

CB

AN ARGUS SPECIALIST PUBLICATION

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**WITH
HELICALLY
WOUND
CENTRE-
LOADED
COIL**

*The III-
One Step Ahead of
the Rest!*

*"HI BREAKERS!
Why don't you jump the skip
and make the trip with the centre-
loaded, helically wound
THUNDERPOLE III"*



CB

CITIZENS' BAND

June 1988

Volume 6

Number 7

C O N T E N T S

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Update 6
The latest news from the world of communications.

Back Chat 8
Your very own forum for opinions, criticisms . . . or whatever.

Martian Movements on CB 14
Captain Sparx assures us that the Martians haven't really landed.

QSL 16
David Shepherdson continues to clue us in on the card scene.

DIY Safety Mobile Mike 20
Vic Brown turns his hand to a mobile version of last month's project.

Making the Best 26
A look at the intricate world of accessories for CB.

Lady Breakers 30
Filly's out and about once more - 'nuff said.

Contact to Contact 32
Who and what are where and why.

Big Wheels Rolling 34
A look at CB in the life of a trucker.

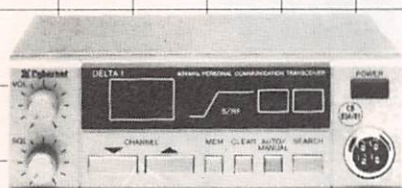
Tales from Beyond 38
Step into the darkside - unless you are of a nervous disposition.

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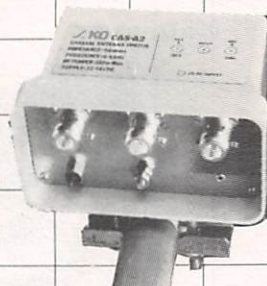
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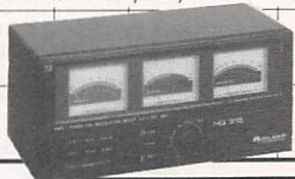


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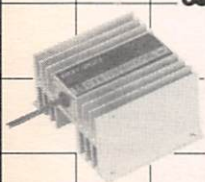
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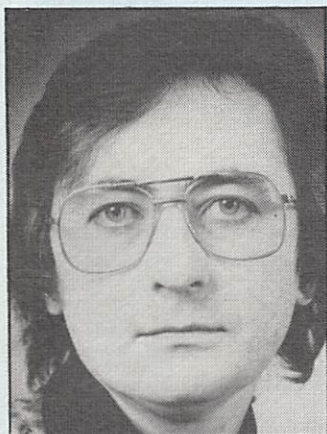
NEVADA

189 LONDON ROAD PORTSMOUTH HANTS PO2 9AE



NEWS FROM THE WORLD

UPDATE



Editorial

Well, well, well, how are your CEPT sets going? Lots have been sold so far, and reports we have heard are good — no wallies of any consequence so far, at least. It would be nice to think that it's always going to be that way — we can but hope.

I have heard reports that usage of the new frequencies

is not exactly staggering among truckers. Could this be because most truckers really want to get traffic reports rather than chit-chat all day and they are finding that there is a real lack of monitors on in the new bands? Still, it's early days yet.

Now the bad news. We have heard on the grapevine that the 934 specification is to be withdrawn from the 30th December this year. This doesn't mean that you won't be able to use your existing rigs — it simply means that no more rigs will be imported after that date. The complete run-down of the service won't take place until, approximately, 1992 so don't panic — yet! As soon as the Department of Trade and Industry send a press release about this, we will let you know.

Last, but not least, what do you think about the new trendy DTI logo (see below)?

Simon Brival

dti

the department for Enterprise

Amanda Embleton Appeal

A caring breaker, by the handle of White Rabbit, contacted us recently to ask if any other readers would be interested in organising any sponsored events in aid of the Amanda Embleton Appeal.

Amanda is an 8-year old girl from Newcastle who suffered brain damage whilst undergoing open heart surgery when she was too young. She is now able to take part in special treatment and training but is unable to get this under the National Health Service. This special training costs about £3,000 per year over several years.

If any clubs, groups or individuals feel they can help, please contact: TO 1522 Stoker, HMP Frankland, Brasside, Co. Durham.

Binatone Spares

SJ Tonks have just received the last remaining CB spares from Binatone, which should please many Binatone owners. Additionally, Steve is also now distributing products for CB City USA (Lou Franklin), including his active filters, speech processors and books.

ORS Eyeball

The Organised Radio Society of Ripley, Derbyshire, will be holding their annual eyeball on 10th July from 10am until 6pm at Maremay Ripley, Derbyshire on the A61 (easy access to the M1 and A38).

All proceeds will go towards a blind and disabled fund. The Society is asking all CB clubs to participate in the fun and games and all stalls will be asked for a donation towards their goal.

Contact: The Falklander, PO Box 33, Ripley, Derbyshire.

Monklands Meet

The Monklands DX Radio Group have announced the date of their 1988 meeting. It will be held at the Xaverian College, Goatbridge, Scotland on Saturday 18th June from 11am until 5pm (9.30am entry for exhibitors only).

Visitors are expected from Iceland, Norway, Denmark, West Germany, Holland, France and Belgium. Hot drinks and snacks will be available and there is ample car parking space. The entrance fee is £1 and buffet dance tickets are available for £3 (8pm until midnight).

Club and trade stands can be booked by ringing Billy on (0236) 51913.

New from Cirket

Cirket Distribution Ltd has been appointed exclusive UK distributor for the Orbit range of transducers, tachometers and accessories manufactured by Ranco Controls Ltd.

The high quality range of magnetic transducers and instruments was previously sold direct by Ranco, well-known for its electronic and mechanical controls for commercial and domestic refrigeration, ventilation, air

conditioning and heat pumps.

Orbit products are now stocked at Cirkit's headquarters in Broxbourne, Hertfordshire, with the company offering a 'same day' postal service and technical/application assistance.

Cirkit have also introduced a comprehensive range of shielded coil forms manufactured by Micrometals of California. The assemblies include both an adjustable threaded core and a fixed cup to close the magnetic path.

Iron powder cores are offered as standard, with ferrite cores available for applications requiring higher inductance at lower frequencies. Winding forms vary from series to series, with impregnated paper tube, polyester tube and nylon bobbins available. Shielding cans for electromagnetic shielding are made of copper with tin plating to ensure performance.

A thermoset plastic that will not deform at elevated temperatures is used for the plastic moulded base and all pins are copper tin plated. Solderability is to Mil. Std.

202E method 208.

And there's more ... Cirkit has been appointed a UK distributor for Uniden Corporation of Japan, a major force in telecommunications based products. Cirkit says, Uniden's Crystal Division produces products which are second to none with regard to performance and quality.

Uniden is one of the few manufacturers in the world that grows its own crystal so that quality can be controlled right from the raw material stage. Special frequencies and tolerances can be accommodated from 1.0MHz up to 130MHz in a variety of can sizes and mounting styles (minimum order quantity is 1,000 per batch). Standard frequencies are held in stock.

Crystal filters are available in 2, 4, 6 and 8 pole configurations in a variety of centre frequencies and band widths.

For further information contact: Cirkit Distribution Ltd, Park Lane, Broxbourne, EN10 7NQ. Telephone 0992 444111 — Fax: 0992 464457 - Telex: 22478.

Latest Nevada News

Nevada of Portsmouth have just introduced the new Uniden Bearcat BC 580XLT base/mobile scanning receiver. The main features of the set are: 100 memory channel and frequency coverage of 29-54MHz, 118-174MHz and 406-512MHz. The 580 will sell for £225.

MD Mike Devereaux also informed us that Kyocera Japan will cease production of

27MHz CB radios from May 1988. Kyocera produced the Cybernet brand, amongst others. However, we are pleased to report that Nevada have just purchased a huge quantity of spare parts for the whole Cybernet range including Cybernet Beta 3000, 2000 and 1000. They have everything from spare cases to transistors for these models, so Cybernet owners will be able to keep their sets running for many years to come!



Gifts from Guernsey

Last June, the Donkeybum CB Club set about raising funds for medical equipment for their local hospital. We now learn that the amount raised was a staggering £4,000, enabling the group to buy a

Ureterorenoscope (£2,184) and a Nephroscope (£1,189).

These two pieces of laser-based technology are to be of great benefit to the patients, as kidney stones can be removed without open surgery, thereby saving on the hospital bedding

and theatre time. It also means that the patients can return to work after a few days, rather than weeks.

Although the Donkeybums instigated the effort, many local businesses also donated raffle prizes.

The club would also like to thank Mr Transistor for the loan of some very sophisticated communications equipment which enabled them to obtain donations via CB from England, Jersey and Europe.

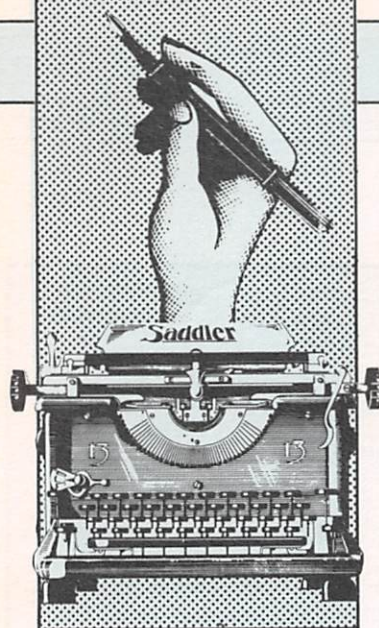


Whiskey Deltas

The Westwood and District CB Club (Whiskey Deltas) have asked us to inform readers that the club is still in existence, contrary to a few recent rumours.

They welcome any new members to their social and radio club on Sunday nights at the Corner Pin, Westwood with any new ideas for club activities.

Contact the club at PO Box 1, Jacksdale, Nottingham NG 16 5FT.



I DISAGREE

I Disagree

Martin Wright, from High Wycombe, was not too impressed with Barry Maxwell's views ...

An interesting, but sadly not very informative interview with Barry Maxwell. However, he has to be respected for 'protecting' the interests of his masters in the DTI, continuing the tirade of misinformation and half truths that are the DTI's/RRD's stock in trade. To put the records straight (yet again) here are some of the facts that were so carefully omitted.

1. The user body covering the Page Systems has, since 1978, made it quite explicit to the RRD that they want out of the 27MHz band, full stop. They now have significantly more frequency allocation, not only in the old Band 1 region, but also around 35MHz. It is the RRD that *refuses* existing 27MHz band users to move out. Cost is not the reason.
2. Radio control models of any sort are at risk from totally legal CEPT CB. Interesting that he did not make this point clear adding that it is, for aircraft, now *illegal* to use 27MHz because of the very serious danger of loss of control. Illegal CBers using 'alpha' channels present almost no greater danger to model control than is present from legal channels.
3. Data buoys, digital signals sent to land giving information upon tides, wind, and waves are at almost no risk whatsoever from UK land based CB. They are

disrupted by 'skip' signals of continental origin, something the RRD has no control over whatsoever. Re-locating these has nothing at all to do with UK CB, of any mode.

4. Policing the CB service and how licence fees are spent. From the RRD's own report for the year 1986/7 they state that approximately ten per cent of the RIS's time is spent on CB 'problems'. They also state that, of all the CB stations visited, only one in three had licences, yet they claim that there are only some 120,000 CB users because this is how many licences they have current. Clearly the true number of CB users is nearer 400,000? Now *my* calculator claims that $120,000 \times £12 = £1,440,000$. With the RIS employing some one hundred and twenty five souls and only ten per cent of their time is spent on CB, this shows that it is costing £115,200 per person per year. *What?* OK, they have some expensive CB tracking kits (usually confiscated multi-mode rigs) and a van, and overtime, etc etc etc. OK, £50,000 P/A perhaps but never, no way, £115,200. Oh, I forgot the 'inefficiency factor' of Government-run services. Then it's high time the CB services was 'privatised'.

5. CB a 'hobby' interest? Was not CB introduced 'to be used by the public at large for effective two-way communications impossible by other prior means'? Radio 'hobbyists' belong in the Radio Amateur Service *not* on CB, OK, CB may be the seed that sows the interest, but CB is a 'buy it — use it' service. *Not* something to be 'experimented with', or the means for practicing R/T procedure, an activity much in evidence on 934 and seemingly liked by Barry Maxwell, and others of his ill-informed ilk.

No doubt in his sincerity in 'trying' to give *full* answers to straight questions, but obviously this is far from possible when the clear intent of the DTI/RRD is to ensure that CB remains an ineffective and useless 'hobbyists' toy.

SSB Exam

Andy Napier, from Aberdeenshire, offers a few thoughts on a possible CB service ...

Shepherd Man on page ten of the April issue of *Citizens' Band* mentioned there to be some interest in a possible 'legal' SSB service in the future. So here are some of my thoughts on his comment.

First of all, I am wholeheartedly in favour of such a thing being introduced — what with the increasing sunspot levels the DX openings will become more frequent and SSB will tend to prove much more efficient than FM for those people interested in long-distance contacts even when the band appears to be 'dead'.

I feel that there should be some sort of simple exam to be passed before a person is allowed on the air using SSB, perhaps along the lines of questions concerning licensing conditions and transmitter interferences.

On the subject of antennas, I think that there should be no restrictions on what you are allowed to use as long as your Local Planning Authority doesn't object and the antenna is safely installed.

The power output could be set to what we are currently allowed on the FM portion of the band since SSB is a more efficient way of transmitting a signal it follows that greater distances can be worked using the same power.

Definitely no linears to be allowed under any circumstances. After all some manufacturers may try to produce them as cheaply as possible resulting in an amplifier causing increased interference on the harmonics of the CB band.

Now I guess I'll upset all those people who've got nice multi-band, multi-modes by saying that the two modes should be kept separate i.e. don't transmit FM on the SSB part of the band and vice versa. If need be, introduce type-approved SSB-only rigs so that the problem will at least be reduced.

So now I guess I'll just sit back and wait



for all the nasty letters to appear in the pages of your magazine.

By the way, all this may never come off because the RSGB are currently negotiating for the introduction of a student, ie. Novice, Licence. So the DTI may give a big "thumbs down" to the proposal of a SSB service being introduced to those who do not hold the appropriate licence.

If this was some sort of April Fool by the *Shepherd Man* then I was quite taken in!

Caravan Terrors

IB Fuller Flannel has a few caustic comments to make about caravans ...

I believe it is customary to write a letter to *The Times* heralding the first cuckoo. I feel the necessity to write to your good selves warning all those who drive as part of their living, of the imminence of caravanners. As far back as late January, I had the severe misfortune of my first encounter of 1988 with this most unpleasant phenomenon.

Travelling back from Oxford along the A34, I suddenly found myself at the tail-end of some twenty vehicles rolling along at speeds of anything up to thirty miles per hour. Several minutes and a couple of miles later, hopes that the delay was only temporary, caused by the likes of a tractor, were fading fast.

You know how it is. You've managed to overtake a couple of cars and a van, and there's still a line of vehicles being led by a truck running empty. Hours later, you see you chance to pass the Yorkie man, as many miles of double white lines disappear for a few yards. You engage third gear, the Cavalier lurches into warp drive and you go for it. Drawing level with the cab, you catch the sad expression on the Yorkie man's face. He sits there, the

new frontiersman. All that multigear, turbo-charged, intercooled power throbbing away under his size 10 To Tector. And suddenly you learn the reason for his look of emasculated dejection. Mack and Mabel are out for a drive in their K plate Maxi.

They happily wobble along towing their Nevada, Sierra Orion delux trailblazer, featuring perspex windows and yellow nets. (Mabel thinks they're dead tasteful, when really if viewed from outside, they make every body within look jaundiced).

So, this tacky plywood and aluminium box bounces along three feet off the bumper of King Yorkie, M&M oblivious to the frustration developing in him and every other motorist for many a mile behind. I hear you say, "This is January. Why are they out so early?" Simple. They've set out in order to miss the traffic.

And so, there they sit. Two of the worst examples of their breed. Mack's the one in the flat cap and the clip-on AA Metro sunglasses. (They've got to be good cause the police wear them.) Of course on the rear shelf, there's the obligatory tartan travel rug bought with coupons from the Kensitas catalogue.

Mabel's the one with the floral headscarf, the wrap-around sunglasses and the permanent expression of terror on her face. She won't relax until they are safely ensconced on the caravan site near Stratford. Most Mabels are like that, some even sit in the back with the doors locked for extra safety.

Whenever the slightest bend comes along, Mack touches his brakes. This not only makes "the van" lash violently from side to side, but the simple Pavlovian response of King Yorkie and everyone else has the knock-on effect of bringing the tail-end of the line to a complete standstill. The slightest of inclines bring their fair share of problems too. The motor's getting on, you see, so Mack

knocks her down to second gear. The Maxi belches black smoke and the speed dies away to four miles per hour. (See above for details of knock on effect).

Occasionally King Yorkie will allow common sense to desert him altogether, as he attempts to pass, having been waved on by Mack. More often than not, laxatives will not be needed, as there's another turbo-charged juggernaut thundering along on a collision course, or even worse. Another Mack & Mabel.

You know you've been there before. To conclude, I say Summer is icummen in. Happy motoring.

Who's Responsible?

Miss E L Walter of the Radiocommunications Division of the DTI clarifies clause 6(b) of the CB licence ...

I refer to the article on page 12 of the March edition of *CB* magazine by Mr David Daniel of ACBC. Mr Daniel has correctly made the point that the Licensee is responsible for what another does under his or her licence; I thought your readers might find it helpful for the Department to clarify who can and cannot be covered by clause 6(b) of the CB licence.

Clause 6(b) states that "a CB station shall only be used by any person where such persons use is under the general supervision of the licensee". This includes:

1) Non-employees

Only persons over whom the Licensee has real control and authority and for whose actions the Licensee will accept full legal responsibility. Whilst interpretation is a matter for the courts, this can be reasonably seen to include spouses and members of the family living at the same address and use by

members of youth groups, such as Scouts or Guides under the general supervision of the group leader.

2) Employees

Only employees who operate equipment owned by the Licensee and operate it on, or in the immediate vicinity of the Licensee's premises. This does *not* include use on vehicles that leave the Licensee's premises (ie. lorry drivers are not covered by their employer's licence neither are taxi drivers. Both taxi and lorry drivers must obtain a licence in their own names and any temporary drivers must also do so).

I hope that this has clarified the situation.

Getting Together

Supertramp, correspondence secretary of the FDX Group, offers an update on their twinning activities ...

Following our letter published in your magazine in September of last year, we have had numerous requests from various clubs who are contemplating 'twinning' with continental clubs and groups, for information, and hopefully we have been able to assist them, even if only in a small way.

The legalisation of the 'new' frequencies has no doubt stimulated other clubs into contemplating such a move. It is not difficult and well worth a bit of effort, as the rewards of such a 'link up' are far reaching and generate enthusiasm and interest between the individual members of both sides.

We publish a quarterly magazine, which goes out to all members of the 'link up, translated into German by our Schweinfurt friends, which keeps everyone informed about the various activities, and allows free expression of points of view and generates topics for discussion.

We hold an Annual Schweinfurt/ Shotts Contest, based on the number of QSO's between the two communities, by individual members, with certificates and trophies being awarded. In addition to this contest, and in conjunction with it, we have our Annual Open Contest, not restricted to QSO's between our two groups. This latter named contest has created a little misunderstanding, as we have been receiving requests from other UK clubs wishing to join in the Open Contest, possibly caused by the use of the word 'Open'. We did not envisage that others may be interested, and we used the word 'Open' merely to differentiate from the Schweinfurt/ Shotts Contest. It is too late this year to organise a truly open contest, but it is agreed that commencing with the 1989 contest, we will accept

entries from other clubs or groups who may wish to enter. The contest will run during the period June/ July 1989, but the dates are not yet finalised, so if any club or group wishes to join in, please write to FDX (1989 Contest), PO Box 3, Shotts, Lanarks, Scotland, for details.

Push for SSB

Tony Jaconelli, chairman of the Scottish Association of CB clubs would like some support from readers...

The Department of Trade and Industry, Radiocommunications Division, herein after called "RD", have hinted that Single Side Band operations for CBers might be on the agenda at the next review of the Radio Spectrum in 1990. Exerting the proper pressure at the appropriate time they say could be the key to success.

"So what?" I hear you ask. "Who can afford another rig for SSB when we can't afford a new one for the CEPT frequencies?" "Who cares about Side Banding any way?" "What's SSB and DX?" That's the range of interest shown in any chance of more space for CBers on the frequencies. It seems to run from who cares to who knows anything about it. Nevertheless, it's on the cards and the more space we get the better.

What kind of system will it be? Who knows, but if we just sit back and say nothing that's exactly what we will get; Nothing! Whether you are interested in DXing or not, any additional channels we get must be a bonus. We in the SACBC would like to be able to operate on the full 11 metre band (100 channels on 27MHz; though not all at the one time) with 12 watts output on SSB on any kind of antenna. We would like your support on these demands.

When will we get it? Probably not before 1995. "Crivvens", for want of a better word, "That's years away. Why bother about it now?" We have to bother about it now because if we leave it all up to RD we'll get stuck with another load of

chaos like the CEPT system, conversion boards, sets that are not type-approved and all.

Does anybody really want an SSB system? The support for it all over the country is absolutely lukewarm. Breakers are clambering over each other in an effort to talk about anything else. Is there anybody out there interested in the hop, skip and jump created by sun-spot activity? Judging by the number of Cobras, Multimodes and other sets still around there must be, but do they want to do it legally?

SACBC and MSGB (Monitoring Services of Great Britain) are co-operating to compile a proposal document which will be submitted to RD through the national CB body NATCOLCIBAR. This document will have to be complete and laid before the authorities well in time for the Spectrum Review. That means that your ideas and demands need to be made known now so that they can be incorporated into the finished article. If you don't come forward with your own ideas you'll just have to take what is dished out when it comes.

Every angle and contingency will have to be allowed for so that when the system does come into being it will be what the majority want, not what a minority bothered to ask for. NATCOLCIBAR is pressing for changes from within the European CB Federation and are advocating the acceptance of the Portuguese system as the common European standard. That system operates on AM and FM on 4 watts and SSB on 12 watts.

There is a lot of work going on to improve the system but *your* help is needed too. You are the users, you are the ones who know what they would like CB to be like. Don't just sit there and let things happen, get up and get involved. Let us at SACBC know what your thoughts are, don't just keep on complaining about how bad things are. Do something about it!

Write to: the Association of Scottish CB Clubs, 73 Springboig Road, Glasgow.



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CONTACT to CONTACT

***Want to know how far you can get?
R Shireby gives a few pointers***



The following article contains information to enable anyone to estimate the range to be expected between the CB stations. In order to determine the range, nine questions need to be answered. Notes, which convert information such as power output and aerial type into numbers are also shown. When all the nine questions are answered, the resulting numerical total (found by adding and subtracting the answers to the nine questions) may then be looked up in the 'Totals' list. This list accommodates numbers from -60 up to +60. With the information available, it is possible to estimate range from the lowest power pair of handhelds, up to two base stations one hundred miles apart. The tables do not, of course, take into consideration other people who may be on channel, and assumes that the channel you are using is clear.

Estimation of CB range

(note A)	1-Output power, station A	=
(note A)	2-Output power, station B	=
(note B)	3-Aerial height, station A	=
(note B)	4-Aerial height, station B	=
(note C)	5-Aerial gain, station A	=
(note C)	6-Aerial gain, station B	=
(note D)	7-Worst receiver sensitivity (A or B)	=
(note E)	8-Total coax loss (A+B)	=
(note F)	9-Terrain between stations	=



Totals

When all the questions 1-9 are answered (with reference to the relevant notes), add and subtract the answers to find a total. Look up your total in the table below to find the estimated range (in miles).

-60 = 0.2 miles	+ 6 = 17 miles
-57 = 0.4 miles	+ 9 = 18 miles
-54 = 1 mile	+12 = 19 miles
-51 = 2 miles	+15 = 20 miles
-45 = 3 miles	+27 = 25 miles
-39 = 4 miles	+35 = 30 miles
-36 = 5 miles	+41 = 35 miles
-30 = 6 miles	+45 = 40 miles
-27 = 7 miles	+51 = 50 miles
-24 = 8 miles	+54 = 60 miles
-21 = 9 miles	+57 = 80 miles
-18 = 10 miles	+60 = 100 miles
-15 = 13 miles	
- 8 = 14 miles	
0 = 15 miles	

Examples

Question 1- 4 Watts = 0	(base transmitter)
" 2- 4 Watts = 0	(mobile transmitter)
" 3- 25 feet = 0	(base aerial)
" 4- 6 feet = -15	(aerial on car)
" 5- aerial = -1	(legal base aerial)
" 6- aerial = -1	(legal mobile aerial)
" 7- 0.7uV = +10	(on note D, 0.7uV isn't shown, but 1uV & 0.5uV are shown. The figure 0.7uV must therefore be between the two). (The mobile rig in the example is a Realistic TRC2001 (0.7uV) and the base, Realistic TRC2003 (0.5uV).
" 8- no loss = 0	(mobile used 10 feet of RG58, and the base used 30 feet of RG8 cable).
" 9- Town = -8	(Newark, for example)
TOTAL = -15	

Looking up a figure of -15 in the table above shows a range of 13 miles between the example mobile & base.



Note A

0.06W	=	-21
0.12W	=	-18
0.25W	=	-15
0.5 W	=	-12
1 W	=	- 9
2 W	=	- 6
4 W	=	0
8 W	=	+ 3
16 W	=	+ 6
32 W	=	+12
64 W	=	+16
128 W	=	+18

Powers above 4Watts are shown to indicate what little difference illegal, excessive power makes to the overall range.

Note B

Aerial height above ground.	
6 feet	= -15 (average car or handheld)
12feet	= - 9
25 feet	= 0
50 feet	= + 7
100 feet	= +13
200 feet	= +19

Note C

Rubber duck	=	-15	(handheld)
Telescopic	=	- 5	(handheld)
Short mobile	=	- 3	
Mobile	=	- 1	(standard legal 1 - 1.65M, all types of loading coil, including legal base aerals).
$\frac{1}{2}$ wave	=	0	(illegal base aerals, GPA27, 18' dipoles etc.)
$\frac{5}{8}$ wave	=	+ 1	(illegal base aerals, Sigma 4, GPA27 $\frac{5}{8}$ etc.)

Note D

Receiver sensitivity, figure found from instruction book specification, or radio engineers report. The worst of the two stations is the figure you want. N.B. uV means microvolt, and a figure quoted of 2uV is worse than a figure of 0.25uV.

16uV	=	-20
8uV	=	-15
4uV	=	- 6
2uV	=	0
1uV	=	+ 7
0.5uV	=	+13
0.25uV	=	+20

Note F

Note E

RG8 (thick) per 100ft	=	-1
RG58 (thin) per 100ft	=	-3

Large city	=	-18
Town	=	- 8
Country	=	0 (away from city or town)
Sea	=	+13

To help you find the sensitivity figure of your transceiver, the figures quoted in the instruction books of many popular units are shown below. The actual rigs are usually better than the quoted figures unless the rig has either been tampered with, or is faulty. For a really accurate sensitivity reading, ask a radio engineer for a test report.

Mobiles

Academy CB501	—	0.5uV	Grandstand Bluebird	—	0.2uV
Alba CBM1	—	0.5uV	Grandstand Hawk	—	0.2uV
Amstrad CB901	—	0.5uV	Harrier CBX	—	1 uV
(made in Japan)			Harvard 402MPA	—	0.5uV
			Harvard 420m	—	1 uV

Audioline 340	— 0.7uV
Audioline 342	— 0.7uV
Barracuda HB940	— 1 uV
Binatone Route 66	— 0.5uV
Binatone 5-star	— 1 uV
Cheiza GT868	— 0.5uV
Colt 295	— 1 uV
Commтел GT858	— 0.5uV
Communicators NI440DX	— 0.5uV
Consam 1320	— 1 uV
Cybernet 2000	— 1 uV
DNT M40	— 0.4uV
Eurosonic Euro 2	— 0.8uV
Fidelity 1000	— 0.5uV
Fidelity 2001	— 1 uV
Grandstand Gemini	— 0.5uV
Harrier CB	— 1 uV
Harry Moss 325	— 0.7uV
Harvard H-403	— 0.5uV
Harvard H646	— 0.5uV
JWR M2	— 1 uV
Lake 950	— 0.5uV
LCL Economy	— 0.4uV
Lowe TX40	— 0.25uV
Maxcom 6E	— 1 uV
Maxcom 20E	— 1 uV
Midland 2001	— 1 uV
Midland 4001	— 1 uV
Mustang 1000	— 0.5uV
Mustang 3000	— 0.5uV
Radiomobile 202	— 1 uV
Realistic TRC2001	— 0.7uV
Realistic TRC2003	— 0.5uV
Rotel RVC230	— 1 uV
Sapphire X2000	— 0.5uV
Shogun	— 0.5uV
SMC Oscar 2	— 0.4uV
Sun 401	— 0.5uV
Uniden 100	— 0.7uV
Viper 88	— 0.7uV
York JCB 863	— 1 uV
Tokai GT858	— 0.5uV
Academy CB502	— 0.5uV
Amstrad 900	— 0.5uV
Amstrad CB901	— 1 uV
(made in Hong Kong)	
Audioline 341	— 0.7uV
Barracuda GT868	— 0.5uV
Binatone Breakerphone	— 0.5uV
Binatone Speedway	— 0.5uV
Braemar PT40	— 0.7uV
Cobra 21XFM	— 1 uV
Commtron CB40F	— 1 uV
Commтел GT868	— 0.5uV
Compact 40	— 1 uV
Cybernet 1000	— 1 uV
Cybernet 3000	— 1 uV
Eurocom DX40	— 1 uV
Falcon FCB1282	— 1 uV
Fidelity 2000	— 1 uV

Icom ICB1050	— 1 uV
Lake 850	— 0.5uV
LCL 2740	— 0.4uV
LCL Enterprise	— 0.4uV
Maxcom 4E	— 1 uV
Maxcom 16E	— 1 uV
Maxcom 21E	— 1 uV
Midland 3001	— 1 uV
Murphy DS-602	— 1 uV
Mustang 2000	— 0.5uV
Radiomobile 201	— 1 uV
Realistic TRC2000	— 0.7uV
Realistic TRC2002	— 0.5uV
Rotel RVC220	— 1 uV
Rotel RVC 240	— 1 uV
Serpent UK4000	— 0.7uV
SMC Oscar 1	— 1 uV
Spinneytronic CB199	— 0.5uV
Transcom GBX4000	— 0.5uV
Uniden 200	— 0.7uV
YorkJCB861	— 1 uV
York JCB867	— 1 uV

Bases

Atron CB507	— 0.2uV
DNT B40FM	— 0.8uV
Harvard H404	— 0.5uV
Murphy CBH1500	— 0.7uV
Realistic TRC3000	— 0.3uV
Wagner 506	— 0.2uV
Commтел base	— 1 uV
Fidelity CB3000	— 1 uV
Harvard H407	— 0.5uV
President KP77	— 0.7uV
Grandstand base	— 0.2uV

Handhelds

Alba CBH1	— 1 uV
Amstrad HCB1	— 1 uV
Binatone 6	— 1 uV
Binatone 40	— 1 uV
Cobra SOS	— 1 uV
DNT HF13/40	— 0.4uV
Duette CB40FM	— 0.4uV
Elftone CB30	— 1 uV
Harrier WT2	— 0.7uV
Harvard 020	— 1 uV
Harvard H-410	— 0.7uV
International 0027	— 1.5uV
Maxon SE27	— 0.5uV
Midland 77-810	— 0.7uV
Realistic TRC1002	— 1 uV
Realistic TRC1004	— 0.3uV
Shira WT622FM	— 1 uV
Alba CBH2	— 0.7uV
Binatone Ranger 2	— 1 uV
Binatone 12	— 1 uV
Cheiza 1+1	— 1 uV
DNT HF12/3	— 0.6uV
Domica 1+1	— 1 uV
Elftone ELCB14	— 1 uV
Harrier WT1	— 1 uV
Harvard 10-4(H7)	— 1 uV
Harvard H-402(WT44)	— 0.7uV
Harvard SOS	— 0.7uV
Maxcom 7E	— 1 uV
Midland 75-720	— 0.8uV
Realistic TRC1001	— 0.5uV
Realistic TRC1003	— 2 uV
Realistic TRC1005	— 0.5uV
Sirtel GT417FM	— 1.4uV

COMMUNICATION THE QSL WAY



More names and addresses from QSLers all over the world, courtesy of David Shepherdson

As I promised last month, I've included the addresses for the two clubs I mentioned which were launched at Stanley in April. They are the Formula

One of Brighthouse and the Blue Star of Cramlington. I hope to have fuller details of costs and packages in a little while on the Formula One but, for now, if you are interested in joining either, a SASE (Self Addressed Stamped Envelope) with your request for information will get the details on their way to you.

I do have a few details now on the Blue Star, to which membership costs £2, between 5 and 10 of your own personal QSL cards (these *must* be personal QSL cards by the way) and a large self-addressed envelope stamped with two first class stamps. For these items you get your Blue Star Unit No, ID card & certificate, 10 club cards, president's cards, exchange cards and invites, club pen, stickers and a postcard of the area. Also, extras as are available at the time. Ken (*Blue Star 001*) will accept UK cheques or postal orders made out to K Hedley.

I also mentioned last time that I would be at a couple of meetings during the year and I do look forward to meeting as many of you as possible at these. However the way I said it, it may have seemed a little unfair to the organisers of the many, many other worthy events throughout the year. I would love to go to all the events around the country but time and finances are against my doing this. So my apologies to any organisers I may have inadvertently upset; that was not intended.

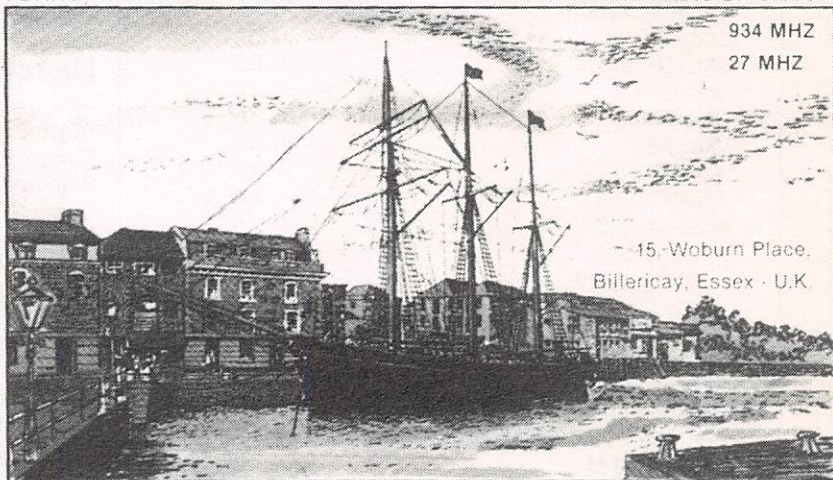
I didn't have enough room last month to say my thanks to Fred (*Trouble*) who

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Vine Lodge Products (Labels)	11 Mill Lane, Butterwick, Boston, Lincs, PE22 0JE.
Scottish CB	C/o 'Arnail', Patison, Neilston, Glasgow, G78 3AT. One year's subscription £2.10.
Newssheet	

was kind enough to send me a few details of some eyeballs the other month. Some of the events he gave me details on were too short notice for the magazine's deadlines. They include a MAD DX Group meeting at the Forest of Dean of June 5th, Firebirds meeting (25th & 26th of June) and the Warminster Eagles appear to be holding a meet at the Longleat Safari Park; sounds great! Thanks Fred!

Continuing with the events, I've details of two on the 21st of May so you should have this in time for them if you are interested. The Kendall & District Breakers Club is holding this year's Charity Eyeball at the Netherfield Football Club, Parkside Road, Kendal, from 8pm until midnight. Admission is £1.50 which includes supper and there will be club stalls, a raffle and a "Miss Eyeball" contest. All proceeds are intended for a local charity.

The other meeting is the Mike Alpha DX Radio Club's Fifth Annual Eyeball at the Three Rocks Holiday Centre, Ladram Bay, Otterton, in Devon. The event runs from midday until midnight with a country & western evening and admission is 50p for the afternoon or £2.50 for the whole day. However, June does seem to be the month for events! There's a two day "do" at Gresley Old Hall, Church Gresley, organised by the Lucky Horseshoe CB Club which costs £1 for the Friday (June 3rd) indoor eyeball. The outdoor eyeball on Saturday (4th June) from 10am until 5pm is free admission (& parking). Another event on the 4th of June is run by the Southampton Breakaway & 79 Club held at the Marchwood Engineering Laboratories, Marchwood, Southampton, from 10am until 5.30pm at a cost of 50p for the day, and £2 for the eyeball & evening disco combined. Planned attractions include club & trade stands, tug-of-wars & wet T-shirt competitions (both male and female), inter-club challenges and much more.

On the 11th & 12th of June, the Worthing DX & QSL Group are once again holding their Annual Eyeball at the Worthing Rugby Football Ground. Also on the 11th, there's the Nuneaton Carnival which will also have an Eyeball organised by Sylvia (*Bermuda Blonde*) and Tony along with Don of the Four Kings DX Club. Then the next weekend, June 19th, there's the Sheffield Annual Eyeball held at the British Steel's Sports Ground, Tinsley, which will include displays by the police, air force and local fire brigade. I've also just been informed that there will be a very special guest who will be exhibiting during the afternoon. This special guest is Errol "Bomber" Graham, the world boxing champion!

A few changes of addresses now from Audrey (*Twinkletoes*), late of Redhill in Surrey, who now lives in Holland. From Dave (*Wagonwheel*) of Leicester and also from Jack (*The Kingfisher*) of Garforth, Leeds. Jack has arranged for


QSLer Addresses:

Fred (<i>Trouble</i>)	26 Malvern Crescent, Holly Hall, Dudley, DY2 0RZ.
Audrey (<i>Twinkletoes</i>)	PO Box 6679, NL-3002 AR ROTTERDAM, Holland.
Dave (<i>Wagonwheel</i>)	8 Neston Road, Saffron Lane Est, Leics, LE2 6RD.
Jack (<i>The Kingfisher</i>)	4 Long Meadowgate, Garforth, Leeds, West Yorkshire, LS25 2BX.
Lynda (<i>Stud's Daughter</i>)	PO Box 15, Swadlincote, Burton on Trent, Staffs, DE11 0AA.
Mark (<i>Buck Fusby</i>)	5 Woodford Close, Marske by the Sea, Redcar, Cleveland, TS11 6AJ.
Ken & Trudy (<i>Rubber Legs</i>)	13 Stockton Road, Reigate, Surrey, RH2 8JF.
Scot (<i>Wizard</i>)	50 Colliers Way, Off Water Rd, Reading, RG3 2QT.
Arthur (<i>Kalamazoo</i>)	49 St Mary's Road, Stowmarket, Suffolk, IP14 1LP.
Stan (<i>Sgt Bilko</i>)	18 Cadifor Street, Carmarthen, Dyfed, SA31 1RY.
Eddy (<i>Pyro</i>)	1 EL 517, PO Box 12, Workington, Cumbria.
Tony (<i>Gunfighter</i>)	35A Roskear Road, Cambourne, Cornwall, TR14 8BT.
Jan (<i>Blue Eyed Blonde</i>)	41 Heathcote Street, Radford, Coventry, CV6 3BL.
Bob (<i>Snowdrop</i>)	22 Blackabrook Ave., Princetown, Devon, PL20 6RH.

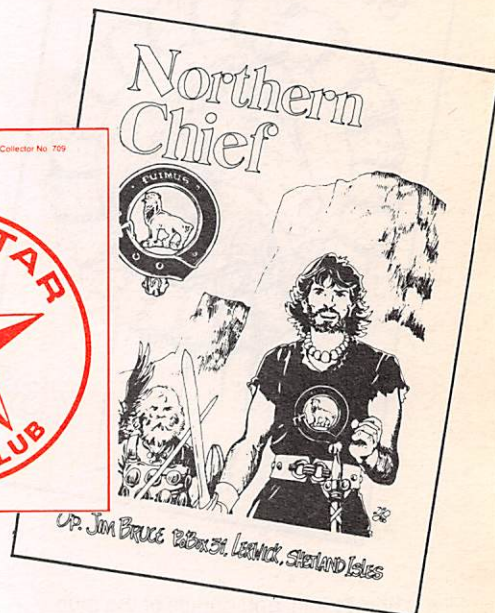
Currie Collector No. 709

Blue Star

DX QSL Club



QSO WITH
 DATE TIME
 MODE R S T
 FREQ/CHANNEL WATTS
 MY TX/RX
 ANT MIC
☐ BASE ☐ MOBILE QTH
☐ PSE QSL ☐ TNX QSL

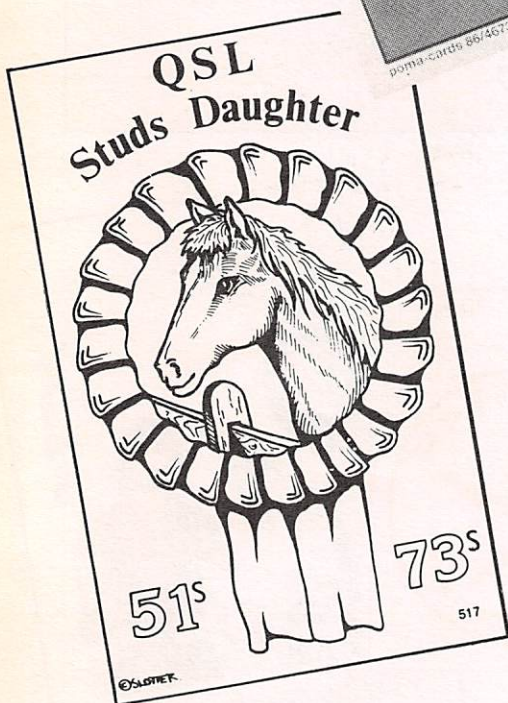
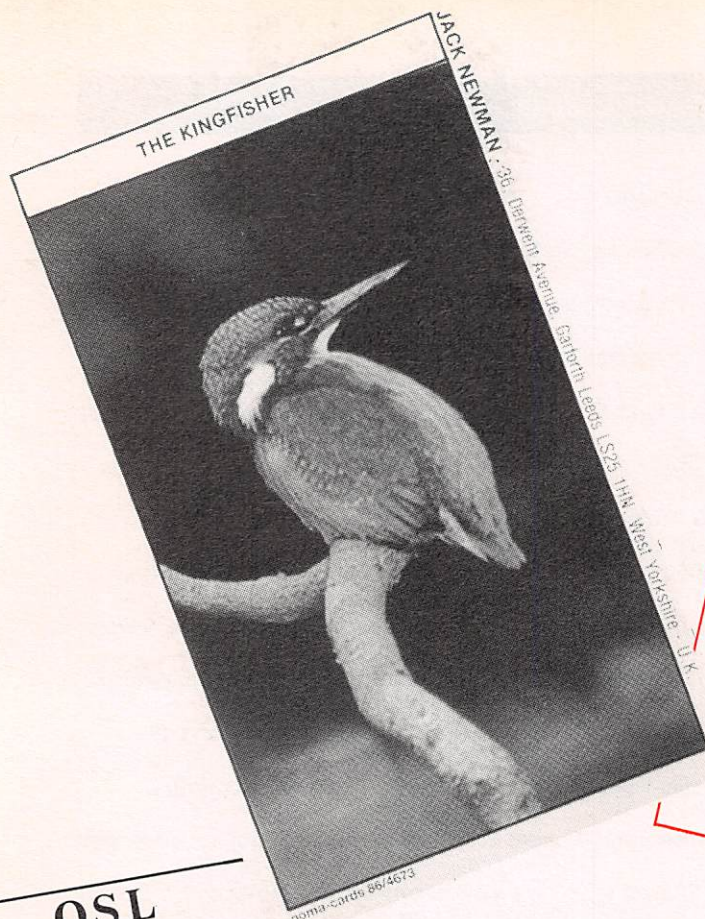


his mail to be re-directed but feels that some of the letters are not getting to him. Because of recent problems I have been having with receiving post via the magazine can I ask you to make sure that any letters, QSL's, packs, info etc are sent direct to my own address and *not* via the mag! If you want a reply, please do remember to include return postage as I cannot promise to reply without.

A bundle of cards just in from Lynda (*Stud's Daughter*) or Burton on Trent along with some details of an eyeball in March. Sorry to say but the details arrived far too late for the magazine but I do hope

that all went well. Another new address is that of Mark Robinson (*Buck Fusby*) of Redcar. From Reigate in Surrey hails an old friend of the column, Ken (*Rubber Legs*), with news of a new card for himself and Trudy (*Golden Wings*) in the Currie Collector Series, a couple of cards in from Scot (*Wizard*) of Reading and a tremendous bundle in from Arthur (*Kalamazoo*) of Stowmarket who is a holder of the Golden Raven Award from the Viking Radio DX & QSL Club of the Shetland Isles.

Mentioning the Viking Radio Club reminds me that perhaps an update on



how to join, and details of the club wouldn't go amiss here. Membership of the Viking Radio costs £5 along with 10 of your own QSL cards. For your £5 fee you receive your VR unit number, ID card, certificate, club stamp, a log book, QSL & Dxing tips, 10 club cards, 5 club greetings cards, 10 exchange QSL cards, application forms to other recommended clubs along with free XYL membership and tourist info. Club extras available include loads of different QSL cards, stickers, flag stickers, and even full colour "playing card" size stickers! There may also be VR T-shirts and cloth patches during this year; put me down for

QSL Club Addresses:

Blue Star DX QSL Club	PO Box 1, Cramlington, Northumberland, NE23 9LD.
Dartmoor Breakers Club	22 Blackabrook Ave, Princetown, Devon, PL20 6RH.
Firebirds QSL Club	54 Boyne Road, Hastings, East Sussex, TN35 5NZ.
Formula One QSL Club	PO Box 14, Brighouse, West Yorkshire, HD6 2SE.
Four Kings DX Club	PO Box 19, Coventry, CV6 6ND.
Kendal & District Breakers	PO Box 37, Kendal, Cumbria, LA9 6RJ.
Lucky Horseshoes CB Club	C/o The Nags Head, 2 Moira Road, Overseal, Burton on Trent, Staffs, DE12 6JB.
MAD DX Group	PO Box 44, Aldershot.
Marine Radio DX Group	15 Woburn Place, Billericay, Essex.
Mike Alfa DX Radio Club	PO Box 3, Sidmouth, Devon, EX10 8TP.
Sheffield CB Club	PO Box 275, Sheffield.
Southampton Breakaway & 79 Club	PO Box 151, Southampton, SO9 7JU.
Viking Radio DX Club	PO Box 31, Lerwick, Shetland Isles, Scotland.
Warminster Eagles	PO Box 13, Warminster, BA12 9YZ.
Worthing DX & QSL Group	PO Box 404, Worthing, West Sussex, BN14 7EB.

When writing to any QSL club or firm, always include return postage to assist with their reply, it does help.

a patch, Jim!

Just a little room here to fit in a few names from all over the UK. There's Stan (Sgt. Bilko) of Wales, Eddy (Pyro) of Cumbria, Tony (Gunfighter) of Cornwall

and Jan (Blue Eyed Blonde) of Coventry. Then there's Bob (Snowdrop) of the Dartmoor Breakers in Devon who reminds me that the DB's are still very active and have an improved club

package. This package costs £5 plus between 5 to 10 of your personal QSL cards for which you can expect the following items. Your membership number, ID card, certificate, 10 club cards, Bob's cards, members' cards, further exchange cards and invites, viewcards of the area, club stamp, handbook and tourist info and also free membership for your XYL/M. Cheques and postal orders (UK only) are accepted and should be made out to R Ayers, not the club. Extras available include QSL cards, certificates, log books and stickers.

There seems to be just enough room this month to include another BTCP, a slightly more detailed Browse Through a Club's Package. I know I did one last month, but I've several piling up so there may even be one *next* month as well! This time it's the turn of the Marine Radio DX Group of Basildon in Essex. The cost of joining this club is £9 plus 10 of your own personal QSL cards. That may seem a little high going from some club packages available, but the contents of the package might make you think again! Obviously you get membership number of ID card, also free membership for your XYL/M. A large, fully-mounted club rubber stamp, 10 club POMA cards and 10 club CHARLIE cards for your own use. Then there is at least 10 exchange QSL's (I counted 30+ in the pack for review!), at least 10 gold stickers, 10 circular red stickers with the club crest on, invites from other QSL clubs and a large bundle of MR invites for you to pass along. Then there's a marine radio frequency list, "Q" and Morse codes, phonetic alphabet listing, a roster, car sticker, and welcome letter. To round the package off, it also comes complete with a very colourful and quite large sew-on patch and one year's free use of the Club PO Box (please remember to supply a few SASE's for forwarding of QSL's). Club extras available include the sew-on patch at £3 each, Charlie or Poma cards at £1 for 10 and so on. Also, the club issues four newsletters a year and these are available to members only upon receipt of SASE's, four for one year's issues.

That's it, no more room again but I'm finally making an impression on the piles of your cards and letters! If you want a mention in the magazine, then put pen to paper and get writing! But *please* do remember that if you need a reply, do include a SASE and if I can't read it, I can't use it! Also, especially where a forthcoming event is concerned, please do allow plenty of time, not just a few weeks! Whenever possible I would prefer you to write to me direct as against via the mag considering the problems I've been having this year. So please send all mail to 3 Tarn Villas, Cowpasture Road, Ilkley, West Yorkshire, LS29 8RH, UK. That's it, catch you again next month, so 'til then, do take care.

GOLDEN WINGS TRUDY

13 STOCKTON ROAD, SOUTH PARK, REIGATE
SURREY, RH2 8JF, ENGLAND, U.K.

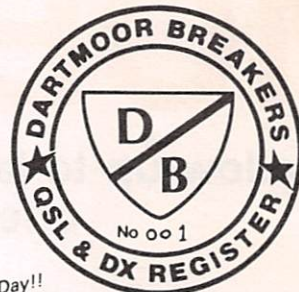


Cornie Collector No: 165

Dartmoor Breakers & Mad QSL Club



Linked
In
Radio &
Friendship



73s & 55s
Have A Good Day!!

Bob - DB 001 - Snowdrop
Mark - Mad 01 - The Rat

Forthcoming Events:

May 21st — Mike Alfa Eyeball, Three Rocks Holiday Centre, Ladram Bay, Otterton, Devon. Noon 'til Midnight 50p afternoon or £2.50 whole day.

May 21st — Kendal & District Charity Eyeball, Netherfield Football Club, Parkside Road, Kendal. 8pm 'til Midnight. £1.50 inc Supper.

June 3rd & 4th — Lucky Horseshoe CB Club Eyeball, Gresley Old Hall, Church Gresley, B-on-T. Saturday Eyeball 10.00 'till 5.00pm. Saturday Free. Rusty Lady (0283 761845).

June 4th — Sierra Bravo Eyeball, Marchwood Engineering Labs, Marchwood, Southampton 10.00-5.30pm, 50p. Evening Eyeball & Disco 7-11, £2. Secretary, Sierra Bravo DX, PO Box 151, Southampton, Hants.

June 5th — MAD DX Forest of Dean Meeting, PO Box 44, Aldershot, Hants.

June 11th & 12th — Worthing DX & DXL Group Eyeball, Worthing Rugby Football Ground. Sat Eve Disco/Supper, Sun WDX Eyeball. PO Box 404, Worthing, West Sussex, BN14 7EB.

June 11th — 11th Nuneaton Carnival Day & Eyeball. Sylvia (Bermuda Blonde), 99 Bermuda Village, Nuneaton, Warks, CV10 7PW.

June 18th — Monklands DX Group Meeting at Xaverian College, Coatbridge, 11 am and 5pm. £1, Buffet Dance (8pm until Midnight) — £3. PO Box 7, Airdrie, Scotland, ML6 6BS or Billy (0236) 51913.

June 19th — Sheffield Charity Gala & Eyeball, British Steel Sports Ground, Tinsley, Sheffield. Derek (Roadrunner), PO Box 275, Sheffield.

June 25th & 26th — Firebirds Hastings POMA Swop Meeting. Mark (FB 01), 54 Boyne Rd, Hastings, Sussex, TN35 5NZ.

June 26th — North Wales Breakers Eyeball, Nova Complex, Central Beach, Prestatyn, 11-4.30, evening ents (1930-2300). Derek (Red Devil), PO Box 35, Prestatyn, Clwyd, LL19 9YH.

June 26th — Kilo Mike DX Eyeball, Kirby Muxloe Sports Club, Ratby Lane, Kirby Muxloe, Leicester. Free admission — 10.4. Adrian, PO Box 1, Kirby Muxloe.

July 17th — Mile Oak Breakers South Coast Eyeball, Portslade Community College, Chalky Road, Portslade 10.30-5.30. Admittance free, parking 50p. PO Box 161, Portslade, Sussex.

SAFETY MOBILE MIKE

In a follow-up to last month's base mike project, Vic Brown offers a safety mobile version

Regular subscribers to the magazine will no doubt have seen the article in the May issue on the DIY base microphone and perhaps some of you may have constructed one. If so, I hope you found that it was straightforward to build and that the results were well worth the effort. The local Essex breakers who use this microphone asked if it would be possible to use it in some sort of mobile form, so it was decided to see if a practical unit could be put together, using the same amplifier, but with a different housing and method of operation, to enable it to comply with the new recommendations regarding safety whilst driving.

Once again my good friends Tom (*King Edward*) and his wife Sue (*Golden Wonder*) volunteered to have any units fitted to their car for testing and this enabled me to be on the receiving end, recording the signals for later comparisons. The initial results were quite acceptable quality-wise, but the noise factor was rather high and many tests were taken with slight improvements but still not considered to be acceptable. I then changed the type of inset used, which was smaller and less sensitive and fitted this into an all-rubber housing, instead of the metal type as used in the base microphone. With a slight alteration to the amplifier we had another test and results were very good so a bracket and arm was made. Tom fitted this to the pillar of the car, so that the microphone was about 5 inches from his mouth and a test was made one Saturday afternoon. The results were very good and on this occasion several breakers from Essex and Kent came in with comments on the excellent signal they were getting and that the noise level was very low indeed.

To sum up, the microphone unit is fitted to a stem of suitable length, which fits into a grommetted bracket that is fitted (by

sticky pad) to the top right hand side windscreen/door pillar. This brings the microphone to a head-height position and it is connected to a control box by a single thin cable. The box holds the 1.5 volt battery, amplifier and changeover switch and should be fitted in any position that will enable the driver easy access to the switch. From the box to the rig, a 4-core cable is used to complete the circuit. This article is the outcome of this work and I hope once again that others will find it a worthwhile project to build.

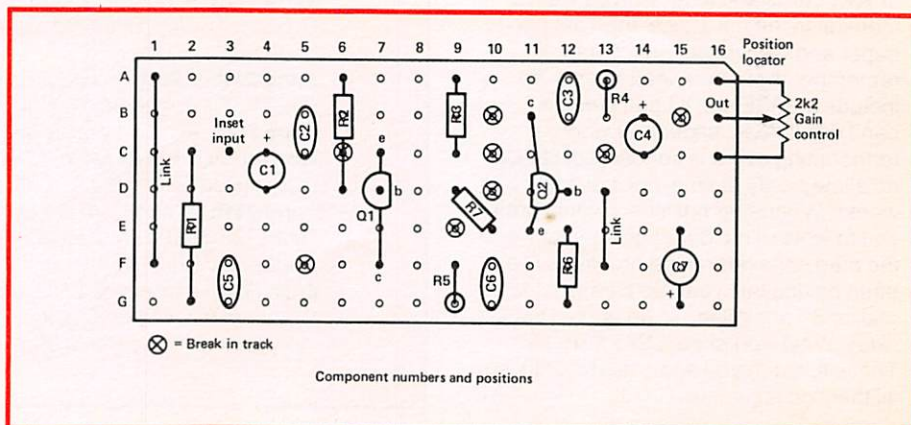
Amplifier Construction

Prepare a piece of Veroboard .1in matrix, with 16 holes lengthwise (tracks also lengthwise) by 7 holes in width. With the plain side upwards, lightly file the top right hand corner as a means of position identification (fig 1a). Turn the board over to the copper track side (fig 1b) and with the identification at the bottom right corner, using either a Veroboard cutter or a small drill, break the track as shown at the eight points marked, as in fig. 1b, making sure that the track is fully parted and then turn the board plain side up again. Take resistor R1 and fit it horizontally on the board as shown and solder it as shown, making sure that the solder flows over both wire and track to

give a good joint. Cut off the surplus wire from the resistor and use this to form the two links, one from 1a to 1f, the other from D13 to F13 and solder into position, cutting off any surplus. The remaining resistors are all mounted vertically as are all the capacitors, in the appropriate holes.

The position of all the remaining components are shown in fig. 1a and also in the component listing (fig. 2). Take care with Cs 1, 4 and 7 with regards to the polarity and C7 has to 'jump' one hole, so it will be a little above the board. The other four capacitors can stand 3mm proud of the board also. When all the 14 components are fitted and the tracks checked to see that there are no short circuits, the two transistors (T1 and T2) can be fitted, with the leads 6mm or so above the board. Again these are shown on fig. 1a, but make sure to fit the correct transistor to each position and that the two 'flats' are facing each other. Solder all components quickly ensuring that a good joint is made each time and again that there are no shorts between tracks.

Cut a piece of black wire 40mm long and strip off the insulation both ends about 3mm. A tip on stripping plastic wire is to use the tip of the soldering iron to melt the plastic at the 3mm point and



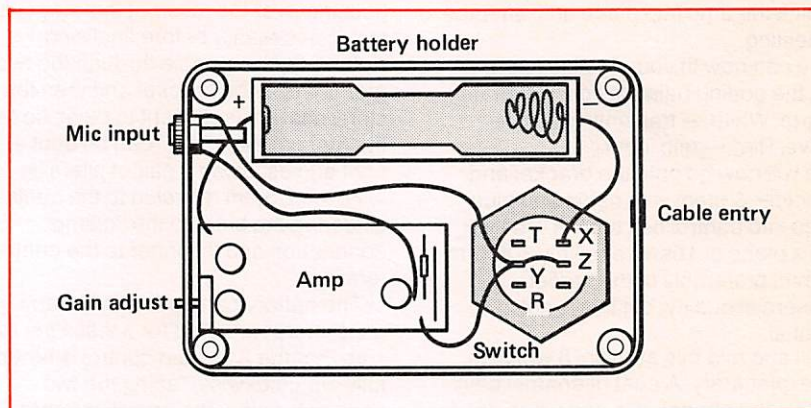
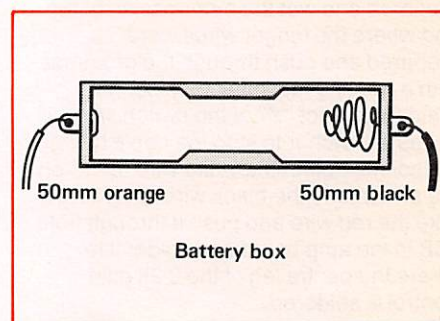
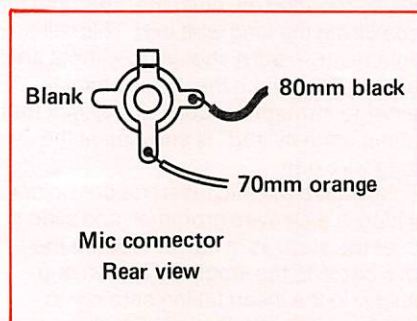
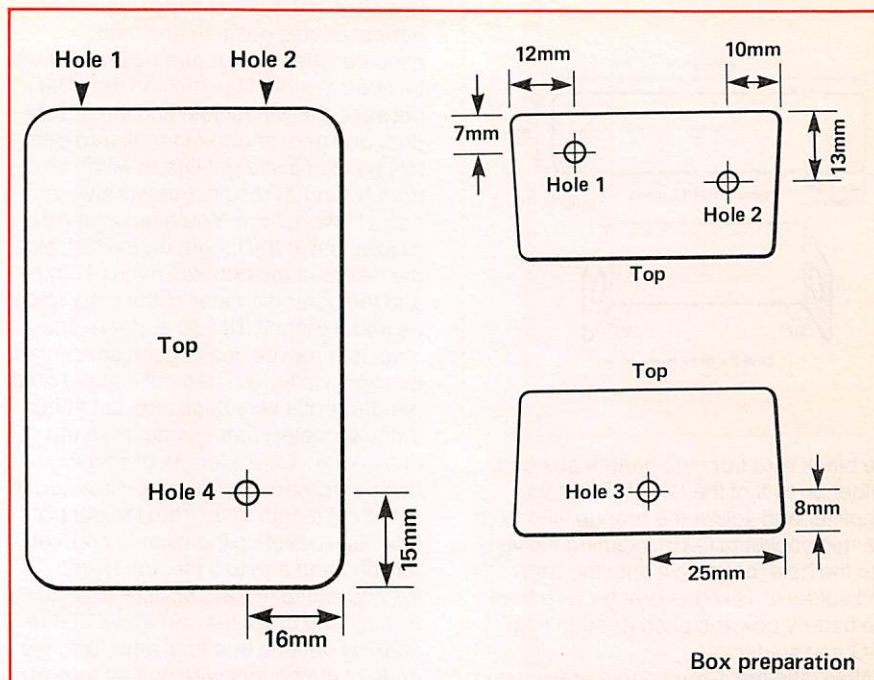
then pull the insulation off with the fingers. This bares the cable without weakening the strands as it may do if you use a knife or cutters to strip it. Push this wire through hole 2A on the board, fold it over and solder it. Tin the other end of the wire by placing it on the soldering iron and flowing a small amount of solder onto it. The final component to fit is the 2.2k preset gain control. Take the pre-set and fit it to the panel as follows. The centre contact goes into 16B, the other two contacts go into 15A and 15B. Enter the contacts into their respective holes and firmly push until the larger part of the contacts rests on the Veroboard. Cut off the points of the pre-set and then solder into place. This completes the amplifier as far as it is possible at this stage, so put it aside for the time being.

Box Preparation

The ABS box is prepared as follows: Drill the four holes as illustrated in figs 3 & 4 using a small drill (2mm) and then enlarging all holes to 4mm, which is the correct size for holes 1 & 2. Holes 3 & 4 can be enlarged to 6mm and then hole 4 has to be increased to 18mm diameter. This can be done by using a 1/2p coin if you have one, then marking around this and then by filing or using a Stanley knife to finish it off. Keep trying the switch in the hole as you enlarge it, until it just drops in. Remove the nut and metal and rubber washers and, with a knife or file, remove the small location 'pip' that is at the top of the thread, where it meets the top plate. Then drop the switch in the hole and, using the rubber washer only, fit this and then the nut. The switch should be set lengthwise across the shortest side of the box, and *carefully* tightened just sufficiently to hold, as both nut and switch are plastic.

Take the 2.5mm mic socket and, with the rear end facing you, solder 80mm of black wire to the contact to the right of the 'arm' (fig 5) and strip off 10mm of the other end. Connect 70mm or orange wire to the next contact to the right of the black wire and strip off 3mm of the other end. Then fit the socket into the box with the 'arm' at the angle as shown and tighten enough for it to hold.

Take the battery box and prepare two wires, one orange, one black 50mm long and strip 3mm off each of the four ends. With the battery box placed on its base, solder the orange wire to the positive side and the black wire to the negative side (the spring side) of the box, doing this as quickly as possible as the plastic melts rather easily. Take one of the sticky pads and remove the backing and press firmly on the base of the battery box in the centre lengthwise and carefully fit it into the verobox as shown (fig 6) making sure that the neg end rests against the pillar and that the box is pushed firmly against the side. The switch nut should not be turned a little more so that one point of the nut goes against the box, leaving a



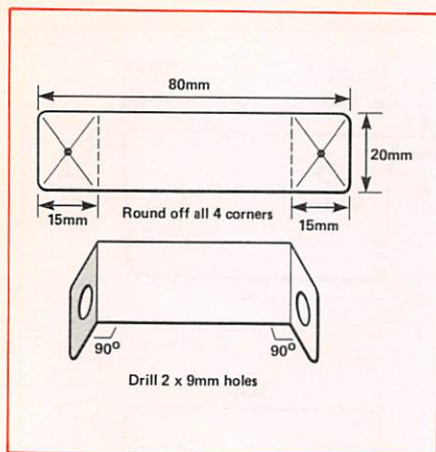
flat facing the position that the amplifier will be fitted into, as this needs the extra room (fig. 7). Fit the grommet into hole No 3.

Cut a piece of 4-core screened cable (three-core is not easily available) and I will quote the colour code as used in the base mic kit (but it can easily be adapted to any cable) to the length suitable to reach from the mobile rig, to the position you have decided for the control box.

Cut off 80mm of the covering, carefully exposing the four wires and their respective screens and cut off the yellow wire complete with its braid and then separate the other three braids from the wires and twist the braids together to

form one larger braid. Cut this to leave only 5mm sticking out of the covering and tin it. Cut the black & white wires to 22mm and strip 3mm from each end and tin them. Leave the red wire at its full 80mm length and strip 3mm and tin lightly, leaving no blobs. Strip off 10mm of the outer casing at the other end of the 4-core cable. Again remove the yellow and its screen by cutting off. Separate the other braids and twist together, tin and strip 3mm off the other three wires and tin same. Put cable to one side for now.

Now take the black lead that you fitted to the mic socket and solder its 10mm end across 'Y & Z' of the switch terminals, cutting off any surplus. Take,



the black wire from the battery box and solder on to X of the switch. Take the amplifier and solder the orange wire from the mic socket to C3 by pushing the wire into the hole, bending it onto the track and solder it. Take the orange wire from the battery box and push through hole 16G and solder.

Now take the 4-core cable previously prepared and wet the outer casing at the end where the longer wires were prepared and push through the grommet with a twisting motion and solder the braid to contact "Y" of the switch, this will act as an anchor to stop the cable being pulled out. Solder the white wire to "T" on the switch and the black wire to "R". Now take the red wire and push it through hole 15B in the amp board and solder it to where the centre leg of the 2.2k gain control is soldered.

The completes the amp wiring, but *do not* stick the amp into place until after the final testing.

You can now fit your rig plug to the 4-core, the coding being as follows: Braid — earth; White — transmit; Black — receive; Red — mic input.

We will now go onto the bracket and mic holder & stem with cable and plug that go into control box socket. You will need a piece of 18swg aluminium 80mm x 20mm, preferably of the harder commercial quality, but this is not essential.

Drill and fold this as in fig. 8 which is self-explanatory. A coat of enamel paint will help to enhance this and when dry, fit the two grommets. Several ways were tried to enable the stem to be fairly simple and the following has proved quite successful.

The first thing to sort out is the length of the arm required, as I mentioned in the

foreword. If the driver sits in his or her normal driving position and then assumes that the supporting bracket will be fitted at a high position on the pillar between the windshield and the offside door and gets another to measure from this point in a straight line to within 6in from his or her mouth, this will give a basis to work from. You need a piece of coaxial cable the length measured, plus the height of the bracket, minus 10mm and the outer diameter of the coax should be about 6mm (URM 70 is ideal). The inner is removed, leaving the braid intact, as shown in fig. 9. Then cut a metal coat hanger (not a very thick one, but about 2mm diameter) 5mm longer than the coax outer. Take a length of single flexible screened wire 2mm diameter, of sufficient length to go from the control box mic socket up the pillar to bracket position and add to it the arm length, leaving a little extra. Carefully push this through the coax, leaving about 20mm sticking out one end and, after filing the ends of the hanger wire so that they are nicely rounded off, push the "rod" into the coax from the long wire end. This will be a tight push — but it should go without any bother. Stop when the end is about to emerge through the coax and check that about 5mm of "rod" is showing at the long wire end.

Now take the mic insert rubber holder, which is a sleeved grommet, and slide it over the stem as in fig 10. Prepare the mic cable to the length as shown and solder to the insert taking care not to overheat it fig. 11. Do not slide the housing over the insert at this stage, as a test is necessary before finalising.

Feed the long cable through the two grommets in the bracket and then the stem, allowing sufficient to clear, so that the 5mm of bare "rod" can be bent at right angles, using a pair of pliers fig 12.

Fit the 2.5mm mic plug to the cable, soldering the braid to the "clamp" connection and the inner to the centre terminal.

The battery can now be fitted and the units interconnected for a test. First make sure that the 2.2k gain control is tuned fully *anticlockwise*, facing the two capacitor end of the amplifier board. Plug the long lead from the microphone into the socket in the ABS box and the 4-pin mic socket into the rig. Switch rig on and check that the switch is putting the rig into transmit and receive modes and if so then a modulation check will be needed.

As stated on the base mic testing, short circuits between tracks and breaks not having been severed were the commonest faults found, so if no mod is available double check these.

Once the amplifier and microphone are proved OK, the amplifier can be fixed into position with a sticky pad and the stem can be completed.

Slide the rubber housing over the mic insert and with the blunt end of a pencil, push the insert into the housing, so that it goes inside for a distance of 2mm. Check that the metal rod is not too far up the sleeving to short against the head. Re-check that the mic is still working and then bind the end of the housing with black thread, so that it holds it quite firmly to the stem. Now with the bent rod facing towards you, at right angles to the back plate of the bracket, hold the stem just above the top grommet and while keeping a steady pull on the stem, bend the stem in line with the bottom of the wire, as shown in fig. 12.

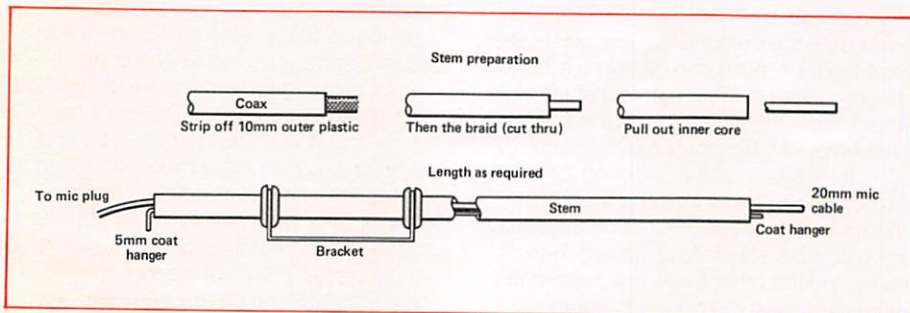
Bend this to around 60° for now and check that there is sufficient "pressure" on the top and bottom grommets to enable the arm to hold in any position that it is put into. If not, straighten the top section a bit, and re-bend a little lower to increase the pressure. When set correctly, the arm will hold where placed and will normally fold away in the visor area when not needed. This part of the project is obviously an individual adjustment to suit your particular car and set up, but once set it will operate quite well.

Now to fit and test the units. Two double-sided sticky pads are fitted to the control box and this is fitted to the position you have decided upon with the mic socket to the right and the rig cable out the left hand side (not essential) which will place the control switch in the bottom left-hand corner. This will give transmit with the bottom pressed and receive with the top pressed. It's a good idea to slightly drill the bottom centre of the white rocker to make an indentation and fill this with red nail varnish or paint. This will denote transmit.

The back of the bracket needs to be covered by a strip of double adhesive padding, as made by Sellotape, and trimmed to cover it all. Clean the metal of the car pillar with a drop of meths or petrol and push the bracket firmly into the position you have decided upon. This method of fixing holds very well, but is removable without leaving unsightly holes etc.

Now connect the whole set up correctly and with a reliable breaker on the receive end to help you, proceed as follows with the test. Adjust and, if necessary, bend the arm so that the mic head is around 5in away from your mouth.

Set the volume control in the control box to maximum (*anti-clockwise*) and in a "square wheeled" position, with engine off, and a mile or so away from the base



station, adjust the volume gradually until the quality and gain are just right for the mod to sound as if you are using a good stock mic. By the way, if the deviation has been turned up, as it often is on mobile rigs to increase the mod, then get it re-set for testing, otherwise you will find it very hard to achieve the excellent results that are possible.

Once you have found a setting that gives a good mod, then start the car and re-check with the base station. If the background noise is bearable and if your car is of a quiet nature, then the gain can be increased a *small* amount at a time. The final settings can be made after a few trial runs until a reasonable balance can be found.

The ends the project, so happy mobilising and safe journeys.

Other Components

- 1 piece Veroboard 16 holes by 7 holes, .1 matrix.
- 1 ABS box 71 by 45mm by 23mm.
- Coathanger (see notes).
- Coax cable (see notes).
- 4 core screened cable.
- 1 dpdt rocker switch.
- 1 1.5 volt battery box (AA)
- 1 small electret insert.
- 1 sleeved grommet.
- 1 grommet (4mm inside diameter).
- 2 grommets (6mm inside diameter).
- 3 double sided sticky pads.
- 1 double sided strip for bracket, (Sellotape).
- 2 metres 2mm single screened cable.
- 1 piece 18swg. Aluminium strip, 80mm by 20mm.
- 1 2.5mm mic plug.
- 1 2.5mm mic socket.
- Thin flexible connecting wire, in two colours.

Suppliers

Maplin Electronics, Southend on Sea, Essex. (0702) 552911.
CR Supply Co, 127 Chesterfield Road, Sheffield S8 0RN. (0742) 557771.

Please Note

A kit of parts will be available, but owing to the occasional shortages, the following is suggested. If you require a kit, please send an SAE to the address below ordering one and directly a full kit is available you will be notified. On receipt and clearance of your cheque, the kit will be despatched to you. This will enable us to cater for the shortages by bulk purchasing from several suppliers. The kit will contain all of the amplifier components including the Veroboard and the control box, the screened cables wire etc, but excluding the metal coat hanger the all strip, battery and mic plug to suit your rig. The cost will be £14.00 including p&p so please send to: Technical Enterprises 52, PO Box No 62, Southend on Sea, Essex.

CITIZENS' BAND JUNE 1988

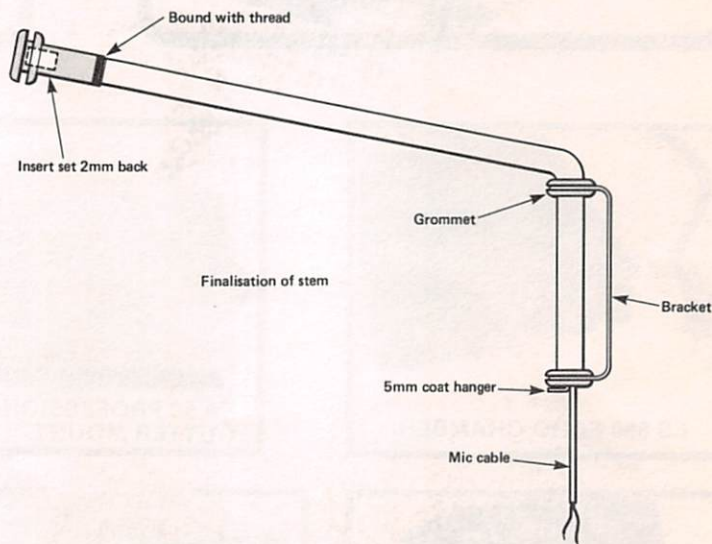
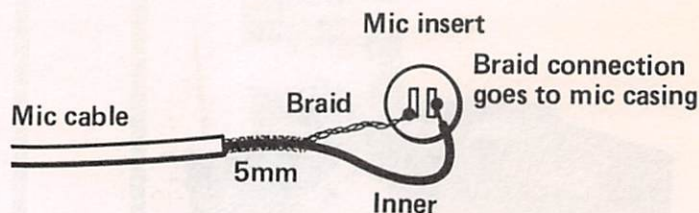
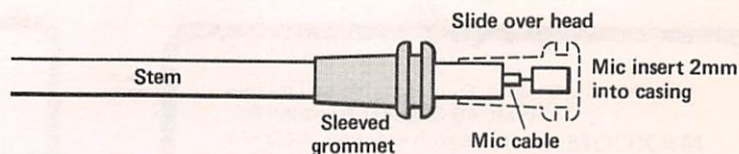


Fig. 2 Component Listing

Resistors 1/4 watt Number on board

	Value
R1, 4	1k
R2, 7	100k
R3	470r
R5	10k
R6	510r
R8	pre-set

Capacitors

C1	1uf Electro radial
C2	001 (1n) disc
C3	4k7 (4.7n)
C4	as C1
C5	as C3
C6	as C3
C7	as C1

Transistors

Q1	BC549c (see fig. 1 for connectors)
Q2	BC559c (see fig. 1 for connectors)

SHARMAN'S

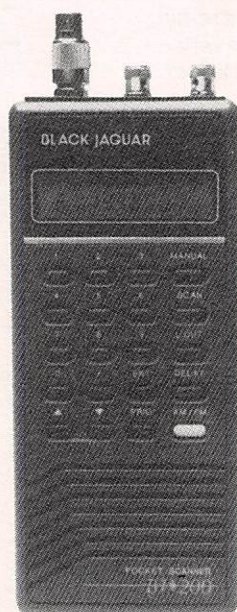
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pack, carry case and belt clip.
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CHALLENGER BJ 200

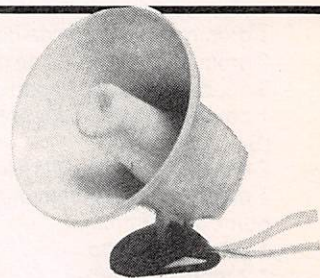
5 Band
programmable
hand held scanner
26.0/29.995 MHz
50/88 MHz
115/178 MHz
200/280 MHz
360/520 MHz



ES 880 ECHO CHAMBER



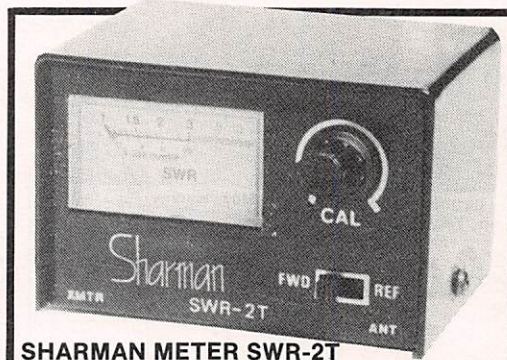
KA 50 PROFESSIONAL QUALITY
GUTTER MOUNT



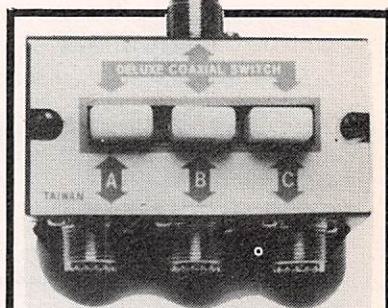
HP 55W SHARMANS 5 INCH
8 OHM 8 WATT HORN



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WHOLESALE

Making the Best

Paul Coxwell investigates the intricate world of CB accessories

To anyone just entering the world of Citizens' Band radio, the wide range of equipment available must be somewhat overwhelming. After purchasing a basic transceiver and antenna to get "on the air," there are a staggering array of other pieces of hardware you can add-on. Just take a look at the shelves of any well-stocked dealer, or flick through the pages of a supply catalogue and you'll see thousands of gadgets, ranging from small to large in both physical size and price. So for anyone out there who has just recently joined the thousands already using such items, let's take a guided tour of them looking at their intended purpose, price ranges, and any other applicable information along the way. Whilst antennas could be classed as an accessory, we'll leave them to a later date, because they are essential rather than supplementary and deserve more space than we can manage here.

SWR/Power Meters

If you've only just started using CB and have not come from any other technical

background you'll have no doubt been confused with much talk about SWR (or "swar" as some people like to call it). Those mystical letters that cause so many people such frustration are the abbreviated form of Standing Wave Ratio, a technical term for how closely your transceiver is matched to your cable and antenna. The idea is to match them as closely as possible so that wasted power is minimised. The further away from a perfect match your installation is, the less of your transmitter power will be radiated.

Match your rig to antenna with a SWR meter.

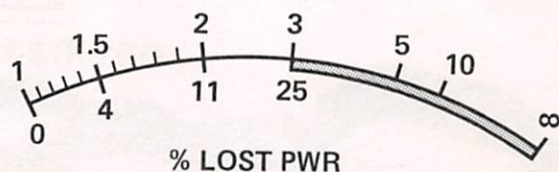


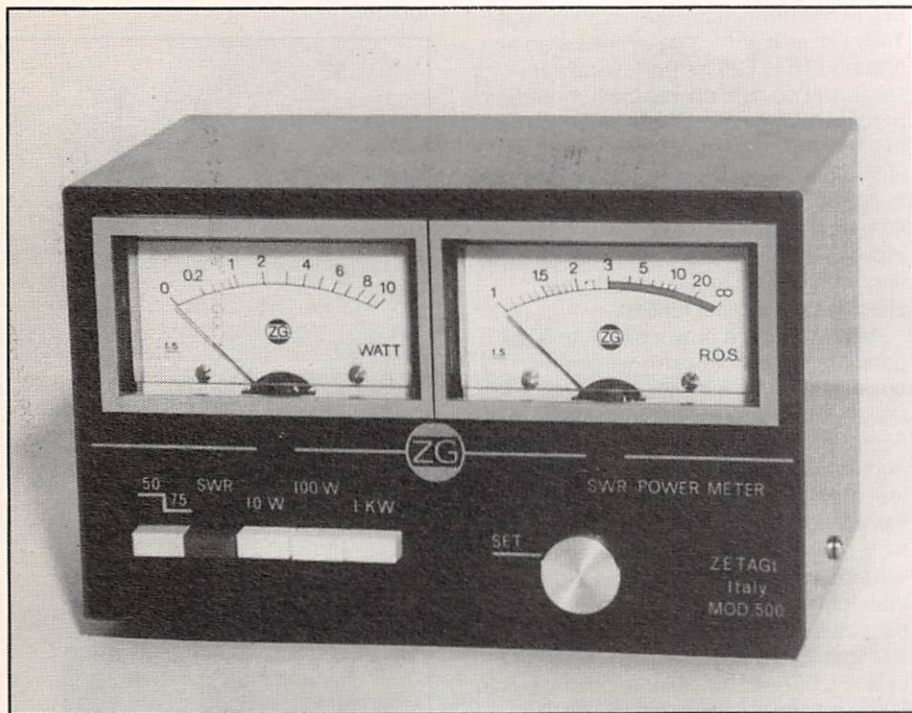
Figure 1. Typical scale on an SWR meter

Unfortunately some folks take this to extremes and they try to get a perfect match, which is about as feasible as a perfect anything. The difference between a perfect SWR and a very good one is similar to the time saved on a 10-mile journey by driving at 62 instead of 60mph — not worth worrying over!

An SWR meter is a device used when installing your antenna to let you adjust it for best match. This procedure usually involves slightly lengthening or shortening the antenna by some means, checking the meter after each adjustment until the reading is as low as possible. Now to a point that many hardened CBers do not understand: the inexpensive SWR meters found with CB equipment are just not fantastically accurate. They usually have a scale marked something like fig. 1. When one of these meters says 1.3, chances are that the *real* value is 1.4 or 1.5. Or 1.6, or a lot higher! The main objective of using these meters is just to get the reading as low as you can, and provided it's below about 2 don't worry! At an SWR of 2:1 you're losing a little over 11% of your power, and as it takes a decrease in power by half to really make any noticeable difference at the other end you can see that this figure is good. Most meters are marked in red above 3:1 and if you cannot get the reading below this figure then you most likely have something wrong, other than just an antenna that's slightly out of adjustment. If you have a reading of between 2 and 3 it's usually advisable to lower it if you can so that it is below 2, but if you are in a "problem-area," such as having many TV masts or suchlike around you, you may not be able to. So, the rule with SWR meters is get the reading as low as possible, preferably below 2:1 but certainly below 3:1. Even at 3:1 you only lose 25% of your power, although extra complications arise at higher values. In some commercial applications on satellite equipment engineers are quite happy to get an SWR down to 5:1!

Having an SWR meter is very handy, because they will usually show any drastic defects in your antenna and feeder installation. Prices range from about £5 upward, and one of the cheap ones will suffice for most people,

Below: A combined SWR/power meter.



although the construction on some of the very cheap units is just that — cheap. If you have around £10 then you should be able to buy a meter that will do just fine for everyday CB use. Some SWR meters also incorporate a power meter, which measures the actual power coming from your transmitter. These tend to be even less accurate than SWR meters, unless you're prepared to spend considerable amounts on one. The power meters in those cheap £15 units are just not designed to give anything but a very rough indication of output power. For comparing the output of two transmitters or for checking if your set is still delivering the same power as when it was new they are useful however.

To summarise then, an inexpensive SWR meter will suffice for most users, particularly if just starting out. If you want to be able to measure SWR and power accurately, then be prepared to spend upwards of £50 to £100. These instruments are only likely to be required on a service-bench.

Dummy Loads

No, you don't give them to big dummies, though there are undoubtedly many people on the air who qualify under that category! A dummy load is a small accessory that is used when testing a transmitter, and it enables the transmitter to be switched on without being connected to an antenna, so causing interference to other users. A dummy load also presents a much better match (SWR again!) to the transmitter than even the best adjusted antenna. When a transmitter is being repaired or adjusted the technician will use a dummy load, just

as he will when measuring the output power (it is not practical to get an accurate power reading when an antenna is connected — there are just too many things that can affect the reading). This may lead you to the conclusion that a dummy load is only for those white-coated scientists and other technical people. Don't worry, regular humans can use them too without all that complicated equipment and knowledge. You can for instance, disconnect your antenna from your coaxial feeder and connect a dummy load instead to check

whether a fault lies in the antenna itself or in the cable.

Dummy loads come in several forms, but the most common for CB take the form of either a small light bulb or a resistor with a metal heatsink around it. The first type are usually very inexpensive, say £2 to £3, but can only handle up to around 5 or 6-watts. The second type can handle higher powers and are a better match in most cases to the transmitter, but cost more, often in the range £5 to £20 depending on their power rating. Loads for extremely high powers can cost many hundreds of pounds, but you are hardly likely to meet these on CB equipment.

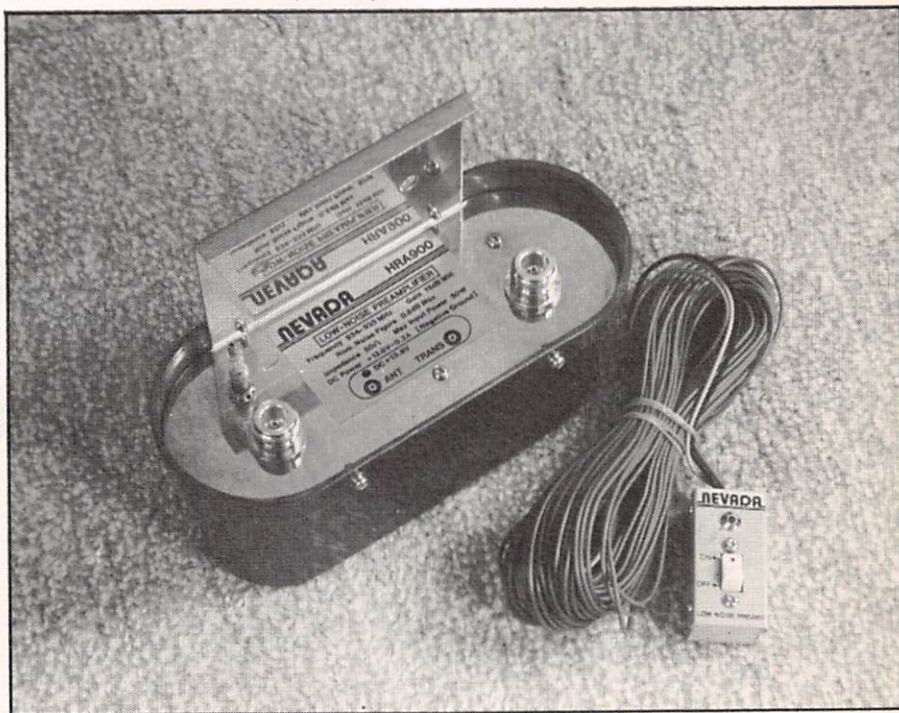
Preamplifiers

These boxes connect in-line between your rig and antenna. They are intended to boost incoming signals that are too weak, and opinions vary widely as to whether they are useful or not. These different points of view arise because a preamplifier may be extremely useful in one set of circumstances and a downright nuisance in others. Let us see

... A preamplifier cannot distinguish between a wanted signal and unwanted noise and hash. It amplifies everything, and we really do mean *everything*. If the only reason you can't hear someone is because the signal is too weak then a preamplifier will probably help. If however, the signal is unintelligible because of other signals, automobile ignition noise etc. then it will not help you. What's the point of amplifying the wanted signal by 100 times if you also amplify all the noise by 100 times? You're no better off than when you started!

Another point worth bearing in mind is

Below: Nevada's low-noise pre-amp.



the mode of operation you are employing. If you happen to live in a country where CB is FM (this includes England), a preamplifier will probably not be as useful probably not be as useful as if you use AM or SSB. This is due to the way in which FM works. With AM and SSB as the signal gets weaker, the volume of the person's voice does too. With FM however there is a tendency for the signal to remain the same right up to the point where it disappears into background noise. And once that happens, a preamplifier is no use at all.

In general then, you would be well advised to think very carefully before getting a preamplifier, unless you are in a relatively noise-free area and only have trouble because signals are too weak, and not because they're obscured by noise. It is better to improve your antenna installation to get a stronger signal in the first place than to try to amplify a weak signal anyhow, but if you feel you really do need a preamplifier then prices start at about £15, with typical units being around £25 to £30.

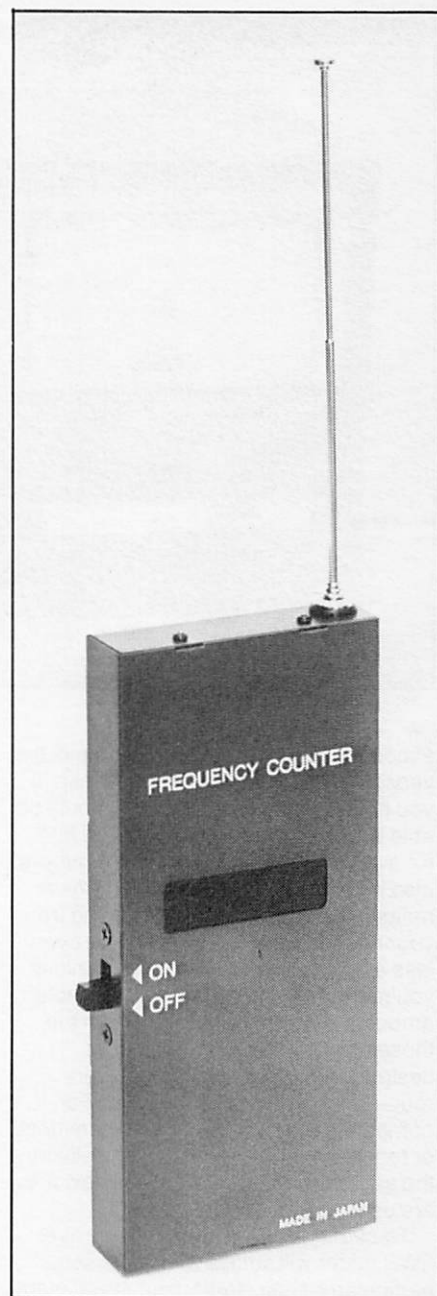
Power Amplifiers

Known as "burners," "boots," and a host of other terms these devices are intended to boost your outgoing signal. A standard

CB set has an output of about 4-watts, and typical power amplifiers found in CB use range from 20 to 1000-watts output. *They are all highly illegal.* Prices start at around £15 to £20 for the low-power types and go right up into the hundreds bracket (by which we mean anything up to £1000). The most popular types found in England seem to be amplifiers in the 20 to 200-watt range, and occasionally the 400-watt types. In other countries higher powers are found more often, noticeably in Italy where radio regulations do not specify a power limit for CB!

As to whether a power amplifier is a good accessory or not (regulations notwithstanding) is again debatable. It is usually best to do everything you can to improve your antenna installation before contemplating an amplifier. A few extra feet on the height of an antenna can often have far more effect on your signal than a high-power amplifier, it's cheaper and it will help your reception too. Remember that double-power rule for making a noticeable improvement on signal strength. Every day you'll hear people selling a 50-watt amplifier to go and buy a 100-watt one, thinking that they'll magically get out twice as far. If only they'd turned their attentions to their antenna first they could have the best of all worlds concerned — less cost, better

Below: Stay within limits with a frequency counter.



Below: The famous Sadelta Echo Master mic.



reception, less chance of causing interference and legality. With apologies to our Italian friends, we will move on to other subjects. Final warning: *All power amplifiers in England and the United States are illegal, and the penalties are high.*

Microphones

Although every CB set is supplied with a microphone, there is no end to the microphone available separately. These range from direct standard replacements to fancy desk-types. Taking the first of these, the direct replacements, we find prices around £5 to £10. There is actually very little difference between all these units, except perhaps the case styling. If you prefer a particular style of case

Below: An Astatic 'teardrop' mic.



because it's easier to hold than these are for you. Be warned though — you'll need to have the microphone wired for your rig. If you've never tried it before, it will come as a surprise that whilst all headphone plugs are compatible, TV coax plugs are compatible, and even telephone plugs are to a large extent, CB microphone connectors are not. There are a multitude of different styles of plug and socket, and even sets using the same type may not be wired the same. Annoying, but be thankful that all AC line plugs are wired the same way! Many dealers will wire a new microphone for you at no extra cost, so if in doubt, ask.

The next category of microphones are the amplified type, commonly referred to as "power mikes." These incorporate a small amplifier and usually require a battery too. They are also used (and misused) far more than is really necessary. For most people, in most situations they simply are not necessary, so long as everything else has been set-up properly. If you have a very quiet voice however, you may wish to consider one. The main reason for not needing these microphones is that the circuitry in every modern CB is designed to maximise your

audio output on your transmission, and trying to cram even more signal into the set just causes distortion. Some amplified microphones do incorporate a piece of circuitry called a compressor. These types are more useful because they bring the quietest parts of your voice up closer to the louder parts. In technical terms they reduce the dynamic range, i.e. the difference between quietest and loudest. That's why TV commercials often sound louder than the program; the commercials have more compression applied. A compression microphone may often be handy for long-distance work where weak signals with lots of noise are the norm. This is more noticeable on SSB however than on FM, simply because on SSB the output power at any time depends on the audio power; compressing your voice raises the average level of radiated power. The same is not true of FM where the output remains constant.

Desk microphones usually include an amplifier and start at about £30 to £40. These are a real convenience if you often try to write notes, look-up something in a book and drink coffee simultaneously, because they include a facility to lock

them on transmit. They can also be placed further away from the speaker than a regular microphone because of the built-in amplifier.

Echo-microphones, whether handheld or desk types are one of the many gimmicks aimed at the CB market. Some people think they're great, others find them extremely irritating. Regular readers will know that I fit into the latter group! CB after all is all about getting messages through our medium with best clarity and minimum risk of misunderstanding. Adding echo may be fine for special effects, but it hardly adds to the clarity of messages. Of course, the person with the echo does not have to listen to it. I often wonder if they would put up with echoes from other people on the telephone! Some people maintain that the echo helps in getting your voice heard through noise, but this is most likely because these microphones also compress the signal to a certain extent, as already described. The best advice is to save your money for something more worthwhile than echo microphones or boxes.

Frequency Counters

These connect in-line between rig and antenna, or sometimes to a special socket on the back of your rig. They display the actual frequency on which you are transmitting, which allows you to check that you are within the limits designated by your country's regulations. Whilst these boxes do look rather impressive to many people, they are definitely not essential. In the hands of an experienced technician a frequency counter can be an extremely versatile instrument for repair work, but for normal home/car use their cost cannot really be justified. Prices start around £50, but a good unit for the workbench will be around £100 or more. Certainly not for most users.

Extension Speakers

Now we have a really worthwhile accessory that isn't too expensive either. The speaker in most CB sets is rather small, and this combined with the metal case makes them sound rather tinny. In automobiles you'll often have the rig under the dashboard so that the speaker is pointed at the floor, which does little to improve sound quality. Connecting a strategically placed external speaker can make a big difference to the intelligibility of signals, and speakers start at around £5 to £10.

There are many other accessories available, but if you have just started on CB then we have covered some of the ones you'll hear mentioned constantly. Much more could have been said about each item, and in future articles we'll see some of them again, but for now, good luck and 10-10.



LADY BREAKERS

CANAL CHANNEL

Filly finds that CB on England's waterways *does have its advantages*

I have never entirely approved of the growing trend among hirers of canal narrowboats to put CB on their craft. As far as I can see, the benefits are minimal. When I go on a canal holiday, which I do every year, it's because I want to escape from civilisation and congested roads for a time, and the canals are an excellent alternative way to travel. True, boats tend not to be pulled by horses any more, but it's still another world — you chug gently along at 4mph, listening to the birds and admiring the woods, fields, hills and valleys through which you wend your peaceful way.

So what you don't want is a blast of revolting cheerful voice from some boat which passed you earlier — roaring along at 6mph with his wash destroying the banks — saying something like: "Well, me old shipmates, how about meeting up at the Jolly Dog tonight for a pint and a chinwag?"

You instantly resolve never to set foot in the Jolly Dog, but it's difficult to hide on the canal. A boat with an antenna sticks out. You can pull in and moor where you are, let them get well ahead, then chunter along slowly and hope you never come up with them. Trouble is, they can always walk back along the towpath to see where you are. Or you finally moor up only to find they've moored up too — ten yards ahead around the bend. You can't sail after dark, so you're stuck. You can try sneaking past them while they're making tea and setting up the television — they always have television — but sure as eggs, you'll be just drawing level with them when a head sticks out of the cockpit and a voice shrieks "Hello there, shipmates!"

You're also likely to find, depending how remote the location, that the Jolly

Dog is the only place to get a drink and a meal within miles. So it's the pint and chinwag, or sit on the boat and dine on sandwiches.

The point is, CB makes it doubly difficult to avoid these fellow travellers. Without it, they make contact with you only through chance — when they overtake you, for example, or when they moor up behind you by accident, or when you find yourself going through a lock with them.

The answer, I suppose, is simple — turn it off. Don't listen to it. That can be a problem, too. I remember on one hideous occasion, we found ourselves moored up behind a boat from the same hire company which had apparently been trying to contact us all day ('just for a friendly chat'). Their leader, a jovial businessman on holiday who evidently thought himself a cross between Admiral Lord Nelson and Eric the Red, leapt athletically on board and strode to the rig, saying, "Oh look, you silly landlubbers, you haven't even got it switched on! No wonder you couldn't hear us! Let me show you how it works..."

Anyway, I suppose I have to admit, CB can be useful, for much the same reasons as it's invaluable on the roads. You get early warnings. All sorts of things can happen on canals, believe it or not — queues of locks, swingbridges that take the combined strength of four weightlifters to shift, sections of canal so shallow you can run aground, empty boats swinging free of their moorings, narrow one-way sections where it's difficult to pass an oncoming boat. Public spirited CBers warn you of all this.

I suppose it's the same as anywhere else. You can't have the benefits and the company and assistance of decent breakers without the wallies and the

wimps. And you rarely get bucketmouths on the canals — I am relieved to say — except when you go through a town or come too close to a road.

Still, it can be hair-raising. On our last trip, we picked up a piteous plea for help from a novice boat crew in difficulties at a lock. The boat was beside a road bridge, and a coachload of tourists had apparently stopped to watch their efforts — enough to make anyone panic. Remembering my own first attempts at locking, I forgave them their subsequent heated language.

"We're sitting here in the bloody lock and nothing's happening — we haven't even gone down halfway", growled a harassed voice. "We're sitting here like a right bunch of charlies, those bloody people are sitting there in their sodding coach goggling — bet they're American — and sod all is happening! I can tell you, I go to Spain next year and no bloody nonsense about being a bloody seafaring nation".

"Er", we said tactfully, "did you remember to shut the gates behind you when you took the boat into the lock?"

"Course we shut the bloody gates, what do you think we are, morons?"

"And did you shut the paddles at the top gates before you opened the bottom paddles?"

"You see", we explained diffidently, "unless you shut the top paddles before you open the bottom paddles, the lock can't empty — water is pouring in at the top while it's going out at the bottom".

"All right", said the voice, humbly, "we're morons".

When we came up with them that night, they insisted on treating us to a slap-up meal at the local hostelry.

Yes, all right. CB on the canal does have its compensations.



TRUCK STOP

PEN PALS

At last, Brandybird gets regular visits from her postman

Hi there, it's good to be back again, with the gossip, the names etc. You'd be amazed at how many complaints that I've had, this past couple of months, because I've been writing about trucks in my *Truckstop* article — I just cannot win!

Well, you may or may not be pleased to know that I've had quite a few letters from you lot out there. I am thrilled, I've actually got about a dozen readers! Just to say thank you for writing, let's give them all a mention.

Firstly, I received a lovely letter from Pauline (*Black Suspender*) from Ashford in Kent. Pauline has actually sent me her log book from 1986 to see if I know any of the truckers that she talks to! Sorry I haven't returned it yet, Pauline, but I just haven't had the chance to sit down and go through it. From Pauline's letter, I gather that she has the same kind of fun that I have with the lads. Poor woman thought someone was winding her up recently and abandoned them, half way through giving directions, only to find out that it wasn't who she thought it was and the poor bloke was well and truly lost.

I've just had a quick shuffle through Pauline's log and found quite a few familiar names. I wonder if they are the same ones that I speak to. Obviously I cannot mention them all, but I note that Dave (*Fishing Rod*) pops up every day and Shirtlifter has been about as well. Nappy Rash is around this area quite a bit and I certainly know Alec (*Silver Streak*) who was quite well known around here, spending virtually all his nights out here.

Bill (*Snakehandler*) was also a very good friend of mine. Thanks Pauline, I'll return your book to you as soon as possible. It's nice to know that I'm not the only one who writes all the names down in a little black book.

To Rob (*Newcomer*) from Alnwick, Northumberland, thanks very much (belated) for the Christmas card and the enclosed cutting about the truckers' petition of 350 signatures, trying to save a mobile take-away on the A1 at North Charlton. I hope it's still there!

To Raymond, alias Rainbird from Harrow. Thanks for your lovely photo card. Not many people can lay claim to having one of their photos turned into a postcard, very nice. Sorry that I haven't answered you personally, Raymond, but I reckon that it's a waste of time having a lost and found truckers' service. If they are still on the air, well they can always call! Thanks anyway.

Another Christmas card, this time from Gethyn (*Inspector*) from Cheltenham. Thanks chuck. Hope you got our card!

Ah, someone actually agrees with me on my comments about "Truckers" on Auntie Beeb. Thanks John (*John or Bacardi Man*) and regards to your family, Pat, (*Brandy Lady*) and Copper Nut, Denise from Billesley, Birmingham. You were the only people who did agree with me that it really was true to life. John tells me that he has copies of CB mag, from November 82 until March 87. If anyone is interested in completing their collections, John can be contacted at Romeo Charlies, PO Box 74, Shirley, Solihull, West Midlands.

Next letter came from Bob, the White Bandit, from Durham. Bob wants everyone's help with an appeal. The Amanda Embleton Appeal is for 8-year-old Amanda, from Newcastle upon Tyne, who suffered brain damage after open-heart surgery when she was two. The special treatment and training that she needs to try and live a normal life, is naturally not available under the NHS. It's costing £3000 per year, and the money is being raised by various fund-raising events locally. If you would like to

help with this good cause then contact The Amanda Embleton Appeal, Barclays Bank, Newcastle upon Tyne or write to: Senior Officer Ian Liptrot, HMP Frankland, PO Box 40, Finchdale Ave, Brasside, Durham, DH1 5YD.

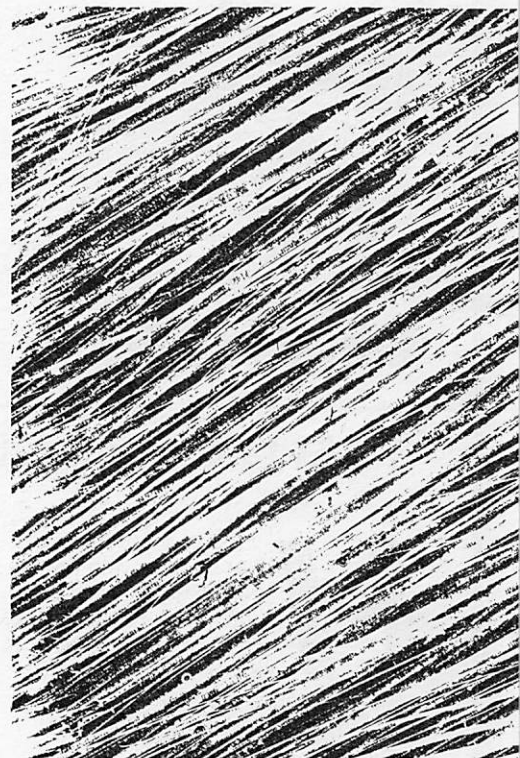
On Monday 16th May, The Lady Truckers Club intend to send a cuddly teddy bear, along with their President, Illona Richards, on a sponsored hitch around the country to raise money for the Great Ormond Street Children's Hospital, London. I hope you lads will keep your eyes open for Illona and Chaperone and give them a lift and empty your pockets at the same time. Come on lads, it is a good cause.

Finally I've received this year's catalogue from Des Currie Printers up in Co Durham. You may have read my Printers survey in an earlier issue. Well, I'm sorry Des, but I still cannot make head nor tail of your prices. Can't you make it simpler to understand. Every time I think that I have a price worked out, I find something on the next page to add on. Des reckoned he couldn't fill in my, quote, "goddam stupid questionnaire," unquote. Funny, out of 25 sent out, you were the only one to complain. I even had one compliment on a well thought out, well researched questionnaire. Still we can't all be clever. He couldn't understand my questionnaire and I couldn't understand his price list. Let's call it quits, hey?

Well, that's it for another month folks. Truckfest will be either past, or fast upon us by the time you read this. Hope they remember to send me tickets again! Perhaps I'll see some of you there. And to my critics, who reckon that I shouldn't write truck reviews on the truckers' page, tough, I hope this pleases you better. Love to you all, take care and stay lucky.

Brandybird

MARTIAN MOVEMENTS on CB



Captain Sparx says there's nothing to worry about unless you hung your antenna on an overhead power line . . .

Among tall tales related in the USA — noble home of Citizens' Radio — is that pertaining to a grizzly gent in the mid-West whose explanation for a vastly overpowered rig was that he was contacting 'lost flying saucers.' Asked by an FCC inspector how he knew the flying saucers were lost, the old boy sniffed, "You think anyone would come this way if they weren't lost?" Sounds like the kind of dump just waiting for a tourist board. CB radio and indeed amateur communications have well served the serious interest in astronomy, developing on both sides of the Atlantic in recent years. Owners of the electronic scanners in the USA have had another bonus, in being able to listen in to NASA communications linked to the space programme. When the space shuttle is in use again, suitably upgraded with enhanced astronaut safety techniques — as far as these are possible — there will almost certainly be a new information

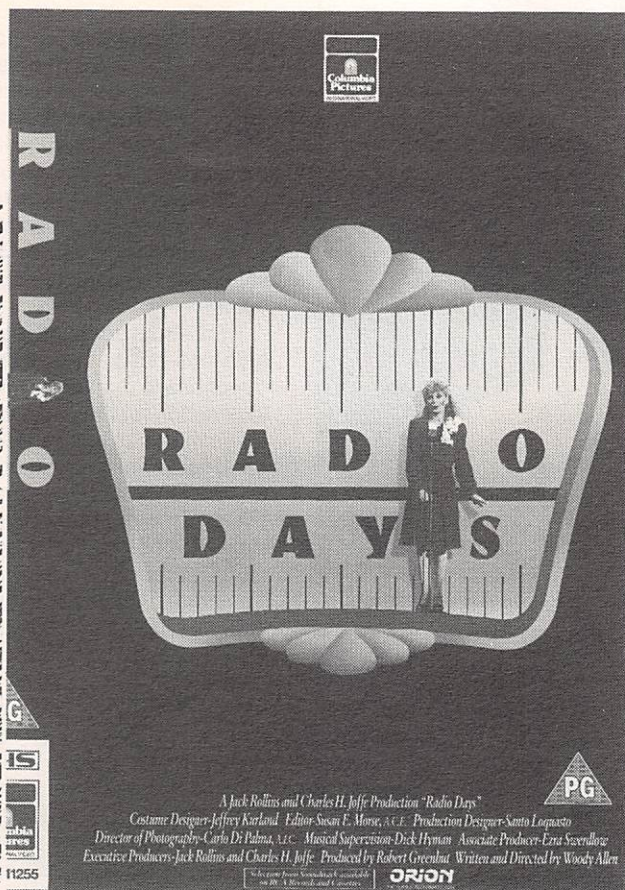
service for serious enthusiasts using computers and shortwave radio etc. Whatever happens between now and 2000AD, we are going to use space/satellite communication increasingly as an everyday tool, as — via telephony — many of us do now. A new generation of CB type equipment will have access to a range of regional, national and international information services. Explain this to any member of the household who has the cheek to suggest that cash spent on a new transceiver might well have been devoted to new carpeting or even a back door that closes properly.

All this progress, though, is likely to bring more tall tales about Martians, Venusians and other alleged denizens of the Universe. Of course, some people's use of the air-waves could convince an intelligent listener that large chunks of humanity have already been replaced by witless robots or agitated rubber ducks. You could say this all started in the early days of amateur communication, when

on Sunday evening, October 30th 1938, Orson Welles created a brief national panic with a radio broadcast based on H G Wells' 'War of the Worlds'. Fifty years later, Welles' radio scare has been celebrated in a special BBC TV programme ('Timewatch') whilst Woody Allen's movie, 'Radio Days,' just released on RCA/Columbia Home Video, shows what it was like to live in America 'the night the Martians came.'

Radio buffs will be relieved to know that no Martians actually landed, perhaps fearing misreporting by the tabloid press which would probably report 'A Mission of Inter-Galactic Peace' as 'A Sex Romp By Martian MP' etc. Orson Welles had his reasons for creating a radio sensation. His radio repertory company, The Mercury Theatre of the Air, had been broadcasting for some three months yet despite hour-long adaptations of plays, books and classics, still had no sponsor. In the world of US commercial radio, broadcasting without a sponsor is a bit like using a radio shack without mains electricity: there's not much future in it.

One reason why sponsors showed no interest was their belief that Orson Welles' dramas were way above the tastes of Mr and Mrs Average. They were probably wrong, but it was true that the competing radio show, between 8pm and 9pm on Sundays, was among the most popular on the air, 'The Charlie McCarthy Show' featuring a top-hatted and



monocled ventriloquist's doll, aided by a human being called Edgar Bergen. Later, a less intellectual doll named Mortimer Snerd made his contribution (he might well be a parliamentary candidate if he hadn't retired).

Orson Welles, then, had to attract attention to his drama output, and convince possible sponsors that the Columbia Broadcasting System (CBS) had a substantial audience for The Mercury Theatre of The Air. His approach was to use 'actuality style' format, with simulated news bulletins, 'on the spot' type segments, and somewhat nervous comments from 'authority figures'. For the show, Orson Welles used a story based on the landing of a UFO, originally assumed to be a meteor, at Princeton, New Jersey, this craft revealing itself to be a vehicle for Martians armed with death rays. Those who knew Orson Welles' flair for innovation had no difficulty in realising the broadcast was stylised fiction. Unfortunately, lots of people heard rumours, tuned in halfway through the show, and believed it was all really happening. Halfway through the hour-long programme, Ray Collins and Paul Stewart, two actors involved, noticed that the CBS radio control room was filling with policemen (pirate radio operators will know the feeling). Before the end of the programme and for the rest of the night, CBS assured listeners that 'while the names of some American cities

were used, as in all novels, the entire story and all of its incidents were fictitious.' Too late for some people, though, who had rushed into the woods — or anywhere else — away from the Martians. The impact of the show on a couple about to neck in a car is nicely caught by Woody Allen in 'Radio Days': the male departs leaving the damsel to cope with any bug-eyed monsters on her own.

The aftermath of the CBS Martian Mayhem was considerable, including academic research into nervousness among American radio listeners and declarations by the European dictators that it had all been part of the war-mongering by the democracies. In the event, Dad's Army did not actually include any Martians but it was a near thing. The FCC held an investigation and CBS executives wondered if penalties might result. However, as Christmas loomed, the FCC decided to take no action. "Whilst it is regrettable that the broadcast alarmed a substantial number of people," it announced, "there appeared to be no likelihood of a repetition of the incident and no occasion for action by the Commission." It would never have happened at the BBC, of course, Martians not even being allowed inside Broadcasting House until they had wiped their feet and washed their hands (all six of them). However, the CBS programme management issued new

instructions to ensure that Orson Welles' radio realities would never again alarm home-loving Americans. Years later, an LP record of the broadcast proved something of a best-seller.

Ten years after the show, the UFO or Flying Saucer craze had really taken off, with some people suggesting that the ever-broadening use of the radio frequency spectrum was acting as a sort of inter-galactic beacon, ie guiding aliens to Mother Earth. An early initiative, Project Saucer, in the late 1940s linked professional observers, some 375 UFO incidents being investigated, of which some 34 seemed to have no evident explanation. Exchange of information on amateur radio networks subsequently became fairly common and Captain Sparx has the clear impression that this sort of approach to reporting UFO sightings is now well organised in the USA. But this is not to say that aliens exist, though the assumed minimum motive power of 20 times earth gravitation would indicate life forms quite different to our own. However, such UFOs could be remote-controlled observation craft, able to manoeuvre and accelerate at speeds which make even an alien bring up his packed lunch. CB clubs have certainly followed up UFO sighting stories — but, as they say, any Martian venturing from his saucer would almost certainly be asked to buy a club raffle ticket.

Even Captain Sparx — who would not hesitate to go to Heathrow without a sleeping bag — cannot understand all he hears via CB. In the old days, there were CB characters who could hardly tell a Single Sideband from a Time Warp. There were also 'CB Widows' who believed an abundance of radio equipment able to move their spouses into an entirely different dimension of thought. It may be that the Orson Welles' Martian Hour exercised a lingering influence on radio which, in any case, had its diverse space and sci-fi serials. Checking among other radio men — and one or two ladies — I can reveal that UFOs have not yet been written off by the CB fraternity. After all, a satellite TV dish antenna is of similar shape. It could be that UFOs are no more than the itinerant radio repair men of the universe, unbending the frequencies after the kids and lids have been at the microphone. As the Hollywood movie advised: Keep Watching The Skies — but don't give up the doughnuts.



BIG Wheels Rolling

Brandybird gives a few hints to truckers and their use of CB

So, you're a trucker, covering many hundreds, if not thousands, of miles a year, delivering our consumables. You've got a fantastic customised powerful truck, (well, the best your boss could afford!), you've got the quadrophonic stereo blasting out truckin' sounds, the furry seat covers, the topless stickers . . . what more could a trucker want?

How about advance warning of traffic hold-ups, police patrols and accidents, directions to that factory that you've been looking for, for the past hour, the short cut to the motor, or just a friendly chat to help keep you awake during that long monotonous trek down the motorway?

CB can be so many things to the trucker. A help, a friend, sometimes a pain, but most of all, a companion. Someone once likened having a CB in your truck to having an amorous woman with a map sat next to you during your journey. One that doesn't want to stop for the loo or a drink. So, you've decided that you really do want a CB in your truck. Where do we go from here?

The most basic equipment for a truck consists of a rig and an aerial, although there are lots of ancillary equipment that can be made use of. Let's have a closer look at what's available, how much, what it does and, most importantly, where you can get it from.

Back in '81, when CB first became legal, we had the problem of ensuring that we were buying the 'legal' sets. At that time, there were three types of sets, one legal, on 27MHz FM, one illegal, on 27MHz AM to the FCC American specification, and finally a legal set on 934MHz.

Illegal sets carried anything from 1 to as many as 400-odd channels, all set into motion by various knobs and dials. These sets operate on AM (Amplitude Modulation), FM (Frequency Modulation) and SSB, which could be either USB (Upper Side Band) or LSB (Lower Side Band) or both. Many of the better sets, also contained a 'KC shift,' which could put you between actual channels. This is where many wrongly-informed people came up with the idea that their rig had umpteen-thousands of channels. They multiplied their 40, 80, 120 or 160 channel rig by two (for AM and FM) by two again if they had USB and LSB, then again by the number of notches on their KC shift. What they meant was that they had umpteen-thousand different 'places' where they could talk. They still only had 40, 80, 120 or 160 actual channels, however many types of transmission they could make! Fair enough, most rig doctors could, at a cost, put extra channels in, but we won't go into this here.

In September last year, the Department of Trade and Industry, kindly, but perhaps stupidly, gave us an 'extra' forty channels legally. Unfortunately, they were placed

virtually on the same frequencies as the FCC standard sets, so when you're using your new legal sets, you no doubt get much interference from the American and Italians that also legally use those frequencies on AM. Now, you ask, how do you know if your set is legal? Simple; all British legal sets have a sort of trademark, which should be stamped onto the front panel of your CB. If you want a double-check, because it is very simple to fake or forge these marks, then take a look at the metal back panel. If it says FCC anywhere there, then your set is *illegal*. Despite all this, the fact remains that an awful lot of people still use the old illegal FCC AM channels. Especially truckers as they, being mobile, are much less likely to get caught. Plus the noise levels on an AM set are negligible, whereas our legal FM sets have to have their squelch knobs set relatively high to obtain silence from your set.

New prices for rigs start at around £40 for FM 27MHz sets, up to over £100. For the less-used 934MHz, you're thinking of around the £200 mark for a basic set. If you want an illegal AM set, then probably around the £60 mark. Buying secondhand rigs changes the story somewhat. You can pick up a secondhand 27MHz set for as little as £5 or as much as £60, more for better models. Personally I haven't heard of any secondhand 934MHz, but they are no doubt available. Again, the illegal sets seem to be picking up in price again, probably because they are becoming quite rare on the market. But a good one can be obtained for around £30 to £40. The best way to pick up a secondhand CB is to listen out on the airwaves; difficult if you are looking for your first one! But you can always get one or two of your mates to listen out for you. If they are old-timers on the rig, then they will know the best bargains. More about new dealers later.

Aerials

The next vital piece of equipment is an aerial, or an antenna as the Americans like to call them. Unfortunately, the average person cannot just connect up their radio aerial. You do require a proper CB aerial. There are literally hundreds of different types on the market, split into two types. Homebase and mobile. Being a trucker, obviously, you will require a mobile one. But first, you have to decide where you are going to mount it. Problems come if you have a fibreglass cab roof, or if you have a boss who won't let you drill his truck's roof. These are very common problems for truckers and there are ways round them, which we won't go into detail here. You do need a good earth for your aerial connections; some get round the fibreglass problem by 'insulating' between the roof and the lining with silver foil, or you can buy a mount to put on your roof guttering or the top of your mirror support. You can also



buy magnetic mounts to get round drilling holes. There are, in fact, special aerials specifically designed for fibreglass roofs. Take a good look at what's available, before you spend your money. Again, secondhand ones do become available, so keep your ears open. Some of the most popular models for truckers are DV27, Cherokee Half-Breeds, Firesticks, Modulators and the famous K40.

Right, they are the two items, without which you cannot use a CB. The next thing to look at is the power supply. A CB radio operates on 13.8 volts. So, you

need a 12v supply. Unfortunately, the majority of today's trucks run on 24v. If your truck uses 24v then you will need to buy a voltage dropper. This black box changes a 24v supply down to a 12v supply. Your truck may already be fitted with one, to run your radio cassette or television. If so, and the amperage is at least 5 amps, then you can simply connect your CB up to this box. To find out, check the back panel of your radio cassette. It should say either 12v or 24v. If it says 12v, then follow its wiring to see if it runs from a voltage dropper. Check



the amperage marked on the voltage dropper. Hopefully it will be at least 5 amps.

Well, we've obtained a rig and an aerial, wired it up to a regulated power supply, so, off we go. No, hold it, afraid it's not as simple as that. First, you need to 'tune in' your aerial. To do this, you will need what is known as an SWR meter. It would pay you to have one yourself, as it always pays to check this reading regularly. But if pennies are short, then you can always borrow one from a friend. Basically, this meter gives you a reading of the Standing Wave Ratio. It connects up, between the CB and the aerial and with much manipulation of knobs and turning of screws in the base of the aerial or even raising or lowering the height of the aerial or even just changing the position of the mount, you will eventually get this reading down to 1.5:1 or lower. If the reading is above this, then start moving things about. However, once you've got that low reading, you can pick up your mike and away you go.

Off We Go

Right, switch it on and watch the little needle on the meter shoot across to the other side of the dial. This means there are people talking on this channel. So turn up the volume until you can hear them. Now flick around the channels using your channel selector knob, until you find somewhere that the meter needle doesn't go above the 4/5 mark. Now turn your squelch knob to the right until silence falls, or the volume is cracking. Then turn the channel selector knob, so that '19' shows on the dial, pick up the microphone, press the button and start talking. Ask for a rig check, or directions, or a ten-thirteen (road report) and see what happens.

To you old-timers out there, sorry, but a lot of newcomers to CB don't know all of these boring basics, so I shan't bore you for much longer.

Accessories

A few readily available accessories include: burners, (power/linear amplifiers are *illegal!*) echo boxes (which make your voice travel further, if set right!) and power or power/echo mikes. Truckers do use of all these items, but not always to favourable effect.

A legal CB transmits 4 watts. A power/linear amplifier, available from 10 watts up to many thousands of watts, come in two types: homebase (which require a 240v supply and a 13 amp plug) and mobile (requiring a 12v supply). They can, if connected or used wrongly, cause untold damage to your CB. Used correctly (if illegally) will carry your signal many miles more. For mobile breakers, they are not really necessary, though they will help you to get through all those homebases using the mobile channel.

Echo boxes again, if used correctly, may seem to carry your voice an awful lot

Some Commonly Used CB Slang Amongst Truckers

<i>Ten thirteen</i>	— Asking for a road report
<i>Slab</i>	— Motorway
<i>Clean and Green/Got a green light</i>	— No problems on the road
<i>Heavy metal</i>	— Heavy traffic build up
<i>Smokey</i>	— Police car
<i>Evil Knevil</i>	— Police Motor Bike
<i>Bear in the air</i>	— Police helicopter
<i>Smokey advertising</i>	— Blue lights/siren going
<i>Smokey burning rubber</i>	— Fast moving police car
<i>Burning rubber</i>	— Moving fast!
<i>Doughnut</i>	— Roundabout
<i>Got the pedal down</i>	— Accelerating
<i>Bucketmouth</i>	— Someone swearing
<i>Fender bender</i>	— Accident
<i>Muddy water</i>	— Tea or coffee
<i>Coffee shop</i>	— Motorway services
<i>Pick and shovel</i>	— Roadworks
<i>Gate (two)</i>	— Junction (two)
<i>Skateboard</i>	— Car
<i>Eighteen wheeler</i>	— Truck
<i>Mobile car park</i>	— Car transporter
<i>Bucket</i>	— Bulk carrier/tipper
<i>Granny lane</i>	— Slow lane
<i>Suicide lane</i>	— Fast lane

further by adding an echo effect to your voice. Unfortunately the majority of users of this item will persist in setting the echo too high, which only succeeds in severely distorting your voice. The best echo boxes that I've heard used by truckers are the ES880 and the EC990.

Power mikes/echo mikes and power/echo mikes, again, improve the distance that your voice will carry. Again, they can be set far too high so that no-one can understand you. Personally, I wouldn't recommend these for truck use, as they do tend to pick up every noise in your cab, including the engine, giving a horrible roaring noise, which will distort your voice. Tandy sell a 'Noise Cancelling Mike,' which is directional, takes a small but expensive 7v battery and will only pick up your voice. Sold under the 'Realistic' trade name, I would recommend this type of mike for use with noisy engines!

With the new laws on banning making phone calls etc whilst your vehicle is in motion, it is well worth considering a 'hands-free' mike. These consist of a small microphone which mounts somewhere out of the way eg on your sun-visor and a switch, which is mounted somewhere like the steering wheel or gear knob. You don't need to pick up the mike with this, so you are not breaking any laws. It's obviously down to personal choice which, if any, of the available accessories that you add to your personal set-up.

Channels

According to the Department of Trade and Industry's "Guide to CB" (available free from any Post Office) Channel 19 is the 'mobile' channel. Channel 14 is the 'calling' or 'breaking' channel and

Channel 9 is the 'Emergency' channel. So, as a trucker, you would use channel 19. Unfortunately, in real life, the homebases, long ago, came to 19 from 14, "to get away from the wallies, bucketmouths and mike keyers!" So now, channel 19 is used by all and sundry, including those people that the homebases moved away from. In some areas you may find it extremely difficult to get anyone to hear you because of the homebases, with their fantastical DXing set-ups calling their local friends! The DTI's official guide, says that two mobiles, travelling in opposite directions, may stay on channel 19 to pass the time of day, get road reports etc because they won't be in contact long enough to block the channel or to find another clear channel. If the mobiles are heading in the same direction, they are requested to find a clear channel and continue with their 'waffles' there. Again, in the real world, most truckers ignore this, and use channel 19 regardless, so if you are following two 'buddies' up the motorway, don't expect to be able to find out anything, apart from details of their trucks, cars and loves! Wouldn't it be lovely if everyone used it as planned, and all the homebases went back to 14, (unless of course they are 19 monitors or regularly talk to truckers) and the mobiles found themselves clear channels when they were travelling the same direction. Ah for a perfect world.

Truckers' Usage

This seems to come down to 9 things:-
1. Getting directions in strange towns. On channel 19, in most areas there are monitors, or just friendly homebases, who will gladly find another channel and direct you in to the road you are looking for. One

thing here, when you make that request please say where you want. If you just ask for directions, then the shy, nervous, ones amongst the homebases will ignore you in case they don't know the place that you want. (No-one wants to look a fool!). Do ask for the specific road or area, then you are far more likely to get an answer. In certain areas, specific channels are set aside (by most) and are used particularly for directions etc. The problem is finding out which channels are used in which areas. However, this can save you time and diesel.

2. Road reports/ten-thirteens. To ask someone going the other way or even the 19 monitors/homebases, what the roads are like ahead. On busy motorways, such as the M1/M6/M25, this is a vital service. You can save hours and gallons of diesel, by being forewarned about the delays ahead. Then, if you don't know the area, use a homebase to find a detour.

3. Staying alive. During mile after mile of boring, tedious, monotonous motorways, it is quite easy to fall asleep at the wheel, especially during night journeys. Just chatting to people along the way, whether mobile like yourself, or homebases, will help to keep you on your toes and awake. During those night-long trips, it's amazing just how many people are up and talking in the early hours. This doesn't save time, but it certainly passes it, and *saves lives!*

4. Checking low bridges and weight limits on unfamiliar routes. Sometimes a map just doesn't tell you how low a bridge is, or where a weight limit is in force. Here, homebases come into their own. Those that always talk to truckers should be able to tell you whether you can get under that low bridge, whether you are allowed up that road, or even give a handy shortcut to a place. Again, saving time and diesel.

5. Finding places to stop. A CB is invaluable in finding the best and the cheapest places to stop for a cuppa, or an overnight, the best pubs, the best entertainment etc. Just put out a call for the info that you want. Once again, this can save time, diesel and money.

6. Reporting accidents and delays. There is always someone listening in, who has access to a telephone, so when you see those kids or dogs on the hard shoulder or witness that accident, notifying the emergency services is only moments away. Try first on channel 9 for

the emergency monitors. If no joy there, go back to 19 and see who is on, with a phone.

7. Chatting to friends. When you see one of your mates, without a CB you'd have to signal him somehow and stop for a natter. Now with your CB you can natter away to your heart's content, while still moving... saving time!

8. Phoning work/home. This isn't a recognised thing but, often, drivers will ask homebases to ring their depots, either to pass or to ask for info or even to phone their wives to let them know when to expect them. What this saves, besides your own cash I'm not too sure.

Reading back over this last section, the only thing that amazes me is that companies don't pay to have CB's fitted into all their vehicles. It would save them thousands of pounds a year in diesel and time spent on jobs.

Last but not least most drivers love talking to attractive-sounding ladies, either chatting them up, or being chatted up. Everyone gets awfully brave behind that mike, so conversations can get very steamy. Romances and marriages have been made and broken with CB's. But it's all a bit of fun, isn't it?

Where To Buy

To a truck driver, with a 40-foot long vehicle, High Street shops become inaccessible. They need shops where they can safely park their truck and not worry about blocking the roads. Some of the High Street's electrical shops still sell CBs but now you'll probably have to ask for them as they are probably hidden away somewhere. Luckily for us, most of the specialist CB shops, trying to keep their costs down, are tucked away in the back streets. For the trucker, not every accessible. So where are you going to buy your gear? Simple, when you park up at night, take a look in the shop of the truckstop. More and more are starting to sell CB and accessories and better still are also starting to provide a fitting service. So you can go into the shop, pick the rig that you want, then disappear into the cafe for half an hour, whilst their people fix it all in for you. Most do not charge for their fitting service. So this is definitely something to look out for. Some that provide this service actually advertise in this mag, so take a quick look

in the Truckstop ads at the back.

One of the most well-known shops is Truck King of Watford. They do supply (at a small charge) a superb catalogue, showing only some of their massive range of CB accessories and trucking accessories. Truck King provide a mail order service as well, so you can browse through the catalogue, take your pick and just sit back and wait for it to arrive. I would definitely recommend a visit to them though, there is plenty of room to park.

The other alternative is to buy secondhand. This has its pros and its cons! For instance, you can expect to pay a lot less than the new price as, for some reason, rigs seem to devalue awfully quickly. You can probably obtain a good secondhand 27MHz rig for about £10. The bad bit is that you don't know what you're getting. Especially if you are new to CB, well, a rig is a rig *isn't it?* 'Fraid not! There are good rigs and there are bad rigs. Some *look* good, some look cheap 'n' nasty. Will it break down after a couple of weeks? Will it work when I get it home? These are all important things to think about. If you are new to CB, then it will pay you to find a trusty friend to help and advise you. An experienced CBer *should* know a good rig and a good price.

Do's And Don't's

DO move round the channels when you find someone to talk to. It only blocks the channel for others if you stop waffling on 19.

DO — When you want directions in a strange town, actually say where you want.

DON'T just ask for directions — the shy ones won't try and help in case they don't know.

Please **DON'T** use bad language over the airwaves. There are a lot of young children and sensitive women listening. Swearing may be okay amongst your mates, but do you normally swear in front of women and kids?

DON'T use a power mike, unless you really have to. Engine noises picked up by a power mike distort your voice and people can't understand you. If you do buy a power/echo mike, then keep it turned down as low as possible.

DO check your SWR reading regularly, especially if the aerial cable goes through a door or window opening.

If you hear someone giving out important items such as accidents, road blockages, etc, please keep quiet for a minute or two so that the messages get out. They may not be relevant to you, but could just save someone else's life.

If you have any seemingly impossible problems regarding CB and trucks, then do drop us a line, enclosing a Stamped Addressed Envelope if you want a personal reply. Write to Truckstop, CB Magazine, PO Box 158, Coventry CV6 6BD.



Tales from Beyond



Just how far can citizens' band radio reach? Read on and dip your toes into the twilight zone

Doctor Alan Pearson walked into his lounge, dropped his bag onto the nearest chair and poured himself a drink. He heaved a sigh of contented relief because the day's work was done, and he flopped into his favourite armchair. Outside, it was a terrible night. For most of the day, sleety rain, aggravated by gusting wind, had been pouring down; and by the sound of it on the lounge window, it did not seem to be letting up.

This bachelor doctor was something of an enigma to his medical colleagues; somehow, he just did not fit the popular image of the general practitioner: one reason for their attitude towards him was his inordinate enthusiasm for CB radio! He had a homebase in his house, a mobile in his car, a handheld which lived in his medical bag and, to the absolute horror of his more orthodox colleagues, there was even a rig in his surgery; and not only that, but he had persuaded a number of his elderly and housebound patients to acquire CB rigs, too. Though this had raised eyebrows amongst his critics, it was nevertheless a sound idea because Alan's practice was in the environs of a large North County town, so many of his patients lived in the rather rugged moorland countryside to the north and west of the town. CB radio meant that he could often be contacted by those who urgently needed him when no telephone was easily available to either patient or doctor. An added advantage that many of the housebound had quickly discovered was that once they were 'on the air', a whole new world opened up to them. One bed-ridden old soul never tired of telling Alan how her CB rig had given her a new lease of life: "I just call on one-four", she told him delightfully, "and friendly voices come back to me from miles around!" Each time Alan visited her, he had to listen to a recital of her early morning DXing successes!

Sipping his drink, Alan let his eyes stray across to his homebase, and he grinned to himself, recalling his more stuffy colleagues' disapproval. At least on the rig, he kept his profession a secret — except for his own breaker-patients, that is — and always gave an evasive answer if any new contact enquired how he earned his weekly crust. His sense of humour, however, had caused him to choose "Hypocrites" as his handle. Whenever any curious breaker asked about this strange handle, he always claimed it was the name of a race horse!

The din of the rain broke through his day-dreams, and he hoped that in such weather he would not have to make any night calls. He was planning to go to bed early for this was his weekend off and he wanted to make a brisk start the next morning because he was hoping to spend the two days with some friends who lived quite a distance away.

Nevertheless, the desire to twiddle the knobs — just to see who was on the air —

was strong within him so, placing his now empty glass in the hearth, he pulled a chair across, sat down before his homebase and switched it on.

He slowly flicked through all the channels and, though he recognised a number of 'circles' where he would have been more than welcome, he somehow did not feel like breaking in.

At last, he turned the rig off and returned to the chair beside the fire. He was about to pour himself another drink when, for no reason he could name, he had a sudden urge to monitor Channel 9.

"But that's ridiculous", he told himself. "I hardly ever even switch to that channel, let alone monitor it".

He shook his head, slightly angry with himself, and poured out the drink. This he took and sat down again in his armchair. Picking up the newspaper he had bought earlier, he turned to the report of the previous night's heavyweight boxing match. But try as he might, he could not concentrate for his mind kept slipping back to Channel 9. Eventually, after a vain quarter hour attempt to read his newspaper, he gave up the unequal struggle and returned to the CB set in the corner.

"Alan was unsure whether or not he had dreamed it."

He switched on and turned on Channel 9. Though he listened for some minutes, he heard nothing. Once again, he flicked through all the channels and came back to number 9. Still there was nothing.

"I'm being a fool", he told himself; but he nevertheless left the rig tuned to the emergency channel and walked back to his armchair. For some time, he sat half expecting something, but he only heard the gentle background hiss coming from the speaker: at last, he began to doze.

With startling suddenness, the rig crackled into life: "Hypocrites, Hypocrites, are you out there?" asked vaguely familiar female voice with a strong local accent.

For a moment, Alan was unsure whether or not he had dreamed it, and he sat upright in his chair undecided what to do. But even as he wondered, the lady breaker's strongly accented voice came again, urgently: "Hypocrites, are you out there?"

There was no doubt about it now, so Alan crossed quickly to the rig, picked up the microphone and said: "Roger. I copy: come back, breaker, to Hypocrites".

"This is Teezemaide, Alan", the lady breaker said, "and it's my dad. Can you come?"

Alan's mind was in a whirl, and for a number of reasons: to start with, he had not heard Teezemaide on the air for a couple of years — though he could not for the life of him remember why — and

though he knew Mr Stockwith, Teezemaide's father, was a patient of his, he had not attended him for some considerable time and, offhand, he could not recall just where the family lived, though he did know it was out in the country.

"Yes, of course, I'll come", he spluttered into the microphone. "Is it serious?"

Back came Teezemaide: "Yes, I think it is. He's got chest pains. He's had them for most of the day. But you know what he's like! He kept putting mum off when she wanted to send for you".

"Roger, Teezemaide, I understand", replied Alan, "but I don't have my address file handy, though, so can you tell me the address? It'll save me having to go across to the surgery".

"It's Stantonby", Teezemaide replied. "You remember: it's the large cottage next door to the blacksmith at the top of the village".

"Of course", said Alan, "I remember now". And he shuddered to himself. Stantonby was a large hillside village — a VERY STEEP hillside village — a dozen miles or more beyond the town boundary. What a night to have to go out there!

Keying the mike, Alan asked: "But tell me, Teezemaide, why did you call me on this channel; and how did you know I'd copy?"

Well, it's the emergency channel, isn't it?" came back Teezemaide. "I just thought you'd be on here maybe".

Somehow not satisfied with the answer, Alan shrugged his shoulders and said into the microphone, "O.K. Just keep the old man warm and calm until I get there. I'm on my way".

"He was met by a wall of wind-lashed rain."

Alan grabbed his hat, coat and bag and rushed outside. As he rounded the corner of the house on his way to the garage, he was met by a wall of wind-lashed rain. Fighting against it, he tugged the garage doors and, with difficulty, fastened them back. He scrambled into the driving seat and turned the key. To his relief, the engine burst into life, and Alan reversed into the road and started off through the outskirts of the town and into the wild countryside.

Then, something which had been niggling in the back of his mind ever since he had first recognised Teezemaide's voice clicked into place; he remembered why she had not been on the airwaves for some time: another breaker had told him that she had married and gone to live in Canada. It was fortunate therefore, Alan thought, that she happened to be back home visiting when her father was taken ill.

Once clear of the town and in open country, Alan switched on his mobile rig and tuned in to Channel 9. Within minutes, the voice of Teezemaide crackled through: "Hypocrites, are you still on channel?"

"Is this the end of the line?"

Alan signified that he was, and Teezemaide came back: "The high winds brought down our telephone and power lines late this afternoon — which is why I gave you a shout on the rig; and now this torrential rain has caused quite a large landslip in the village and the road's impassable. You can't possibly get through with the car. I'll go down to the main road and wait for you".

"Roger!" replied Alan, and hung up his microphone. There was no possibility for further chat because the weather was foul and he needed to concentrate hard on his driving for the wind seemed determined to force him off the road.

At last, after a most unpleasant drive, he reached the lane which turned off the main road and led up the steep hillside on which Stantonby stood. There, at the bottom of the lane, he saw a plump female figure standing in the middle of the road flagging him down. Recognising Teezemaide, he wound the window down and shouted into the wind, "Hallo. Is this the end of the line?"

"Yes, Hypocrites", the woman shouted back, "you can't possibly drive any further. We'll have to walk the rest of the way".

Alan pulled his car well into the side of the road and switched on the hazard lights. Grabbing his bag and turning up his coat collar, he locked the door. He joined Teezemaide, and together they started off up the rain-soaked, wind-battered hillside. It was a good half mile up to the Stockwith's cottage, and a most uncomfortable walk it was. However,



shouting above the wind, Alan managed to glean more information from Teezemaide about her sick father.

At last, they entered the village, and Alan could see moving light; he soon realised that County Council workmen had been called out, even at this late hour, to deal with the landslide. They were busily placing barriers and warning lights around a ten foot crater in the middle of the village street. Still talking loudly about old man Stockwith's symptoms, Alan and Teezemaide edged their way round the gaping, muddy hole and struggled on through the rain-lashed village.

When they finally reached the cottage, Teezemaide pushed open the garden gate and said to the doctor, "Go straight on in through the front door. Mum will be very relieved to see you".

"Joe needed hospital treatment as soon as possible."

As Alan opened the front door, he saw Mrs Stockwith, who was herself partially crippled with arthritis, at the top of the stairs and, thinking no more of Teezemaide, he went quickly up. As Mrs Stockwith recognised him, she looked surprised and said, "Oh, doctor, how marvellous that you should come just now and at this time of night! Joe's ever so poorly; do come in and look at him".

Alan went into the bedroom and, after nodding greetings to Alf, Joe's son, who was sitting at the bedside, he turned to his patient. The briefest of examinations quickly established that Joe needed hospital treatment as soon as possible. The problem, of course, was getting him there because the telephone lines were down in the village and no ambulance could get up that hill. Part of the answer, of course, was in Alan's bag: his handheld. Taking this out, he went into the back garden where he was reasonably sheltered from the weather. He switched on the little rig and quickly went through the channels until he found one in use. Breaking in, he asked the breakers if they had access to a telephone. Fortunately, they had and, noting carefully Alan's instructions, they soon made a 999 call and were able to inform him that, by coming through a maze of country lanes, the ambulance crew and police were sure they could reach Joe Stockwith.

"The excitement had somewhat abated."

In fact, it was over an hour before they reached the village, but they soon had the sick man aboard and on his way to hospital, accompanied by Joe's son, Alf.

When at last the ambulance had departed and the excitement had somewhat abated, Alan suddenly realised that he had not seen Teezemaide all this time; indeed, he could not recall



actually having seen her in the house at all. As she was thinking this, Mrs Stockwith, who was sitting quietly now beside the fire drinking the cup of tea Alan had made for her, suddenly turned to him and said: "How fortunate it was, doctor, that you chose to visit us as you did. Joe's been poorly all day but we couldn't call you as we had no telephones working in the village as you

"Mrs Stockwith stared at him, open-mouthed."

know. And it's so late too. Why did you come so late?"

Looking at his watch, Alan saw that it was 11.15, so he must have reached the village about 10 o'clock; but he said to Mrs Stockwith: "Well, I didn't just happen to call. You see, I was listening on my CB radio and your daughter Clarice — I know her as 'Teezemaide' — came on and told me about Mr Stockwith. She knew there were no 'phones working, so she took a chance I'd be listening in. Then she met me down on the main road and guided me up here".

Mrs Stockwith stared at him, open-mouthed. "Are you telling me you came here tonight because Clarice called you and then met you?" she asked in astonishment.

"Yes, that's right. And when we got here, she told me to come straight in, which I did. Incidentally, I've not seen her again since I arrived, so where is she now?" Alan enquired.

Placing her cup on the mantelpiece with a none too steady hand, Mrs Stockwith looked straight at Alan and said, "Doctor Pearson, didn't you know? Clarice died in childbirth in Canada just over a year ago. And what's more, there's been no CB radio in this house since she left!"

It was a very shaken Alan Pearson who left the cottage next to the blacksmith about twenty minutes later. He just could not take in the events of that evening. Walking down the village street on his way back to the car, he tried for the hundredth time to make some sense of all he had heard and seen that night.

The wind and the rain had meanwhile moderated, but as he reached the centre of the village, he saw that the huge hole had been roped off and ringed with winking yellow lights. All the workmen had gone except one who was putting finishing touches to their handiwork. On an impulse, Alan crossed over and spoke to him.

"Excuse me", the doctor said, "but did you see me come up this street about a couple of hours ago?"

"Yes, mate, I did", the man replied. "We'd only been here a few minutes then trying to sort this mess out".

Alan took a deep breath. "I know this will sound a silly question, but tell me", he gasped, "was there anyone with me?"

"No, mate, you was on yer own", the man grinned. "But I'll tell you summat —

"You was talking to yourself."

'cos we all laughed about it when you'd gone — you was talking to yourself ever so loudly. We thought you'd had one too many down at t'Masons Arms!"

Alan shivered into his overcoat and, thanking the chuckling workman, he hurried on: all he wanted was to reach the warm security of his own lounge!

At last, after a drive which seemed to take forever, Alan reached home. He put the car into the garage, locked it up and slipped gratefully into the house. He poured himself a stiff drink and dropped into his favourite chair. Yet again, he tried to make sense of the evening's events.

"Hypocrites, Hypocrites: come alive!"

Alan shot out of his chair. His rig was still switched on: in his haste to reach the Stockwiths earlier, he had forgotten to pull the plug.

With a trembling hand — because he knew only too well what he was going to hear — he picked up the microphone and whispered: "Roger — Hypocrites copies, come back".

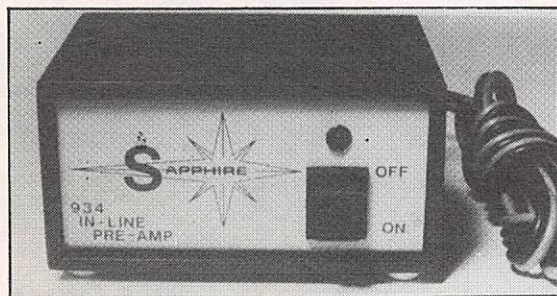
A female voice — with a strong local accent — said: "Thanks, doctor. I appreciate what you did tonight. Teezemaide down and gone".

And the channel went dead.



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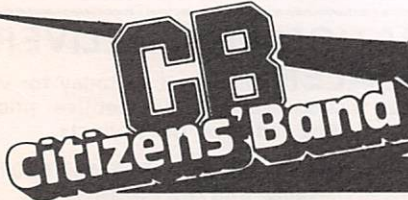


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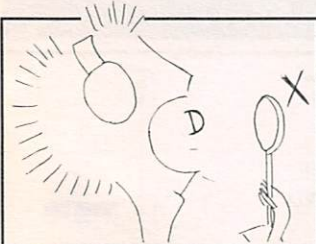
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