decorated car and lorry, carried out by Dumfries and Galloway Regional Councillor Mr Michael Webb.

Winner of the best car was "Olive Oil" of Dumfries Breakers' Club, and Carlisle's well-known "Easy Rider" won the award for the best lorry.

"Iron Lady from the Dumfries club said that they had been thrilled by the response from breakers both sides of the border. She said: "We must say a big thank-you to the police for their help with the rally through the town. Everything went smoothly and it was great to see the smiles and cheers from the pedestrians lining the streets.

"I think we made a Sunday with a difference. Our message seemed to come across really well and now those who do not understand the breakers' code know what we are talking about and seem to sympathise.

"We cannot allow the Government to give us the FM frequency without a transition period and will keep on fighting until there is some kind of compromise."



Putting on the style—that's 13-year-old Citizens Band enthusiast David Sandiland of Girvan Breakers Club. David was at Sunday's demonstration with his parents and, as you can see, he has all the "gear."



"Iron Lady"—secretary of Dumfries Breakers Club and one of the demonstration organisers—addresses the meeting, after the rally.

TO BORE OR NOT TO BORE

ANTENNAS

TONY BLACKBURN travels at a speed of 186,000 miles per second. Well, he doesn't his voice does. Why? Because that's the speed that radio waves travel at.

It's also the speed of light—186,000 miles or 300,000,000 metres in one second.

The frequency of a radio wave from a CB transmitter is approximately 27MHz or 27,000,000 cycles—alternations from plus to minus and back again—per second.

If we divide the distance the wave travels in a second (300,000,000 metres) by the number of cycles the radio wave goes through in a second (27 million), we come up with the number 11. That's the wavelength of a CB signal—11 metres.

$$\begin{aligned} \text{WAVELENGTH} &= \frac{\text{SPEED OF LIGHT}}{\text{FREQUENCY}} \\ &= \frac{300,000,000}{27,000,000} = 11 \text{ METRES} \\ &\quad \text{(36 feet approx).} \end{aligned}$$

In order to radiate the most effective signal, an antenna must be a half wave or a multiple of a half wave. For the CB band then, the basic antenna should be 5.5 metres or 18 feet.

Making the antenna exactly a half wave long enables the radio wave to alternate from plus to minus and so on without part of the signal being reflected back down the feedline to the transmitter.

**ARE YOU SATISFIED
WITH YOUR ANTENNA?
WHERE DID YOU BUY IT
AND HOW MUCH DID
IT COST?
WHAT PROBLEMS HAVE
YOU ENCOUNTERED
AND HOW DID YOU
SOLVE THEM?
DO YOU HAVE ANY
ADVICE FOR OTHER
CBers. WHY NOT WRITE
AND TELL US ABOUT IT.**



This is what is happening when you adjust your antenna for minimum reflected power using a VSWR meter. You are tuning it so that its electrical length is precisely a half wave: How come? Read on:

To operate effectively and efficiently your half wave antenna doesn't have to be beautifully symmetrical. In fact half of your half wave antenna can be replaced by your car (ground plane) or any large electrically conducting surface.

If your car is operating as half your antenna, then all you now need is the other half, a nine foot whip.

The best physical length for a CB antenna is 102-108 inches. However, anyone who's seen a nine foot whip on top of a vehicle will realise that it doesn't get on too well with garages, low bridges, trees, etc.

One way of getting round this is to place the antenna on the bumper. This also had disadvantages, however. It places the antenna nearer the ground where its signal is more likely to be blocked by nearby obstructions.

LOADING COILS

You can maintain the correct wavelength while reducing the actual antenna length by using a loading coil. This is not quite as efficient as using a nine-foot whip but has the advantage of being much shorter.

There are three types of loading coil, Centre loaded, Top loaded and Bottom loaded. Centre or top loaded coils are better since bottom loaded only work to their true efficiency when mounted on the roof or clear of metal objects.

Don't buy antennas less than 3½ feet in length as these are not as efficient and don't give as good results.

MOUNTS

A Glasgow Breaker decided to experiment to find the best possible position for his antenna. Unfortunately he'd spent most of the afternoon in the pub. Armed with a friend's hand drill he

proceeded to test the relative merits of bumpers, wings and roof. He'd managed to bore 11 holes of varying sizes before being disturbed by a curious neighbour.

Embarrassed by the sobering realisation of what he had done he hastily explained that he was attempting to achieve the ultimate in reception by installing, what he termed, "All round antenna power."

Totally unimpressed, his incredulous neighbour turned to his wife and shouted "Betty, I told you there was something queer about somebody with a handle, now he's turning his car into a sieve."

The best possible position for your antenna is in the middle of the roof. This need not cause any problems as all you have to do is drill a very small hole and when it comes to re-selling the car it can be filled in with a rubber plug. A word of warning, however, 1) Make sure you're sober; 2) Be careful where you put your weight because your roof is only one-eighth of an inch thick.

Alternatives to drilling holes are magnet mounts, much more reliable than they sound, but generally not quite as efficient as gutter clip mounts. These are not so good, however, since their position on the side of the roof produces a distorted radiation pattern.

When buying your antenna

- REMEMBER:**
- 1) Make sure it's made from materials that won't rust, corrode or rot.
 - 2) It's a good construction and will stand up to strong winds.
 - 3) Easy to install.
 - 4) Easy to repair.
 - 5) Well known manufacturer.

Also, don't be afraid to ask searching questions in the shop, concerning any accessories you buy. If the person serving you can't answer you, then he shouldn't be there. Go somewhere else.

ACTION FOR MUSCULAR DYSTROPHY

STRATHCLYDE Breakers Club which was founded in 1979, now has a membership of 100. This club has organised many projects in aid of charity, their latest venture is the most ambitious by far.

In Knightswood Hospital, Glasgow, Professor Thomson of Muscular Dystrophy Association, is researching into this killer disease, which gives children a projected life span of 15 years. Professor Thomson has an accommodation problem, and when approached by the Strathclyde Breakers Club, he expressed a wish for a Portakabin to help him in his work.

The club, in conjunction with the Muscular Dystrophy Association, have organised a raffle, supper dance in a hotel, donated free by the owner, "Jazz Man." The cabaret for this event was provided by Zodiac, Back Loader and the Dustman.

Within a space of five weeks the proceeds from these events reached £1300, which more than enabled the club to purchase a specially-equipped Portakabin, which will be presented to Professor Thomson within the next week.

With his accommodation problem resolved we wish Professor Thomson every success in his excellent work.

For those breakers interested in helping this very worthwhile cause, B. J. Colt, a Country and Western singer, has released a record, the proceeds of which are going to help the fight against this terrible disease. Copies can be obtained from: JOHN CROKEN, 46 HEATHERY ROAD, WISHAW ML7 2PR. Please include cheque or postal order for £1.15. (This includes post and packing).

19 TO ALL BREAKERS
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FANCY DRESS
FLASHING LIGHT SHOW—
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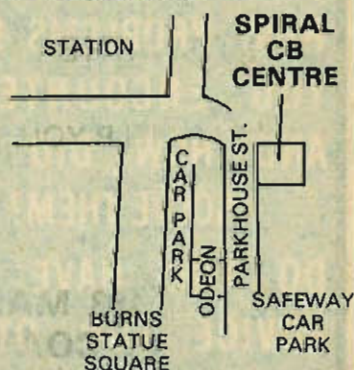
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SATURDAY 10 - 6; SUNDAY 12 - 3.

REACT



U.K.

Dear Editor,

Congratulations on producing a CB magazine for Scotland. I don't mind not having a glossy cover, but hope for more pages on CB articles and club news and reports.

As the recently appointed Area Co-ordinator for REACT UK, your magazine will be the ideal medium to get the message across to CBers about REACT.

Due to the announcement by the Government on the pending legalisation of CB, the official REACT UK is now in being and although publicity material is in short supply, we are starting our recruiting drive to set up teams to monitor the legal emergency channel.

I would be grateful Mr Editor, if you could print the REACT membership application form along with the information it contains, to provide information to prospective members and I enclose further information for your readers.

Each team will be independent, raising its own funds and managing its own affairs. I, as Area Co-ordinator, make attempts to raise further funds and sponsorship to distribute equally among teams and, more importantly, ensure that Reactors receive proper approved training and that teams uphold the internationally acknowledged high esteem

the organisation has gained through its operations in other countries. Note that REACT operates within the law and REACT members must hold valid licences, when issued.

I don't know how many teams will be required for Ayrshire as that depends on intended power output and antenna restrictions, but if any reader can forward information on radio blind spots, hidden caravan sites, town street plans, etc, this information will be collated for future use.

I'll close with some statistical information on REACT operations in OHIO over a 12-month period in 1971-72: A total of 388,976 hours were spent monitoring by REACTers; A total of 14,750 calls were dealt with, of these calls 84.9% were completed within five minutes; Each REACT member handled on average 16.6 calls; 82.8% of these calls were road related of these 71% were requests for information, 23% were reports of road accidents and 2.4% were reports of drunk drivers. Other calls included 556 calls to relay personal messages, 175 to report crime in progress, 116 to report a missing child, and even 32 to report a water leak.

If you are interested in REACT, please contact me at 9 KELBURNE SQUARE, KILWINNING. Or if you live in the Kilmarnock area contact CAPTAIN HORNBLLOWER at the 10:20 CLUB or BIG DADDY'S.

Yours sincerely,
D. E. NELSON.



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MEASURING THE EFFECTIVENESS OF A VOLUNTEER EMERGENCY MONITORING SYSTEM IN THE CITIZENS RADIO SERVICE

Robert M. Chiaramonte, Ohio State Highway Patrol; and Henry B. Kreer, REACT National Headquarters, Chicago.

THIS PAPER describes the experimental statewide emergency communications network utilising the Citizens Radio Service conducted in Ohio during 1970-71. A joint project of REACT National Headquarters and the Ohio State Highway Patrol, the programme known as the Ohio REACT Emergency Network was established as an experimental two-year programme to test the effectiveness of volunteer citizens monitoring emergency communications and providing assistance to motorists in accordance with the Federal Communications Commission's establishment of channel 9 as the official emergency channel. A state director was appointed for REACT, and districts were established based on the Highway Patrol district boundaries. A district co-ordinator was appointed for both Highway Patrol and REACT volunteers in each district to provide comparable levels of contact and authority. Log reports of calls received for emergencies and motorists' assistance are tabulated by computer at General Motors Research Laboratories. This paper describes the organisation, presents the data gathered in the programme's first year of operation, and establishes goals for the second year.

• THE FOLLOWING observation was made by William N. Carey junior, Executive Director of the Highway Research Board: "The problems of developing an integrated nationwide highway communications system are more political, institutional, administrative and managerial than tech-

nical. Nothing significant will be done until we find effective approaches to the non-technical problems."

The need for such a system is best documented by the fact that, once given the means to communicate via two-way radio from their vehicles, individual citizens instinctively develop their own highway communications system. The REACT system mobilizes this grass roots movement to overcome the "non-technical problems."

The Ohio State Highway Patrol, REACT National Headquarters and General Motors Research Laboratories concurred that the Citizens Radio Service (CRS) is now providing thousands of motorists with highway communications. Furthermore CRS offers a vast potential for an integrated nationwide system in a relatively short period of time. It was also felt that the concept of two-way radio for highway safety communications from individual motorists to volunteer citizen monitors deserved serious evaluation.

The key question seemed to be, "How effective could this system be?" Effectiveness would be measured through relatively simple data acquisition with computer analysis to project the raw data into significant statistics. This paper summarises the first year of the operation of the Ohio REACT Emergency Network, the purpose of which was to measure the effectiveness of a volunteer emergency-monitoring CRS system.

DEVELOPMENT OF CITIZENS RADIO SERVICE

AS THE 1950s came to a close, the Citizens Radio Service began. Putting two-way radios into ordinary passenger automobiles immediately produced the phenomenon that was potentially the key to a highway communications system.

Even with a single motorist in communication with his own base station, the concept of two-way radio for motorist assistance was in effect. As additional operators joined the citizens band ranks in a given community, they pooled their common interest into CB Clubs. One of the purposes of these clubs was to provide a means of emergency highway communications primarily to benefit the members of the group. Gradually, the reporting of accidents and stalled motorists and requests for various types of assistance from the highway were worked into a general pattern of emergency communications for the public as well.

When local emergency situations arose such as fires, floods, tornadoes, hurricanes, snowstorms, or other serious conditions that curtailed ordinary telephone communications, the club was ready to serve community needs.

By 1962, the emergency communications potential of the CRS was well recognised by industry leaders. The possibility of providing a pattern for organised local emergency groups was recognised and in that year REACT (Radio Emergency Associated Citizens Teams) was founded.

REACT is an entirely voluntary organisation, and the individual groups agree to work toward a 24-hour monitoring system on channel 9 as part of their agreement with national headquarters. At the present time, approximately 40,000 active participants are organised into almost 1000 local groups throughout the United States and Canada. Sponsorship of REACT was assumed three years ago by General Motors as a public service and as a highway safety research project (1).

As early as 1964, REACT required all of its teams to monitor a single channel, channel 9. All who needed assistance were encouraged to call on channel 9. Thus emerged the concept of a single national emergency channel.

REACT joined with other interested parties in petitioning the Federal Communications Commission to establish an official emergency channel on channel 9. The Commission acted favourably on this, effective 24th July, 1970, by limiting the channel to "emergency communications involving the immediate safety of individuals or the immediate protection of property or communications necessary to render assistance to a motorist" (2).

Among the considerations the FCC took under advisement in establishing the official emergency channel was the prior voluntary use of the channel for emergency purposes. By 1969, thousands of volunteer monitors were handling emergency calls, with approximately two million radios in use. A REACT study showed that, as early as 1966, 1,800,000 incidents were handled annually on channel 9, including about 500,000 automobile accidents. In effect, what the FCC was doing was recognising a de facto emergency channel that had developed through the wholly voluntary efforts of thousands of members of REACT and other individual licensees.

The key to this system is that people are listening and ready to help. This is how the REACT concept works: The motorist communicates his need for assistance to the REACT monitor on CB channel 9. The monitor contacts the proper service agency by telephone (police, fire, or road service). Finally, the REACT monitor reports the successful dispatch of assistance to the motorist on CB channel 9. The motorist then knows that help is on the way.

A pattern of research and official implementation of the emergency channel concept was already under way. The Detroit CB Radio Driver Aid Network was established in 1966 (3). It covers the metropolitan area of Detroit with a central monitor linked to strategically placed transmitter and receiver units by land line. After technical development by General Motors Research Laboratories, the system was turned over to the Detroit Department of Streets and Traffic for operation of the system. Tabulation of all calls received by the monitor has been made regularly and has been reported in previous papers.

A recent study of the Detroit network by the Civil Engineering Department of Wayne State University has brought out some additional data (4). A key product of this research was the time saved in reporting incidents. The study indicated that approximately 17 minutes could be saved in detection-reporting time by using the CRS on a city freeway as compared to waiting until a city police car or a county service vehicle appeared on the scene.

THE OHIO REACT PROGRAMME

Before proceeding with a further description of the Ohio REACT programme, it is appropriate that we review the various highway communications systems proposed. These include the following:

1. Visual distress signal such as a handkerchief on the automobile antenna or a raised hood.
2. Patrols of official vehicles—police and road service.
3. Headlight signalling.

THE CB STORY (Continued)

4. Roadside call boxes.
5. Embedded sensors to detect traffic flow.
6. Roadside radio transmissions for in-vehicle audio or visual signalling or both.
7. Electronic vehicle locator system and,
8. Citizens two-way radio.

Although other means of communications are possible, these are very representative of the types of systems. Some are in actual use and others are currently being tested and seriously considered singly, and in combination, for adoption on a national basis.

Because this paper deals only with citizens two-way radio, recognition of its relationship to other systems is important to the over-all evaluation of results. Thus, by stating relative potentials, we can evaluate actual data with greater relevance. We will not attempt to evaluate all the possible systems in detail, but it is helpful to note the relative ability of the various systems to accomplish each of the following communication objectives:

1. Rush aid to accidents faster.
2. Keep traffic moving to prevent accidents.
3. Reduce walking on highway to seek assistance.
4. Report dangerous driving behaviour or conditions to authorities.
5. Provide routing information for motorists and,
6. Provide emergency messages to the driver.

We believe that two-way radio inherently fulfils all of these objectives. The other currently proposed systems seem unable to provide this total capability.

A key advantage of citizens two-way radio is that the motorist makes the investment for the communications equipment involved. The motivation for such an investment is, to a great extent, the ability to communicate for

personal and business uses other than in the emergency situation.

One of the difficulties with any communications system is convincing the motorist that an investment for purely emergency purposes is warranted. Thus, the desire for an in-vehicle device that is merely to receive special instructions from a highway control source, or for signalling an emergency, would not be as great as a general-purpose two-way radio, which in addition can be used for emergency communications.

Obviously, it would cost far less in terms of Government funding to set up monitoring stations on an emergency radio frequency than to establish a national system of telephone or radio-telephone call boxes or to proceed with embedding sensors at major intersections either in the road or at roadsides. When the maintenance cost is added to the installation cost, a very expensive system is required in each case. In the REACT system, not only have we eliminated the equipment investment, but also our volunteer monitors appear on no payroll.

Recognising the possibility of establishing a nationwide public monitoring system similar to the Detroit network, REACT proposed a research programme that uses a limited geographical sub-division of sufficient size and complexity for the results to be projectable nationally. Ohio was selected for the following reasons:

1. It had many qualities of geography, topography, climate, highway types, and demography that could be projected nationwide.
2. The REACT structure in the state was reasonably well developed and,
3. The Ohio State Highway Patrol had some experience in working with CB radio groups and had exhibited willingness to co-operate with existing REACT teams.

(Continued next month)

CHICKEN BOX ALLEY CB REPAIRS



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ALL MAKES OF RIGS, SWR METERS ANT. MAT. REPAIRED



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DALLAS 550 996

PAGE 19 GIRL

Contrary to what we said last month about publishing your pictures on **PAGE 19**, we have decided to let our own photographer loose on those ravishing beauties. Don't panic though, it could put Greenshields in your pocket. What to know more? Turn to **Page 25** for details.



This month's **PAGE 19** girl is the lovely Liz Waddell

CITIZENS' BAND INFORMATION CENTRE (CBIC)

The Citizens' Band Information Centre (CBIC) is an information service run by myself as a non profit-making venture and is completely **independent** of any other organisation. CBIC was set up in July 1980, with the objective of acting as a focal point for information, in the furtherance of the campaign for the introduction of a legal citizens' band radio facility in the United Kingdom.

As part of its function, I have established the "Register of Citizens' Band Organisations in the United Kingdom". The Register includes information on 353 organisations, including 370 local clubs. A list of those organisations on the Register is appended. Whilst the Register is the most comprehensive collection of such information (which is being continuously checked for validity and accuracy), it is not complete and clubs are being added to it daily.

All CB organisations are invited to register. To do this, I need only the name of the organisation together with the name, address and telephone number of a contact - preferably the President, Chairman or Secretary. This information can be treated as confidential and will not be disclosed, if that is required.

What are the advantages of registering? This brings me to the primary function of CBIC. I avidly read the CB press and other useful publications (e.g. 'Hansard' — the official report of the proceedings of the Houses of Parliament). I am also in contact with the many organisations on the Register. I am therefore able to draw on information from a very wide field and I am, in consequence, in a position to answer most questions— either directly or indirectly through one of the many CB organisations on the Register — which may arise about CB.

It is important of course that clubs let me have information and I would therefore encourage anyone with information which may be useful to others to let me know in order that I may pass it on. Information about CB events are particularly interesting to other clubs, which may then be able to lend some support.

A registration fee is not a pre-requisite of registration. I would however suggest that registered organisations may like to consider a donation of, say, £5 towards the collection and provision of information and the maintenance of the Register.

Finally, if you think that I may be able to help, in any way, please don't hesitate to contact me.

**Bill Ridgeway,
Citizens' Band Information Centre (CBIC),
7 Sandringham Crescent,
HARROW,
Middx.
HA2 9BW.**

Telephone: 01-422 7570.

15th March, 1981.

CITIZENS' BAND INFORMATION CENTRE (CBIC)

REGISTER OF CITIZENS' BAND ORGANISATIONS IN THE UNITED KINGDOM

The following abbreviations have been adopted in the following lists in the interest of brevity:

BA	Breakers' Association	CBC	Citizens' Band Club	MC	Modulators' Club
BC	Breakers' Club	CBRC	Citizens' Band Radio Club	RC	Radio Club
CB	Citizens' Band	CBSC	Citizens' Band Supporters' Club	RS	Radio Society
CBA	Citizens' Band Association	GBA	Good Buddies' Association	SC	Social Club

A: LOCAL CLUBS

Aire Valley (BC) Selby
 Amalgamated BC (Southport)
 Andover 27 Club
 Anglia BC (Ipswich)
 Apple County BC (Ilminster)
 Ardudwy BC (Talsarnau)
 Armagh RS
 Arun BC (Littlehampton)
 Aston BC (Birmingham)
 Auchterarder CBC
 Aylesbury BC
 Ayrshire BC (Ayr)
 Ballymoney RC
 Ballynahinch BC
 Ballyward CBRC (Castlewellan)
 Band Town BC (Brighouse)
 Bann Valley CBC (Ballymena)
 Barnsley BC
 Barnstaple BC
 Barwell CBRC (Leicester)
 Basingstoke BC
 Bassetlow BC (Retford)
 Bay City BC (Coleraine)
 Belfast CBC
 Benbradagh CBC (Londonderry)
 Big C BC (Caernarfon)
 Big 4 Club (Brighton)
 Big H Luddites Club (Huddersfield)
 Big O BC (Stockport)
 Big S BC (Colne)
 Big Tree BC (Mansfield)
 Biggin Hill Reps Club (Westerham)
 Biscuit Town BC (Reading)
 Black Country Breakers' CBC (Stourbridge)
 Blackpool BC
 Bootleggers' BC (North Berwick)
 Border BC (Jedburgh)
 Border BC (Plymouth)
 Bottle City BC (St Helens)
 Bournemouth Independent BA
 Box Town BC (Stockport)
 Bracknell BA
 Bradford BA
 Breakaway BC (Washington)
 Breaker Alley BC (Newmilns)
 Breakers & Takers SC (Isleworth)
 Breakers Town CBC (Carshalton)
 Breckland BA (Brandon)
 Bristol BC
 Bristol CBC
 Britannia BC (Bangor, Gwynedd)
 Bromsgrove BC
 Bulwell & Hucknall BC (Nottingham)
 Burns BC (Ayr)
 Burton & District RC (Burton on Trent)
 Bury BC

Bury CBC (Bury St Edmunds)
 Caithness BC (Wick)
 Cake Town BC (Banbury)
 Camel BC (Wadebridge)
 Campaign for British CB (Birmingham)
 Campaign for 27MHz AM CB Radio (Connell)
 Canvey BA (Canvey Island)
 Canyon BC (Bacup)
 Caradon BC (Liskeard)
 Cardiff & District BC
 Carlisle Truckers' Club
 Carrick CBC (Maybole)
 Carshalton CBC
 Cefni BC (Llangefni)
 Cément City CBSC (Clitheroe)
 Central Birmingham CBC
 Central Scotland CBC (Larbert)
 Chase CBRC (Cannock)
 Cheesey BC (Caerphilly)
 Cheltenham Breakers' District Association
 Chesterfield BC
 Chicken Chokers RC (Burton on Trent)
 Chocolate City BC (Slough)
 Chorley United BA
 Christian Buddies CBC (Dunstable)
 Cider Town BC (Taunton)
 Circle Breakers' CBC (Hamilton)
 Circle City Breakers' SC (Leeds)
 Cirencester United BA
 CBA — Fife (Leven)
 CBA — Grampian (Aberdeen)
 CBA — Liverpool
 CBA — Manchester
 CBA — Reading
 CBA — Scotland (Larkhall)
 CBA — South West (Wells)
 CBA — Sussex (Shoreham by Sea)
 CB Cleveland Club (Billingham)
 CB Cruisers' Club (Conwy)
 CB Fox Club (Newport, Isle of Wight)
 CB Musketeers Club (Milton Keynes)
 CB Popular Front (Rhyl)
 CB Radio Action Group (London SE)
 CBRC: North East (Washington)
 Clog Town BC (Bolton)
 Clogher Valley CBRC (Dungannon)
 Club 27 (Bangor, Co. Down)
 Club 27 (London SE)
 Clwyd Valley BC (Denbigh)
 Clyde Coast BC (Kilwinning)
 Concrete City BC (St Helens)
 Conference City MC (Harrogate)
 Copycats Club (Burnley)
 Cotswold BC (Stroud)
 Country BC (Newark)
 Country BC (Seascale)

County BC (Enniskillen)
 Craigavon CBC
 Cranham, Hornchurch & Upminster BC
 Craven CBC (Skipton)
 Crawley United BA
 Crewe BC
 Crimson Water BC (Carnforth)
 Cromarty BC
 Croydon BC
 Darwen Sunday Club
 Delta Echo Club (Huntingdon)
 Derwent Valley BC (Stanley)
 Dixie Town BC (Nottingham)
 Don Valley BC (Doncaster)
 Dragon BA (Bangor, Gwynedd)
 Droitwich BC
 Dronfield CBC (Sheffield)
 Dukesville BA (Worksop)
 Dumfries BC
 Dungannon CBC
 East Antrim CBRC (Newtonabbey)
 East Coast BA (Ipswich)
 Eccles BA (Manchester)
 Edinburgh CBRC
 Elite BC (London SE)
 Essex CBC (Witham)
 Evesham CBC
 Fair City CBC (Perth)
 57 Club (Manchester)
 First Aid Post BC (Nelson)
 Flag Town CBSC (Nelson)
 Flixton, Urmston & Davyhulme GBA (Manchester)
 Foyle Cross Border BC (Londonderry)
 Foyle Valley CBC (Londonderry)
 Friendly Breakers' Incorporated (Ashford, Middx.)
 Fugitives Club (Llandudno)
 Furness BC (Barrow in Furness)
 Garnock Valley BC (Kilbirnie)
 Girvan BC
 Glasgow CBC) two clubs
 Gloucester BC
 GBA (Heywood)
 GBA of Harlow
 Good Buddies Club (Kilwinning)
 Grampian BC (Aberdeen)
 Grantham BC
 Gwent BC (Newport, Gwent)
 Harrow & Wembley CB Group
 Hart of England CBC (Nuneaton)
 Hazard County BC (Derby)
 Hazard County BC (Llanfairfechan)
 Highland BC (Inverness)
 Hinckley BC
 Ilkeston BC
 Independent BA (Hyde)
 Inverness CBC
 Isle of Man CBC (Douglas)
 Jail BC (Bodmin)
 Jet Set Club (Burton on Trent)
 Jolly Roger Club (Belfast)
 Jolly Roger Club (Kirkcaldy)
 K19 Club (Troon)
 Kent & Essex BA (South Ockenden)
 Kilkeel RS (Newry)
 Kilmarnock K19 Club
 Kilsyth CBC (Glasgow)
 Kings Norton CBC (Birmingham)
 Kirkintilloch BC (Glasgow)
 Lagan Valley CBC (Lisburn)
 Lakeland Breakers CBC (Enniskillen)
 Leeds GBA
 Leicestershire CBC (Leicester)
 Leyland & District BC (Preston)
 Lifford Cross Border CBC (Strabane)
 Lochneagh DX Group (Antrim)
 Lune Valley BC (Lancaster)
 Luton & Beds BA
 Medway BC (Sittingbourne)
 Meon Valley BC (Fareham, Hants)
 Merseyside 27 Club (Ormskirk)
 Mid Kent CBC (Maidstone)
 Mid Ulster CBRC (Dungannon)
 Middlesex BC (Feltham)
 Midland CBRC (Walsall)
 Midnight BC (Harrow)
 Monklads BC (Airdrie)
 Moorland Riders Club (Newton Abbot)
 Morecambe & District MC
 Music City BC (Newtonards)
 Ness Point CBC (Lowestoft)
 New Breakers Inners Club (Carlisle)
 Newark BC
 Newcastle City BC (Newcastle on Tyne)
 Newry & District CBRC
 99 Club (Hyde)
 North Birmingham CBC
 North Bucks BC (Buckingham)
 North Cheshire BC (Manchester)
 North Cotswold CBRC (Stratford on Avon)
 North London BC
 North Notts BC (Worksop)
 North West CBC (Southport)
 North West Leicester CBC (Ashby De La Zouch)
 Northallerton & District CBA
 Northampton BC
 Northern BC (Invergordon)
 Northfield & Surrounding Area Club (Birmingham)
 Northside BC (Belfast)
 Nottingham Area Club
 Ogwen BC (Bangor, Gwynedd)
 Oldham BC
 Open Channel CBC North West (Blackburn)
 Open Channel Club (Coventry)
 Orkney Airforce BC (Kirkwall)
 Outer City BC (Sheffield)
 Over Wyre Wind Up Club (Blackpool)
 Padiham CBSC (Burnley)
 Papa India Club (Carrickfergus)
 Pendle CBSC (Burnley)
 Penine 19 Club (Halifax)
 Pier Town BC (Wigan)
 Pimpernell BC (Holyhead)
 Plum Town BC (Pershore)
 Ram City BC (Derby)
 Red & Blue Club (Stranraer)
 Red City BC (Warrington)
 Redditch Area CBRC
 Renfrew & District CBC
 Ribble BA (Preston)
 Roadrunner Club (Exeter)
 Rochdale & Littleborough BC
 Rocky Mountain BC (St Austell)
 Roe Valley CBC (Limavadey)
 Rolling Road Club (Helston)
 Roman City BC (Chester Le Street)
 Sandwell Area CBC (Warley)
 Scottish DX Club (Glasgow)
 Seahaven BC (Prestwick)
 Seven Towers CBC (Ballymena)
 Sheppey BC (Sheerness)
 Shetland BC (Lerwick)
 Shirebrook BC (Mansfield)
 Silly Breakers' Society (Twickenham)
 Singing Wheels Club (Plymouth)
 Single Side Band Club (Swansea)
 Slough's Lot of BC
 Smellytown BC (Bridgwater)
 Smog City Breakaways Club (Northwich)
 Smoke City CBC (Belfast)
 Smoky Town BC (Newark)
 Snow Town BC (Port Dinorwic)
 Solway BC (Whitehaven)
 South Birmingham CBC

South Coast Area BC (Brighton)
 South Derbyshire BC (Burton on Trent)
 South East Essex BA (Southend on Sea)
 South Fork BC (Morecambe)
 South Manchester BC
 South West Breakaways Club (Taunton)
 South West Lancashire BC (St Helens)
 South West Region Birmingham Club
 Southern Breakers' Society SC (Littlehampton)
 Southern Breakers' Society SC (Portsmouth)
 Spa Town BC (Buxton)
 Steel City CBC (Sheffield)
 Stratford County BC (Stratford on Avon)
 Strule Valley CBRC (Omagh)
 Styx County BC (Burton on Trent)
 Surf City BC (Bude)
 Surf City BC (Portrush)
 Swindon CBC
 Thameside Good Buddies' Club (Dukinfield)
 Tamworth & Tame Valley BC
 Tango Romeo CBC (Lisburn)
 Tango Victor Club (Nottingham)
 Telford CBRC
 10-4 Club (Blackpool)
 10-4 Club (London N)
 10-4 Club of Greater Manchester
 Thames Valley 27 DX Club (Swindon)

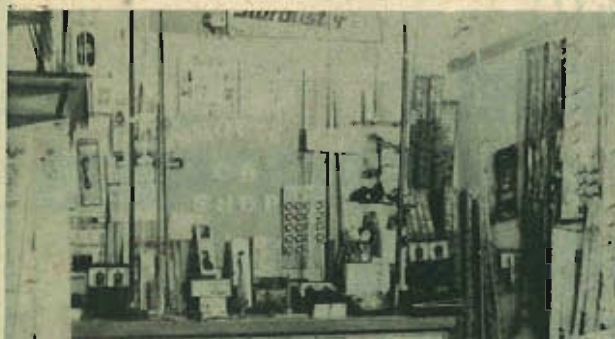
Trafford BA (Manchester)
 Tunbridge Wells CB Radió Association
 21 BC (Newquay)
 27 BC (Prestatyn)
 27 Club (Skipton)
 United BA — Paisley
 United BA — Yorkshire (Bradford)
 Untouchables Club (Bolton)
 Victory BC (Portsmouth)
 Wakefield CBC
 Warrington Breakaway Club
 Warwick & Leamington CBC
 Welwyn & Hatfield BC
 Wessex Open Channel Club (Bristol)
 West London BC
 Western BC (Derby)
 Weston BC (Weston Super Mare)
 Wetherby District BC
 Whiskey CBC of Great Britain (New Malden)
 White Cliffs BC (Dover)
 White Horse CBC (Wantage)
 White Mountain CBC (St Austell)
 Wight BC (Freshwater)
 Worth Valley BC (Keighley)
 Wychavon BC (Evesham)
 Wyre Forest BC (Droitwich)
 Yankee Kilo BC (York)

B: NATIONAL ORGANISATIONS

British Sideband Network—A national club for DX enthusiasts; CBA—A national club for CB enthusiasts; English International DX Club—A national club for DX enthusiasts; National Emergency Service—An emergency channel monitoring organisation; Radio Emergency Action Citizens' Teams (UK) Supporters' Club—An emergency channel monitoring organisation; Traffic Help Accident Monitoring Emergency Service—An emergency channel monitoring organisation; United BA—A national club for CB enthusiasts.

C: AREA COMMITTEES OF CLUBS

Associated Midland Breakers' Clubs; Association of North Eastern CB Clubs; Central Lancs Co-ordinating Committee; Confederation of North Wales Breakers' Clubs; Joint Regional Council for the Legalisation of 27MHz CB Radio (Brighton); National Committee for the Legalisation of CB Radio; North Down CB Council (Newtonards); Northern Ireland CBA; Scottish CB Committee; Ulster CB Council; West Scotland Federation of CB Clubs; Yorkshire CB Action Group.



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SUCH AS OURS
SHOULD HAVE A
MISS CB SCOTLAND
TO HELP PROMOTE
CB.



COMPETITION

What we would like you, the clubs, to do is to organise a local heat. It could take place on a club night or as a separate social evening, but it must be soon. The 1st, 2nd and 3rd in each local heat will automatically go through to the gala final.

If your club can't organise a contest, you can select girls to represent you. Application forms are available from us, but this will not insure immediate access to the final. Contestants who wish to enter the contest via the application form method will undergo a strict interview by our panel.

The gala final will take place at a venue to be selected by us in the near future. For more information write to:

THE EDITOR,
MISS CB SCOTLAND COMPETITION,
15 MASONHILL ROAD,
AYR.

PROPOSED CHARITY GOLF TOURNAMENT UNDER THE AUSPICES OF BREAKERS CLUBS IN AYRSHIRE

NOW READ ON FOR FURTHER DETAILS



SINCE 1977 a small group has been working to raise money for the provision of mechanical wheelchairs for handicapped people who would benefit from them. So far a total of nine wheelchairs have been purchased.

The group is associated with an organisation called Golf Fanatics International which dedicates its members to raising money for wheelchairs through playing golf. Our group has followed the example of G.F.I. and organises a charity golf tournament every year.

In 1981 we are committed to the provision of two chairs which will be funded from our normal activities. However, since becoming interested in CB and having discussed the subject with other breakers, it appeared that there was sufficient interest in the project to justify making an effort to obtain a third chair by involving CB enthusiasts.

It is proposed, therefore, that a charity golf tournament be organised over a local course towards the end of May or beginning of June. This would avoid clashing with our regular tournament.

The amount of money required for one chair is £545.

The format of the tournament is that teams of three are entered and sponsored by work places, streets, schools, shops, social clubs, etc. A sponsorship of £20 a team would require 27 teams to participate to reach the target. The tournament would be organised and run by the usual group but including Country Girl, Pilgrim and Fat Sam. Those people would be entirely responsible for the tournament but the sponsorships must come from breakers who are interested in helping with the project. Help with the provision of prizes would also be appreciated.

It is not necessary that sponsors play golf or even know anything about the game. The sponsors' responsibility is to provide the money to enter his team. If he can provide the golfers so much the better—if not, the organisers will have a pool of willing golfers available for recruitment.

On the golfing side, it would be only fair that players must have a club handicap, since hopefully some valuable prizes will be available. If enough interest is generated, entry forms and conditions of the tournament will be made available to potential sponsors.

I assure you the event is a great day out.

Finally, you don't have to be a golfer or even like golf to get involved—all that is required is enthusiasm for the idea.

STEAMBOAT.

RIG REVIEW

THIS IS a new feature which we will be incorporating within our pages each month.

This month it is the WKS 1001 which has been tested.

SPECIFICATIONS

General: Channels : 120 AM/USB/LSB.
 Frequency Range : 26.965 to 28.805 MHz.
 Frequency Control : Phaselock Synthesizer.
 Frequency Tolerance : + or - 0.005%.
 Frequency Stability : + or - 0.002%.
 Microphone : Plug-in type dynamic with volume control.
 Input Voltage : 13.8V DC (Positive or Negative ground).
 Current Drain : Receive 1.5A at max audio output 0.5A standby (no signal).
 Size :
 Weight : 6 lbs.
 Antenna Connector : Standard American Type.
 Semi-conductors : 43 Transistors, 7 FETS, 77 Diodes, 6 ICs.
 Meter : Illuminated, indicates relative power output and received signal strength.
 Power Bands Width : 10.5 to 16V.
Transmitter: Power : 4 watts — AM
 12 watts PEP—SSB.
 Modulation : High and low level Class B amplitude modulation (AM)
 Modulation Capability : 95% Typical (AM).
 Harmonic Suppression and Spurious Emissions : Better than FCC Requirement.
 Frequency Response : 400 Hz to 2.5 KHz—AM and SSB.
 Output impedance : 50 Ohms, unbalanced.
 Output Indicators : Meter shows relative RF output power, Tx red lamp indicates transmit mode.



Receiver: Sensitivity—AM : .7uV for 10 db S/N.
 Sensitivity—SSB : .25uV for 10 db S/N.
 Selectivity : 6 db at 4.2 KHz.
 60 db at 7 KHz (AM and SSB).
 Image Rejection : More than 50 db.
 Automatic Gain Control : Change in audio output less than 10 db from 10uV to .5V.
 Squelch : Adjustable—threshold less than .5uV.
 Audio Frequency Response : 400 Hz to 2.5 KHz.
 Distortion : Less than 10% at 3.0 watts output.
 Adjacent Channel Rejection : AM —60 db, SSB —65 db.
 Cross Modulation : More than 55 db.
 IF Frequency : AM and SSB 7.8MHz.
 Clarifier : + or — 1KHz.
 Noise Blanker : RF type, effective on AM and SSB.
 Audio Output Power : More than 3 Watts into 8 Ohms.
 Built-in Speaker : 8 Ohms dynamic.

Continued Overleaf

Not a small rig, in actual fact we found it to be just that 'wee' bit too big for our car. Recommend you check for size before you buy.

LIKES—There's no doubt about it, it's a well-constructed set and performs very well indeed. Depending on the size of your car, can be used mobile or homebase. Well laid out and easy-to-work controls. For DXing we found the Frequency Readout instead of a Channel Indicator ideal for QSL.

DISLIKES—The Frequency Readout, however, is hopeless when the set is being used mobile.

After a copy has been made you have to refer to the book to find out what channel you have to go to, e.g. if you are on channel 25 the rig reads 27.255. We found that on the high channels, four of them are out. You have got to go back down four positions to lock back on frequency.

SELLING PRICE—Depending on where you buy it, between £160 — £190.

OVER-ALL OPINION—A good set, but for the money you could do better.

**Have you got any tips,
insights, do's or don'ts regarding
a particular rig?**

Why not pass on that info?

Write to the

EDITOR,

**CB SCOTLAND MAGAZINE,
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TEN YEARS OF CUSTOMISING 1970 — 1980

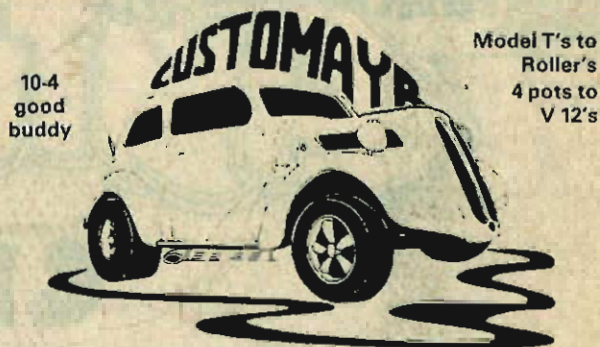
CARS have been customised since the 1920s, but never to the extent that they have been in the last ten years. The '50s saw the introduction of the whitewall tyre in Britain, with sun visors, extra chrome goodies, leopard skin seat covers and lights, not to forget the valve radio which made things swing a little and pulled the birds.

The '60s saw wide steel wheels and more of a swing towards rallying, since the Mini was stealing the scene in the Monte Carlo. Performance equipment came in the form of better carbs, exhausts and of course, brake improvements. Stick on decals with stripes and the word

A lot of members are in the process of starting on their cars, others have them in pieces, and drive ordinary looking cars for the duration. Again we have members that are working away from home. The line-up of members shown here does not reflect the true customising scene, although half of these cars should be unrecognisable by next year after being customised.



Learn more about restoring/customising, everyone welcome.



FIND OUT MORE
EVERY WEDNESDAY, 8-10.30 p.m. AT THE BURNS MONUMENT HOTEL, ALLOWAY, AYR.

(The car enthusiast's club with something to offer, come along).

'sport' appeared along the sides and over the bonnets of the less discerning owners' cars. Two-tone paint and eventually purple came to stay on many a resprayed car, until it got so common, that it wasn't being different any more.

From 1970 to 1980 has seen the customising of cars take a good strong foothold in Britain. Pioneers learnt their skills from America, and us from them, through magazine publications and shows.

Lesson number one in customising any car is cost analysis. Many a project is abandoned half-way through, due to lack of funds and is promptly put on the market for a bargain price. First of all, draw up a sketch of your proposals to see what it is going to look like, then list all the parts down to the finest detail and price them all, either by adverts in magazines or from a catalogue, which may be obtained through some of the big mail order firms. Now add up all your figures and add on fifty per cent. Anyone who has turned out a decent custom job will verify that. If it works out too costly, then cut back on some goodies that aren't really required to complete the over-all effect you want. This way you won't end up with an unfinished project because you had no money left to spray it or something.

So, you've found that it's going to cost you a lot of money, and the wife would prefer a Metro if you're going to spend that kind of money on a car. Well, you can get round that by buying her the three-piece suite she's always fancied, doing an econocustom and still have some money in the bank to buy an 80 channel.

The econocustom basically begins with the car that you own. A simple, well-designed spray job can be executed by oneself for under £50 and a set of second-hand alloy wheels and tyres might only set you back £100 or less if your own tyres are suitable. Some window tint and a set of new perspex number plates will finish the project. So for as little as £175 you can transform your car. Remember that the alloy wheels needn't be sold with the car if you hang onto the old ones.



This 1969 Vitesse owned by John Malcolm, secretary of Customayr, has been on display at custom car shows as far away as Cardiff. Midnight blue with chrome pipes and 8 spoke wheels. A 1976 2½ litre engine makes it fly.

A tin of silver wheel paint or some wheel trims off another car will do the job, and you can sell the wheels separately or use them for your next car. A large range of wheels come in the Unilug form and will fit different makes of car with the same rim diameter.

Rod and Custom car clubs have sprung up all over Britain catering for the enthusiast. Being a member of such a club opens up new horizons to the first-time customiser. Events are visited in groups, help is given in setting up show cars, discussion with members brings to light problems that may be encountered, and save from expensive mistakes.

Access to the club's welding, spraying and other mechanical equipment makes life easier on the pocket. Citizen's Band Radio is, of course, another accessory to the custom car scene and is now becoming widely used, especially on runs and cruises, where ratchet jawing between roller skates down the motorway makes for a more interesting journey, not to mention the fun of having an eyeball at the services. Be different, customise that hunk of tin that surrounds you and your rig and you'll have more to talk about too.

CUSTOMAYR Car Club hold their social meetings every Wednesday night, in the Burns Monument Hotel, Alloway, and cater not only for custom cars, but also sports cars and collectors' cars. They are at the moment looking for premises to provide workshop facilities for members, and are steadily building up membership numbers. Everyone is welcome to come along on a Wednesday evening to see what the club has to offer.

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EXTENSION SPEAKERS

PATCH LEADS

PLUGS, MALE, FEMALE, ETC.

COAX CABLE

HOME ANTENNAS

SWR METERS

MIKES & POWER MIKES

SPLITTER BOXES

DC POWER SUPPLY

TK 21 RETRACTABLE ANTENNA

NEW K 40 ANTENNA

AM CB CONVERTER

ANTENNA LIGHTS RED

ROGER BLEEPES

SWEAT SHIRTS PRINTED

19 FOR A COPY — PICK A LUCKY NUMBER

MONDAY - SATURDAY

9.15 a.m. - 6 p.m.

SUNDAY

10 a.m. - 5 p.m.

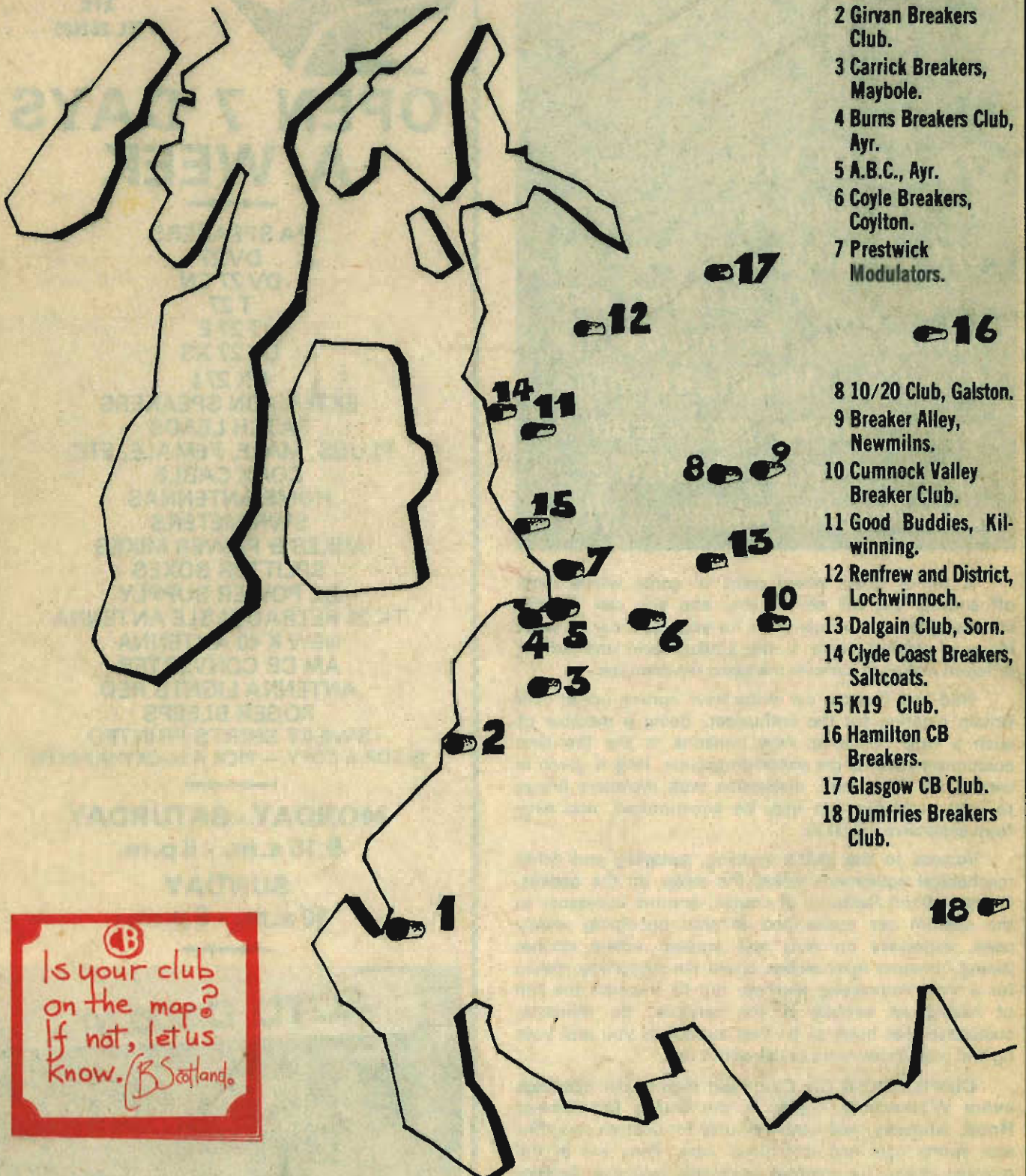


CB SCOTLAND

CLUB GUIDE

- 1 Red and Blue Club, Stranraer.
- 2 Girvan Breakers Club.
- 3 Carrick Breakers, Maybole.
- 4 Burns Breakers Club, Ayr.
- 5 A.B.C., Ayr.
- 6 Coyle Breakers, Coylton.
- 7 Prestwick Modulators.

- 8 10/20 Club, Galston.
- 9 Breaker Alley, Newmilns.
- 10 Cumnock Valley Breaker Club.
- 11 Good Buddies, Kilwinning.
- 12 Renfrew and District, Lochwinnoch.
- 13 Dalgain Club, Sorn.
- 14 Clyde Coast Breakers, Saltcoats.
- 15 K19 Club.
- 16 Hamilton CB Breakers.
- 17 Glasgow CB Club.
- 18 Dumfries Breakers Club.



CB
 Is your club
 on the map?
 If not, let us
 know. *CB Scotland*