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CLUB DIRECTORY
New updated list



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CB

CITIZENS' BAND

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UPDATE



Wire Bother?

It makes you think; £14 or thereabouts for a few bits of wire and a plug that in any normal circumstances would cost a couple of quid. Well, these aren't normal circumstances – this is the enterprise culture and Apex Systems are being particularly enterprising with their KY Tube Mk 3 Antenna.

The name KY Tube conjures up all sorts of images, none of them to do with CB. However, to be serious for a moment, the antenna consists of a couple of metres of RG58 coax terminated in a PL 259 plug at one end, and a 35mm plastic cylinder at the other. This appears to be made from a

short length of water pipe, filled with epoxy resin – it looks remarkably like car rust filler, but I could be wrong . . . In any case, it forms a solid waterproof seal for two purple wires that emerge from a pair of holes in the side of the tube. One wire, called the groundplane element on the instruction sheet, measures 8ft. 3in. long. The other wire, designated the radiating element, has a loading coil wound halfway along its length. Unwound we wouldn't mind betting this also happens to be around 8ft. 3in. in length. Both lengths of wire are terminated in a short twisted section, held in place by black PVC tape.

By now those dimensions should have started to ring a few bells, this is a $\frac{1}{4}$ wave antenna, one of the best compromises between efficiency and size. Apex suggest that the antenna is hung from the wall, in this respect it is a very versatile design and can be used almost anywhere, inside or out, with no problems about finding a suitable mounting point. A nail or screw will do. We recommend that the other end is tethered as well, especially if it's used outdoors. If the antenna is allowed to blow around it will produce a very unstable radiation pattern.

Once installed it's a simple

matter to adjust SWR, simply twist up the ends, effectively lengthening or reducing the length of the radiating or groundplane element.

Our sample gave consistently low SWR readings across the whole band and needed only a quick tweak. Apex wisely advise against mounting the antenna near metallic objects, water pipes, etc as this will adversely affect performance.

There's not a lot to go wrong, and yes, it works very well. Everything Apex claim for the antenna is true – it can be easily tuned, it's waterproof, it's portable and light, it's reliable (well, it should be), versatile and suitable for both sets of frequencies. Can't argue with any of that!

If Apex were asking around £7 to £8 for this antenna we'd say go ahead buy one – it would cost you a couple of quid in materials, not to mention your time and effort to make one. Plans for this type of antenna have been widely published and we found two or three examples in early issues of CB.

At over £14 it's fairly expensive, even taking into account that it includes post and packing. Apex will undoubtedly sell quite a few – they should do, it works quite well, but they'd sell a whole lot more if they dropped the price to a more realistic level. Contact Apex Systems Management Enterprises, 2 Monterey, Hookhills Road, Paington, Devon TQ4 7SU (0803) 844086.

Editorial

A year or so ago, I asked, through this column, for clubs to send in any information and photographs of particularly successful



eyeballs or even ordinary club nights. I would like to thank both (yes, count them) clubs who sent in the necessary info but since then . . . silence. Come on now, boys and girls, here we are offering

free publicity for your clubs and their endeavours and where are you? It won't cost you a penny – who knows, if I'm in a good mood, I might even send you a few quid for your favourite charity. Put pen to paper and finger to shutter release and let's see 'em rolling in.

Talking of clubs, our Club Directory is going strong and we've already had a few new clubs sending in details. Thanks, folks. Unfortunately, the ones we have arrived just a smidgeon too late for inclusion in this issue but they will be included in next month's updated list.

Elsewhere in this issue, you'll find comments on the recently proposed licence options, an issue which seems to be (for obvious reasons) generating a lot of interest. What do you, the readers, think? Again put pen to paper or digit to keyboard and let us know your views.

Th-th-th-th-that's all folks!

PCB Cutter

With the growing trend towards the use of surface-mount products and consequent changes in production techniques, there is an increasing need to cut PCBs which have already been assembled.

To meet this requirement, Greenwood Electronics has introduced the Oryx PCC which is designed for precision cutting of both assembled and unworked PCBs.

To minimise component shock or vibration, the cutting operation is carried out by a high-speed diamond abrasive

(or tungsten carbide) wheel.

Amongst its many features, the Oryx PCC offers adjustable supports to allow cutting of PCBs up to 450mm square (or larger if one guide rail is removed) and the ability to cut assemblies with components on both sides of the board. It will deal with all known PCB materials using cutting wheels with different abrasive grades and cutting widths.

The depanelling of pre-routed PCBs or the cutting of large sheets of unetched PCB laminate are typical applications for the product which comes



complete with a power take-off for use with an optional dust extraction unit.

The Oryx PCC is controlled by a foot-switch and robustly built to ensure long life.

For further details, contact Alan Cooke-Sanderson, Greenwood, on 0734 595843 or Roy Atterbury, Atterbury Associates, on 01-859 6617.

Early Radio Days

"What' on the wireless?" was a phrase often heard in the good old pre-TV days and what better title for a book about the early days of radio? David Lazell's recently published book is a fascinating read, particularly if you enjoy bouts of nostalgia now and then.

Beginning with the adventures of the famous Captain Peter Eckersley, it goes on to cover early shows such as *In Town Tonight*, *Children's Hour*, drama

series, comedy shows, most accompanied by fascinating anecdotes.

If, like me, you 'won't see 30 again', you could well possibly enjoy reminiscing about great radio names like Elsie and Doris, Sam Costa, Hancock, Tommy Handley, The Glums and, of course, The Goons.

What's on the Wireless by David Lazell is priced at £7.95 (UK), including post and packing, and is available from Evergreen, PO Box 52, Cheltenham, Glos GL50 1YQ.



Antenna Array of 1989

Talk about DX - we wonder if the Department of Trade and Industry are aware of this set-up!



Odd Ads

During a recent spring clean in the office, the following letter came to light. It is from one Iolo Davidson from Gloucestershire, who appears

to have a fine sense of humour. *Dear Editor, herewith a couple of adverts I have been longing to see.*

NEWS FROM THE WORLD OF CB

Echo Mike Demodulator

Now you can copy those bucket-bottom and cavern dwellers! Fit this unit in your antenna lead and it removes all echo mike effects from incoming calls, converting incomprehensible boomings into clear speech. It's almost as if they had been transmitted with a proper microphone in the first place! Amaze your friends with your suddenly acute ear! Eliminate 'gimme a nine' from your vocabulary! Unit comes with 259 plug and socket to slot straight in between antenna lead and rig. Self powered by cosmic rays. Price only £24.95 inclusive.

Intelligent Noise Squelch

Tired of listening to motor-mouths and jargon freaks? Fit our Intelligent Noise Squelch and you can program it to mute transmissions containing any

of 128 different objectionable phrases, plus any type of music (including cute Roger beeps). No longer need you suffer through the 'Cow-moan's and 'Cuh-pay Cuh-pay's while waiting for an English speaking breaker!

Programmability allows you to select jargon for muting to your individual taste. You can even mute ALL ten-codes if you wish. The whole of an offending transmission is silenced, not just the programmed phrases. This unit plugs into the extension speaker socket and requires one D-cell, which will last for two years in normal use. A Bargain at £32.50. **STOP PRESS!** Deluxe version employs voice recognition and sampling techniques to permit muting of individually selected voices. Feed it a sample transmission from each of your local dickheads, and you will never hear them on air again! Plus all features

of the standard model above - Only £39.95 post paid.

I suppose one can only wait . . . and dream.

Environmental CB

Pama & Co are now importing the new 'state-of-the-art Danita Mk 5. Its outstanding features include easily accessible controls which are made from durable rubber for easy grip and long life, dual metering/signal strength/RF power/modulation and circuitry of the highest standard and design.

On first impression, you may ask yourself "Do I like the colour?". We think the answer will be "Yes". Green is 'in' at the moment!

It has already received a warm welcome in Europe and the USA and now, at last, it has arrived in the UK. Pama can certainly claim to be doing their bit to promote the awareness of Green issues!

New on 27

Kernow Trading recently announced the introduction of two new rigs, the KIT 7007 and the KR 200. The KT 7007 is the first CB radio in the UK to have 5-channel programming and an automatic channel 19 button, plus auto-scan facilities.

The receiver is a sensitive and highly-selective, dual-conversion superheterodyne type, providing crystal-controlled operation on all 40 CB channels (FM). Expected retail price is £95.

The KR 200 combines state-of-the-art technology with 'night illumination' and is well worth checking out at an approximate price of £89.

Both radios should soon be available from all good CB shops throughout the UK.

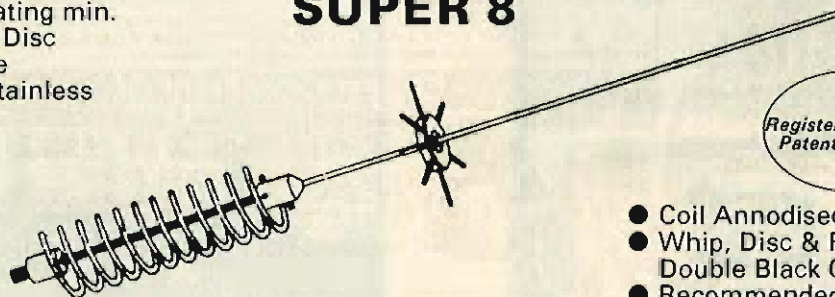
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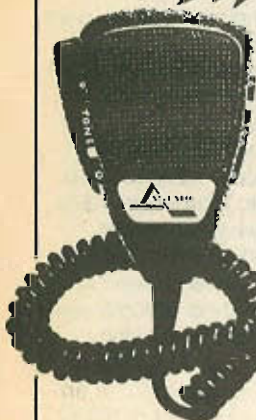
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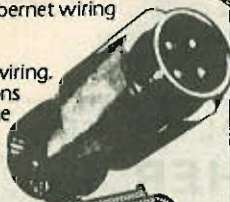


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ASTATIC SPARES
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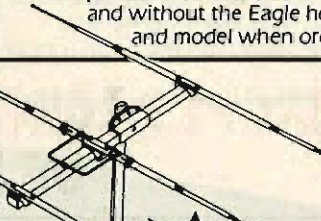
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'BREAKER BREAKUP'

facility but they want around forty quid for it. So here's my idea - why not use a pair of cheapo walkie-talkies. One with the PTT switch held down, the other one we can carry around with us. If the baby cries we'll hear it. The range doesn't have to be much, a few hundred yards will do. What do you think?

Jeff Biggs
'Bigg Daddy'
Scunthorpe

public band, competing with other users. Depending on the channel you could find the walkie-talkie swamped by other users, making it effectively useless. Alternatively you might find that you're annoying other users, especially as in order for it to work you'd have to keep the Tx on all the time. Why not just buy one of the mains-type baby alarms, we've seen them selling for £10 or less, and they work quite well and apart from anything else the quality is much better, so you'll be able to hear every little whimper and grunt.

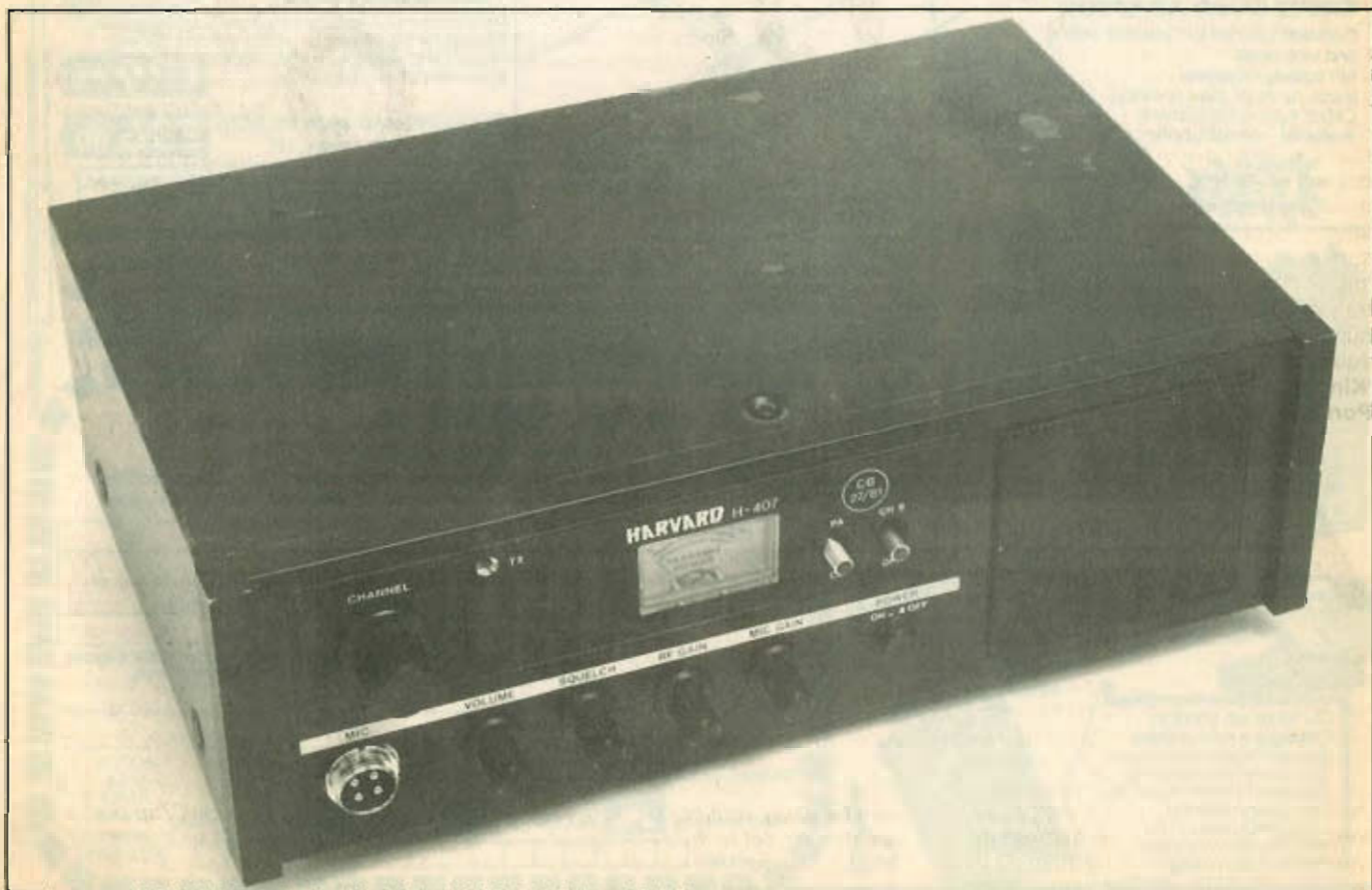
Baby Bargain

Q I'm soon to become a father for the first time and am quickly discovering how expensive it can be. One of the things I reckon I'll need is a baby alarm but so far all of the one's I've seen are far too expensive for what they are. I've even seen one cordless model that has a two-way

A *Bad idea! You've got two basic problems. Firstly walkie talkies aren't really sensitive enough - you would have to put it in the cot with the child. Secondly, choice of frequency. The cordless baby alarms you've seen around normally work on or around the 49MHz band, which apart from a few cordless telephones etc is relatively quiet. If you use a CB rig, ie a walkie-talkie then you're on a busy*

Falklands Frequencies

Q Heelp! (long distance cry for help . . .) I'm stuck down here in the Falkland Islands for the next six months - don't ask why, 'cos I don't know. Anyway a





few of the guys down here have got CB, mostly fairly recent CEPT rigs I was told, but there doesn't seem to be anyone within ten thousand miles who can fix the things. Ironically, there are some pretty advanced technical facilities on the islands - but we're not allowed anywhere near them. My rig is a Maxon MX 2000, bought just a few days before I left the UK and now that I'm here it doesn't seem to want to work with any of the other rigs on the island. It certainly seems to transmit and receive okay but somehow the frequencies seem to be 'off'. Is there any way I can check the transmit frequencies without spending hundreds of pounds on fancy test equipment?

'Kingpin'
Port Stanley

A Are you sure everyone else is using CEPT equipment? It seems unlikely given the location and the time it takes for supplies to reach the islands. We reckon it's more likely they're all using US AM equipment or maybe UK FM. That would explain the apparent inconsistencies in frequency coverage. Find out by checking with a few locals. You don't have to spend hundreds of pounds on test equipment, not if you just want to check things like frequency. Truck King (see address in this issue) do a nifty little digital frequency counter for just £49.00 (plus post and packing, etc).

Breaker Breakup

Q I've got a problem with my York JCB rig which is installed in a 1984 Sierra. Received copy is broken and intermittent but reception on all 40 channels is okay. I've been told that the carrier is okay but the modulation seems to come and go, several times a second, but it's not regular and the fault comes and goes for no apparent reason. Is this a common fault on this rig and is it something I could fix?

Dave Gerant
London SE1

A The fact that you're still putting out a carrier, even if it's unmodulated suggests something fairly routine. Check the obvious things first - the connections on the mike plug are a good place to start. A bad contact here would certainly produce the kind of effect you describe. Likewise a broken or dry joint inside the mike casing would also produce this kind of problem. Another possible cause is a so-called 'rubber-joint' this can occur inside the mike cable, where the inner conductor has broken but the two ends inside the plastic sleeving are in intermittent contact. This type of fault can be easily verified by getting close to another rig, set to the same channel as your rig, so that you can hear your modulation, whilst at the same time moving the lead around. If there is a

problem in the mike lead you'll soon track it down.

Kamp Follower

Q I've just inherited a Sommerkamp 788 rig from a friend about to be posted overseas. I know absolutely nothing about this piece of equipment - it looks as though it's in tip-top condition but it didn't even come with a mike, so I'm not able to test it out or anything. I'm a dab hand with a soldering iron and multimeter so can you supply me with a wiring and/or a circuit diagram - I'm willing to pay. If you can't help me, can you publish my appeal for information in case there's anyone else out there with information on one of these rigs.

'Doc Holliday'
Alias Steve Hendry
Southend-On-Sea
Essex

A Sorry, we can't supply circuit diagrams, but to coin a phrase, we know a man who does. Try SMJ Electronics who stock numerous hard to get CB repair and service manuals, including, we understand, one for the Sommerkamp TS-788. At the time of writing it cost £5.00 plus 75p post and packaging. They can be contacted at: SMJ Electronics, 55 Slatford Road, Edinburgh E11 1PB. Call first to make sure they have it on 031-337 6950.



OVER THE AIR

by

Shepherd Man

I have taken delivery of 100 clear celluloid QSL cards from BDX Print (PO Box 4, Coatbridge, Lanarkshire ML5 2QA). These QSL cards will be limited by me to this quantity only, so if you QSL with me 'Over The Air' in the next few months I will include this collection card. But, be warned, I keep a tight log of contacts - so no cheating! My thanks to Sid (*Silver Dog*) from the Isle of W, Rob (*Gentle Giant*) from Birkenhead, Bill (*Red Herring*) from Melksham and Dave (*Muddler*) from Warminster for the superb QSL packages from QSO contacts.

Talking of Dave, Bill and the rest of the Warminster Eagles team, I managed to get along to their eyeball in July at Longleaf House. It is a magnificent venue with plenty of space and a chance for the family to 'get lost' for hours in the acres of grounds or the stately home. A good 500+ breakers gathered on the Sunday to enjoy a great day out, some even coming from 'over the sea'. My thanks to all those who made this an enjoyable event. And Dave has asked me to thank everyone that attended and the club members, their families and friends that helped with the

preparation and on the day (especially Kath [*Gizmo*]). You can stop creeping Dave, now you're married to Kath!

Also in July I went along to the Mile Oak Eyeball in Portslade, Sussex. Although there are one or two other CB and Amateur events on the same day as this one, it still pulls in a good crowd and a nice welcome from the host club. S.E.M.O. were on hand to marshal the event and it was good to see some cheerful faces from clubs such as Breakaways, Dalmatian, Worthing & Dist., Kilo Tango and Whisky Mike. And this year they had the added attraction of a bar. Thanks to Dave (*Beechcaster*) and the rest for 'the fun in the sun'.

In order to give eyeball club and trade stalls something by way of a return for the support that they give to our events and charities, I have decided that I will gather some information from them about themselves, and then each month I'll feature one in this column with a picture (if certain people don't lose

them!). I hope to start this off in January 1990, so be warned all you stall holders.

Some months ago I mentioned 'phone patching' as used by many Amateurs and CBers in other countries. Well, would it be a good idea for UK CB and would it serve a purpose? And most important of all - would the DTI ever allow its use on CB frequencies in the UK?

First of all let's make something quite clear. At present, the use of phone patching on our CB systems is illegal, although I do know of a small number of users belonging to certain groups that have found it of great benefit at certain times! Mostly these 'limes' are when they use this idea to assist with an emergency situation taken by a monitor; for instance in cases of RTAs (Road Traffic Accidents) where they have linked up to the official emergency services. And in cases where someone has needed medical attention and/or they need to speak to someone back at home because they have forgotten their prescribed medication. In these types of cases, even the DTI would be hard-pressed to take legal action. Also, it has been used when someone is trying to contact a mobile user in another part of the country because of a family crisis. I am told that in these situations a familiar voice can often help ease any anguish.

So, within reason, this idea has been applied with commonsense and I am sure that many of you can think of other worthwhile applications for phone patching, in which case why can't we have this for use in the UK? Well, first of all the law would have to be changed - which would take an Act of Parliament. This the DTI would have to approve, which they would never do because they see CB and its users as a joke. Their attitude is that we are all morons with no intelligence - otherwise we would all take the trouble of taking the RAE (Radio Amateur Exam). Then of course they would have to stipulate guidelines for the use of phone patching - which, as we all know, they couldn't do because they can't even control the





years old (good old PYE), and yes, they have discovered the art of placing the set on a table in the middle of the room without a power lead or coax connection – and still it works! So come on you Ozzies, share the secret with us lesser mortals.

The other week I happened to be driving through the county of Oxfordshire near Toll. Having parked the mobile hearse upon a small hill I decided to listen in on a number of local stations, and one of the conversations proved to be more than a little interesting. The two breakers were discussing the Acid House Party held on a farmer's land a few months previous. It turned out that the organisers had used CB radio to co-ordinate the address details of the party, and their marshals kept in touch with each other to ferry

general use of CB. Then they would have to monitor its use – and that would mean that they would have to take a keen interest in CB. I even suspect that BT (British Telecom) would start screaming about the loss of revenue and perhaps suggesting that private conversations could and would be transmitted over an open system. Let's not forget that BT pay lots of money to the DTI for the use of other parts of the radio spectrum through expensive licences, etc.

Perhaps things will change after 1992 when it may be possible for a European Administration to decide what can and can't be used. I doubt if legalised phone patching in the UK would be a viable proposition for the everyday CBer, as it would mean that the person doing the patching would have to pay the cost of the initial phone call, or allow his/her telephone number to become general knowledge amongst our fraternity.

Right at this point I am going to admit that I am an Australian soap opera freak. No not *Neighbours*, not *Home and Away*, not even *Country Practice*. It's *Sons and Daughters*. Every Wednesday, Thursday and Friday I rush in from work to watch the day's episode. So I was pleased to see at this moment in time



that Andy, Craig and Debbie are using their CB to run a pizza delivery service. Nothing unusual in that you may be thinking – CB is well used in this country by small businesses (minicabs, etc.). But it seems that in Australia they have discovered a new type of CB and CB radio. The CB set is actually a PMR base station which must be all of 20

would-be revellers in. However, the local police got wind of the venture and set themselves up with CB sets to listen to the various instructions, and when the time was right they pounced on the would-be organisers and marshals. Needless to say, in amongst these were 'caught' a number of innocent CBers who were out for an early morning DX session on a few hills. I bet the air was blue! P.S. Has anyone got any details about the next 'Sanatogen House Party'?



Early Dates

Breakaways of Gloucester are holding their next eyeball on the 15th July 1990 at Fieldings Sports & Social Club. For more details write to: PO Box 7, Gloucester.

Mercia QSL Club are once again holding their annual eyeball and evening function on the 2nd & 3rd June 1990. This will be at a new location. Further details from: PO Box 158, Coventry CV6 6BD.

WDX & QSL Group eyeball and dance

will be held at the RFC (Worthing) on the 9th and 10 June 1990. Further details from: (WDX-01) PO Box 404, Worthing, W. Sussex.

Sad to say that there is a great shortage of club information, ideas, stories, reports and general news this month – that is because some people are still not bothering to send it in. If you don't or can't be bothered to send it in, then it won't get printed. It really is up to you. My thanks to all those who do supply me with news, views and comments – even the adverse ones – life would be so dull if we all shared the same views.

Crown Breakers Charity DX 26th-29th May '89 went off well with around 200 copies entered in the log but out of those who pledged a donation only £5 has been received (September) and the club is still waiting. The Crown Breakers would like to thank Pete (*Bosun*) and Cliff (*Striker*) for their help. This DX is in



Sorry if yours wasn't printed – as this means that they are *now* missing. Someone mentioned to me that the choice of pictures is sometimes sexist and favours 'what the males want to see', so ladies why not send in that 'special' picture of your husbands or boyfriends. If they are not too raunchy they will get printed. And, by the way, I am not sexist, I just *do not* fancy men!

So to conclude this month's column is a piece pointed out to me by 'er indoors (by the way her handle is Kennel Maid – but that's another story) which appeared in the Doggie Press as seen in the Nottingham Evening Post: "Rotweiler (F Reg), male, 12 weeks old, pick of litter, lovely mover, serviced and ready-to-go. £175".

Please send all information or letters to me: Shepherd Man (WE 1992), PO Box 13, Warminster, Wilts. BA12 9YZ.

aid of a local 19-year old brain-damaged lad named Keith. If you would like to donate or are one of those that pledged a donation please send it to: Forest Cavalier (Dave) c/o Crown Inn, Coalway, Coleford, Glos. GL16 7DU.

News in that the M.S.G.B. (Monitoring Service of Great Britain - Vol) Charity Cycle Ride went off well and they now await the return of the sponsor forms complete with any monies – or monies from anyone else that would care to donate. The Charity ride was to raise cash for the Princess Chula Children's Cancer Ward of the Royal Marsden Hospital. Please make all payments out to M.S.G.B. and send them to: School House, Meadway School, Littleton Street, London SW18 3SZ. And please send an SAE if you would like a receipt for your donation.

This month I am going to try and include a couple of photographs which should have been in previous issues.



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
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STRICTLY TRADE ONLY

SCANNER FAN



Saul Wright is hooked on scanners, and the DNT Scanner FM has just provided him with his latest fix. It's an expensive habit though, this one will set you back the best part of £110

Most people who haven't used a scanner rig are immediately suspicious. It's understandable, after all, it's just as easy, and sometimes a lot quicker, to simply twiddle a channel change knob by hand. What's more, the

human ear is more selective and much more sensitive than any squelch control. Rigs like the DNT Scanner FM soon change all that; this is CB one-upmanship, a rig that immediately commands both respect from those that use it, and envy from everyone else. It's not cheap, at and just under £110 some would say it's quite expensive, but you

only have to look at the way it's made, and if you get the chance, take a look inside, to see that this is no ordinary rig.

We'll get back to the innards in a moment, but first a quick run-through of the controls and displays. Starting with the front panel; moving from left to right there's an 8-pin DIN socket for the mike, next to that three rotary controls for

on/off volume, squelch and RF power output (variable from 0.5 to 4 watts). There's six push buttons, the two next to the RF power control are for sequential channel up/down selection. The four buttons on the right hand side are, (from top to bottom), channel 9 priority, channel 19 priority, scan and noise blanker. The displays are pretty straightforward; there's a ten segment LED bar-graph for signal strength and RF output, three LED indicators for noise blanker, scan and channel free, and a two-digit 7-segment display for channel indication. All of the controls are illuminated so they can be easily seen at night.

Changing channels on the move, using just the up/down buttons on the rig could be somewhat hazardous; thankfully DNT have recognised the fact and fitted a duplicate set of buttons on the microphone. For some strange reason they seem to be the opposite way round to what you would expect, i.e., up is on the left and down on the right. Just a very minor point but most people who used it commented on it, and everyone agreed that they would probably soon get used to it.

No problems on the back panel, all you'll find there is a captive power lead with in-line fuse; SO-239 socket and a 3.5mm mini-jack for an external speaker. The rig comes complete with mounting bracket and mike clip.

Oddities

Two things set this rig apart from the crowd, the first one is obvious - it has a

scanning facility; the second is so small that it might even go unnoticed, but it didn't escape our beady eyes - it's the channel-free indicator; more in a minute. But first the scanner mode. Quite simply, when you press the 'scan' button it automatically changes channels at the rate of around two per second until it picks up a transmission that breaks through the squelch, then it stops. When the signal disappears it waits for a second or so, then resumes scanning. The scanning facility doesn't extend beyond fairly basic channel change functions, and unlike serious scanners there's no pre-programming or channel lock-out modes. That's a shame but to be fair you can hardly expect them on a rig in this price bracket. It's possible to scan manually, by holding down one of the channel change buttons, the effect is the same.

Now for that channel free indicator. It's such a simple idea, it's a wonder it's not seen more widely. The lamp is linked in with the squelch, so it's on when the signal level is below the squelch threshold. What's the point? Well, it means that you don't have to have the volume turned up all the time when scanning. The reverse is also true; how many times have you had to fiddle with the volume control, to see whether or not there's anything on the channel or if you couldn't remember how it was set? Smart-asses may say that it's just as easy to look at the signal-strength meter/bargraph, but that doesn't tell you if the signal is above or below the

squelch threshold, so in that context it's quite different.

In Use

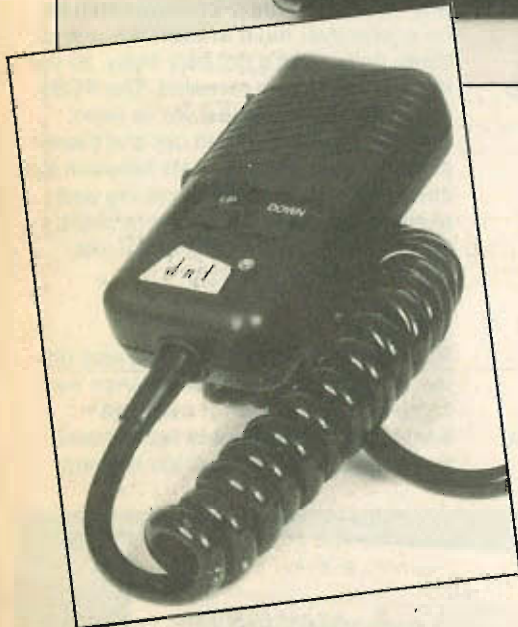
No problems with installation - it's a fairly compact design, so you shouldn't have much trouble finding a home for it in the average car. Controls are small and a mite fiddly but the channel change buttons on the mike are a welcome bonus and an important safety feature. At night the rig is lit up like Blackpool illuminations and all of the controls are easy to find, another plus point for the safety-conscious.

A quick mention for the instruction book, cum service manual. It's good to see such a detailed document supplied with a CB rig. It has block diagrams, a full set of circuit diagrams, PCB layouts and even a parts list; it'll certainly make any rig doctor's life a lot easier should he or she ever have to deal with one of these units. That's not very likely, as our internal inspection revealed. The PCBs are some of the neatest we've seen. Components are spread out and there's plenty of plugs and sockets between the circuit boards, to make servicing and alignment a whole lot easier. In short, there's been no skimping and it just oozes quality and solidity.

On Air

Received copy on the DNT rig was on the woolly side. The tonal balance was just a little too bassy for our taste - some sort of tone control would have been welcome. The squelch is sharp,





but without being too choppy, an important consideration on any scanner as there's nothing more annoying than having to constantly re-adjust the squelch every other channel. Sensitivity was judged to be average to good, with sensitivity a little better than most top-end rigs.

Reports on transmitted copy were most favourable. This must be due in part to the electret mike which has a degree of compression built in.

The Bottom Line

This is the one to beat in 1989; the DNT Scanner FM is arguably the best rig we've seen this year, it's certainly one of the most expensive. We've rarely had such glowing transmission reports, though the audio was a mite disappointing. We would have liked just a little more treble but not everyone who used it wholeheartedly agreed, so it could be a matter of personal taste. The scanner facility is a wonderful gadget - we're hooked but don't just take our word for it, have a play with one and judge for yourself . . .

CB Specs

<i>Make/model:</i>	DNT Scanner FM
<i>Channels:</i>	40 FM PR27GB
<i>Power output:</i>	4 watts
<i>Receiver sens:</i>	0.5µV (20dB S/N)
<i>Microphone:</i>	electret
<i>Controls:</i>	on/off volume, squelch, variable RF output, channel up/down, (also on mike), ch 19 priority, ch 9 priority, scan, noise blanker, channel memory
<i>Displays:</i>	Tx & Rx LEDs, RF/signal strength bargraph, noise blanker, scan, channel free, 2-digit channel display
<i>Power supply:</i>	13.2 VDC
<i>Dimensions:</i>	185 × 139 × 49
<i>Weight:</i>	1.14kg
<i>Typical Price (£):</i>	109.95
<i>Distributor:</i>	Pama & Co, Pama House, 433 Wilmslow Road, Withington, Manchester M20 9AF. 061-445 8918

CB Verdict

<i>Tx quality:</i>	[] [] [] [] []
<i>Rx quality:</i>	[] [] [] [] []
<i>Ease of use:</i>	[] [] [] [] []
<i>Construction:</i>	[] [] [] [] []
<i>Value for money:</i>	[] [] [] [] []

TO LICENCE OR NOT

M.S.G.B's Ian Oliver offers a few thoughts on licence options

Sometime ago 4 of the 6 representative bodies for UK CB who attend the bi-annual DTI meetings, decided to form together on certain items of common interest. It was decided that when possible we would work together – although it was expected that we would continue to press on with our own ideas and aims and share information gleaned which would be of benefit to all UK CB radio enthusiasts. The four bodies concerned are Natcolcibar, MSGB Ltd, ABCB and M.S.G.B. (Vol). Our very first task was to discuss and put forward our concerted view of the DTI's proposal to change the way in which we purchase/renew our present CB licence and/or decide/consider the other options put before us. These three options together amounted to the following:

1. Centralised issue.
2. A single fixed payment 'life' licence.
3. Licence exemption (no licence).

Before I set out to explain a few basic facts, explain our (M.S.G.B.) reasons behind our choice and lay before you some quotes related to this whole issue, I should point out that this whole article may not reflect the views of Natcolcibar, MSGB Ltd or ABCB in this matter as we would not dare to speak on their behalf without their permission. They are only our perceptions based on what we are told by people such as the DTI, and what we believe to be in the best interests of CB radio enthusiasts in the UK. It is well to remember that we are all only human, and as such we can all make mistakes. M.S.G.B. has an affiliation of over 90 clubs, groups, organisations and associations around the UK totalling some 30,000 users. It would be impossible to maintain a balance that achieves the feelings of each and every one of those users, as it would to even begin to know the thoughts of the other thousands of users in the UK. And we hope that we have in this and other important issues 'done the right thing' to protect the future of CB in the UK, and more so our UK FM 27/81 system. Having said this, we are open-minded enough to change our views if you so wish, and would welcome your thoughts on this or other items.

Spectrum

It is fair to say that FM is inferior to

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the Channel Islands and the Isle of Man
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AM, and that 27MHz FM is a poor part of the radio spectrum, apart from which nobody including business interests back in 1981 wanted the frequency. It really is a second-rate frequency when you think about the many other places that we could have been given. Back in 1981 we weren't offered spectrum useage/model in-line with other countries, let alone other EEC countries, in fact I doubt that they had even began to consider 'European harmonisation', so why weren't we offered the common FCC? The simple answer must be that the Government under advisement gave it to us thinking that it was going to be 'a five-minute wonder'. So what has changed – apart from the fact that CB radio is still going? Simply, quite a few things! The major factor being that of a 'Common European Spectrum Usage'. Hence the need to introduce a pan-European frequency which allows for the maximum amount of users to share the minimum amount of radio spectrum, and to make a long story short, this gave way to the birth of CEPT CB radio. It has nothing to do with helping ordinary users to achieve what they want, otherwise we would be on the full FCC specification. This can be simply explained by the way in which certain various countries' administrations are trying to change their own CBers useage, some of which are given below, and from information sent out by the RD at the DTI:

IRELAND – Minor changes within their National Specification to bring them in line with CEPT T/R 20-02.

PORTUGAL – They are losing their AM (A3E) after December 1999, and there will be no more importation of AM (A3E) equipment allowed after December 1992.

SWEDEN – All AM (A3E) will terminate on the 1st January 1992.

FINLAND – Will have the use of CEPT R/R 20-02 from the 1st January 1989.

TURKEY – They intend to allow FM CB (CEPT T/R 20-02) as a 4 watt output in the next year.

And I have been informed that the French Government have just recently tried to enforce a ban on their CB users for SSB, this was met with the usual French outcry (SSB being legal in France) and the Government have backed away from the whole idea.

As I stated before, we are the only EEC country that has legal use of the 27/81 FM system (even if we can hear and speak with other countries on this mode). And the ETSI (European Telecommunication Standards Institute) have commissioned a 'working party' to report on CB radio. This working party has proposed a 120-channel system on FCC frequencies with AM, FM and SSB which would give a 'Pan European CB System'. However, they recognise that the UK are out of sync with the rest of the EEC and state that we must lose our present FM between 1992 and 1995,

after the new system is introduced. A draft for this new system will be ready by 1st June 1989. For this to be passed we understand that approval on a proposal will take 71% of the total votes cast. The UK has 10 votes as do France, Italy and Germany with the remaining 59 votes spread between 16 countries. But is it our interest to lose 27/81 FM when the majority of users are on this mode?

For a number of years now the DTI have listened to calls to allow UK CBers to take sets abroad, and for a system which allows legal foreign contact. The CEPT system allows for both of these in many EEC countries now, with more to follow later. As we are aware, the 27/81 FM system has been a problem with foreign administrations when it comes to border crossings. So, is CEPT the favourite? Yes, as part of a complete system – but not as a bargaining point to do away with 27/81 FM. It is in fact 'adequate' to do the basic task, and no more. But will CEPT be workable when all the European users get on it even if it was part of a whole Pan European CB System? The answer has to be no. Already UK CEPT users are complaining about foreign bleedover – that will get worse.

European

The whole idea of a 'Common European Radio Spectrum' is geared to allow common interests – mostly that means business interests. And clearly we are a thorn in the side of any common interface between our respective administrations. 934MHz has to be a good example of how things could go in the future. The User Groups were told by the DTI that CB users and SRR (Short Range Radio) could co-exist on that part of the frequency. We were informed that the SRR system would be a low power/very short distance form of communication. The next thing we knew was that the importation/manufacture licence had been withdrawn for 934MHz and instead of handportable SRR sets,

the power had been increased to allow base station use. So the DTI could try this with 27/81 FM – and phase out the system over say a ten-year period. Also it proves that your CB licence counts for nothing when it comes to protecting frequencies!

At our June 89 DTI meeting, we were asked for our comments and an answer to the 3 licence/options. Before giving our joint answer we asked a number of questions which included the following and received these answers:

Q – Will the extra revenue gained from paying for a licence from a central issuing point be used directly in connection with CB-related matters by the DTI and allow for more work by the RIS (at present around 30% of all cash from licences issued by the Post Office is lost to their handling charges)?

A – No, it will go into a central pool to be used by all spectrum users.

Q – Does a one payment 'lifetime' licence mean just that?

A – Yes, or unless the Secretary of State revokes the licence, which he can do at any time.

Q – If we did away with the licence altogether who would pay for the DTI's administration costs and the RIS's time?

A – The central pool would bear most of the costs but, central Government (HM Treasury) would be expected to meet the balance.

To help explain this point of questioning, consider the following quote from the CSPI Report on the Deregulation of The Radio Spectrum In The UK. "Wireless Telegraphy Act licences represent permission to use radio frequencies to operate a particular service. The licences are annual and renewable at the discretion of the Secretary of State. They convey no formal property rights and may not be assigned to other users. Licensees are charged an annual fee for the use of radio frequencies, designed to cover the administrative cost of radio regulation. Since 1980 RD has, by agreement with

HM Treasury, determined the general level of fees so as to recover its estimated annual direct costs of licensing plus 50% of the overhead costs of the division not attributable to a particular use. Direct costs are derived from estimates of time spent on activities relating to each licence category".

So, with the 1st licence option, the DTI stand to reclaim more money. On the 2nd they stand to take a sort of lump sum with a small 'top up' every now and then from new CB users. And the 3rd option means that they have no money coming in to administer CB matters, except that money which they can get from the central pool, and from central Government! And as we all know Central Government can't even find the money to support the Health Service so can you believe that they would find the money to support us?

From this we deduced that the total loss of licence revenue would only give this Government through the direction of the DTI the chance to withdraw the importation/manufacture licence of 27/81 FM equipment thus pre-empting any future possible loss. Option 2 seemed OK in theory but, again, there would be no annual licence revenue and as was stated in the DTI answer to our question, the 'lifetime' licence could be revoked by the Secretary of State at any time! Out of interest, you may also like to know that the DTI were asked "if these 3 options had or are going to be offered to the amateurs – as they are also hobbyist users"? The DTI stated that the amateurs are in a different position because of their qualifications to use the frequencies. The qualifications (City and Guilds) have nothing to do with the actual licence issue. The pass certificate is issued by the testing authority, not the DTI. This factor gave us a great cause for concern – why do they not want to offer this 'fantastic deal' to the amateurs, they are, after all, 'hobbyist' users.



Deregulation can play an important role in the future of 27/81 FM, after all that is what we all want – the chance to carry on using the system, isn't it? Part of deregulation could have a direct influence on our future, i.e. whether or not the 27MHz will be leased off, auctioned off or even sold – and whether or not we will be on our own or part of a bigger plan. The answers to all of these points can be and often are confusing, and complicated because nobody knows what the DTI are going to do. The following statement is from a speech given by Mr M V Coolican (Head of R2 Branch of the DTI) on Telecommunications Deregulation at a Seminar 20th October 1988 held by the Water Industries: "Deregulation means all things to all men. In the Radiocommunications Division (RD) of the DTI we have three separate strands of policy which come together under this broad heading:

1. Exemption of Equipment from specific licensing.
2. Delegation of detailed licensing to agents or users.
3. Spectrum pricing."

The first two policies predate the third but quite clearly all three interact and they would probably be affected by a decision to turn RD into an agency within government.

Any discussion of these issues is most likely to be productive if the three broad policy strands are treated separately, but in practice they interlink to a very considerable extent. For example any use of radio which is exempted from licensing can not sensibly be subject to spectrum pricing the deregulation issues also interact with other spectrum management policies.

Exemption

Under the Wireless Telegraphy Act the Secretary of State has the power to exempt people using specified equipment from individual licensing. The RD is even now working on proposals to exempt certain low power devices. Mr Coolican states: "There are two broad requirements for exemption to be considered; the equipment must be of a type which is unlikely to give rise to serious interference problems, and the service must be one that imposes few costs on RD".

Delegation

This is in the main in two parts. 1. Where a body simply acts as an agent for the DTI in issuing licences and, 2. Where substantive planning of the frequency use takes place.

Only identical licences would be available for issue by an agent appointed by the Secretary of State and at present the Wireless Telegraphy Act does not allow for any other person the discretion to refuse a licence. This agent

could be appointed to take on the issuing of CB and amateur licences (amateurs would still need to supply an exam pass certificate).

Spectrum Pricing

Spectrum pricing has been much discussed over the last year and it is an issue capable of generating more heat than light. Partly it is a matter of definition; what is being sold and what do you mean by selling. It will be easiest to tackle this issue on the assumption that the commodity to be sold is to be a WT Act Licence and selling is most likely to take the form of an auction which would entitle the lucky winner to the normal licence conditions and fees, but for a limited period of perhaps no more than 15 to 20 years.

The DTI have not decided yet which service could best be served under the 'auction' proposal as above but, they do feel that these would be won by those intending to provide a public service of one sort or another.

The DTI seem to feel that auctions would boost the use of spectrum-efficient, wide-area paging, short-range PARS and CT2. And it would be even cheaper for those users who need local coverage rather than a national network.

"The overall effect of auctions might therefore be a more economically efficient use of the spectrum, and that is

precisely the claim that is made for spectrum pricing. Because no-one else has tried it there is naturally a great deal of concern, but that does not mean that it will not work, only that we cannot see exactly how it will work," said Mr Coolican.

The DTI have always made it clear that their list of user priorities are as follows:

1. Business.
2. Emergency.
3. Hobby.

So, what we all have to do is consider the options and the full implications. For example: were the four User Groups right in going for option 1? Would the end of our licensing system bring about an early end for 27/81 FM? Do we want to lose 27/81 FM to the 120 channel proposal going before the ETSI? Do we want deregulation and/or licence exemption?

Based on a small minority of the information that I have, I have tried to give you some idea of this problem. We have already received a large number of thoughts from our own affiliated friends and other users but we would still welcome your views. Please send them to us: M.S.G.B. (Vol), School House, Meadway School, Littleton Street, London SW18 3SZ. Or perhaps you could send them in to the Editor of CB Magazine for printing. We acknowledge the contributions from those mentioned and from Natcolcibar, our thanks to them.





DEVIL'S ADVOCATE

Is there a real problem with children on CB or is it being blown out of proportion? The Devil's Advocate wonders

Kids on CB; should they be allowed to get away with it? This is a question I frequently hear when talking to the more mature-minded breakers in my local 20. Get away with what? I hear you asking, and I have to reply 'antics,' namely the antics of kids, as occurs right across the world and in every aspect of life.

Kids will be kids. This is because they don't feel the need to be anything else. So we find them playing, and messing about and, consequently, generally getting in the way on our airwaves. They play music, chat on the breaking channels, talk about who is going out with who (which apparently offends some people, I can't imagine why), and sometimes they even swear! In fact, of all the things that the RIS and the DTI would rather we didn't do on CB, kids probably do most, if not all of them. This is not to say that every kid on channel is a pain in the proverbial, or that they are the only culprits, but certainly in the eyes of many of the world's 'more sensible' breakers, they are the bulk of the problem.

So what are we going to do about them? Before we can attempt to answer this question, we need to find out why they behave in this most intolerable fashion.

Kids are generally carefree, they have few responsibilities, and consequently

have equally few worries. Come Christmas each year, and the annual manifestation of the Children in Need appeal, we go all dewy-eyed and echo this sentiment with thoughts that justify their carefree behaviour and happy-go-lucky existence. It would seem that this is the natural state of kids, and 'grown-ups,' with their starchy rules and comparatively Victorian discipline, are placed in the world just to make life bad for them.

So is it any wonder that kids behave the way they do when let loose on channel? They discover the ability to broadcast what they like, over a wide area, with little or no chance of being detected, and equally little chance of being reprimanded for their behaviour. Basically CB is one of the few areas where the normal circumstances of control exerted by the ruling authority of adults does not apply. Such rules of discipline cannot apply, because CB lies outside of any form of realistic control. That is, after all, one of its major characteristics. Shortly after picking up the mike and getting over the first mike nerves, there follows a realisation of freedom that you can say or do what you like with impunity. 'Whoooopee!'

I have heard breakers say that the parents should stop this behaviour, but what are they expected to do? Are we to see parents walking around with portable rigs, continually monitoring all 40 channels, just to ensure that little

Darren or young Kylie doesn't abuse the CB. It's just not realistic. Another suggested cure is to set up wally-monitoring bodies, to check up on the culprits. This again sounds all very good, but who are they going to tell? The parents perhaps? Will these 'Guardian Angels' of the airwaves be able to find the parents? Will the parents give a damn when they have been found? I suspect that on the grand scale of things, what young Kylie is doing on channel is not all that important to the average harassed parent. I would also like to know just who is going to check up on these self-appointed wally-monitors? Who is going to tell them who they are there to check up on, and what is to be permissible?

The childish behaviour might sound all very immature to us older breakers, and it might be highly annoying when wanting to get out on the breaking channel, God knows I have wanted to strangle some of them at times, but it is the natural thing for kids to do. That is not to say that this behaviour is excusable, but there is no point in continually going on about how, 'it never would have happened when I were a lad,' and all that 'ha'penny bun syndrome' stuff.

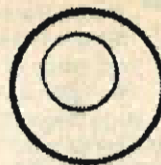
CB is one of the few areas where the normal rules of discipline break down, anybody can effectively do just about what they like. It could even be said that by not coming to terms with this situation, i.e. realising that things will never change, and continually complaining about these antics, the self-styled, 'more mature' breakers are being just as immature as the breakers that they are complaining about. After all it's like complaining about the fact that the sky is blue, it ain't gonna change!

I don't want to offend anybody, but I get equally tired of having to incessantly explain to breakers that as far as CB is concerned, it's a case of like it or lump it!



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"That was good," stated Danny as he swallowed the last piece of what had been a very large chunk of cake. "Lunch is over. Dinner next!" "You sure eat well," commented Ritchie, as he returned to the workbench with two steaming mugs of coffee. "What did you have for breakfast?"

"You'll see soon enough. For some reason best known to himself, Edison connected the metal plate to the positive pole of a battery and one side of the filament to the negative pole."

"So that there were two batteries, one for the filament and one going to the plate?"

"That's it. When he inserted an ammeter in the plate circuit he found that a current was flowing."

much more complicated than that!" exclaimed Ritchie. "I've heard all sorts of things about thermionic emission and stuff like that."

"What we've just been describing is thermionic emission. Thermionic emission is the emission of electrons from the filament by way of heat. Easy, huh?"

"So that's what it is!"

"Sure is. Now, you tell me what would

CB BENCH

Danny gives Ritchie the lowdown about valve (tube) operation

"Nothing much. Just eggs, bacon, sausages, tomato, hash browns, pancakes, syrup, toast, and coffee."

"Nothing much! I bet you had enough for an army." Silence fell over the workshop for a few moments as the pair quietly sipped their coffee.

"Do you remember when we fixed that old tube radio a few months ago?" inquired Ritchie.

"Yes."

"Didn't you say something about having a session then?"

"Did I?"

"I'm sure you mentioned something about giving me some more details on the operation of valve circuitry. We have another 20 minutes left - how about it?" Danny thought for a moment.

"Okay, let's do it. Where do you want to start?"

"I must confess I don't really know a great deal about the subject. You'd better start at the beginning." Danny thought once again.

"Right," he started, "We'll begin with how valves were first developed. Do you remember Edison?"

"Not personally, but I know he invented the light bulb!"

"Good. Well at one point he was experimenting with different filaments and he needed a way to support a delicate filament to prevent it from burning out. He fitted a metal plate inside the bulb and then hung the filament from it using insulated material - like this." So saying Danny quickly drew a sketch on his notepad (fig. 1).

"I don't quite see what this has to do with valves, but go on," said Ritchie as Danny finished his drawing.

Ah! This is beginning to sound more familiar," interjected Ritchie.

"Unfortunately, Edison could see no importance to that current flow, so he just continued with his work on improving light bulbs. A good few years later a British scientist, Sir John Ambrose Fleming, put the effect to good use. He discovered that a current would flow when the plate was made positive with respect to the filament, but not when it was made negative. He called the arrangement a valve."

"Isn't that still the British term for a tube?"

"Correct. For some reason the United States adopted tube, or vacuum tube, and Britain adopted the term valve. Similarly the metal plate in Edison and Fleming's experiments is generally termed the anode in Britain, and still referred to as the plate in America."

"Okay."

"The explanation for the way in which the diode valve operates is this. The filament obviously gets hot when a current flows through it. That's why it glows. The heat also causes electrons to be emitted from the filament, and they form a space charge around it."

"Is the space charge just a collection of surplus electrons?"

"It is. Now if the metal plate, or anode, is connected to a positive potential, the negatively-charged electrons are attracted toward the positive plate and a current flows. If the anode is left at zero with respect to the filament, or made negative, the electrons are not attracted to it so no current flows. That's how a diode works."

"That's quite simple. I thought it was

happen if the positive anode voltage is increased?" Ritchie thought hard for a second.

"The current would increase," he stated.

"Correct. Now, have you heard of saturation?"

"Only with transistors. Is it the same thing here?"

"Exactly the same. At a certain voltage the anode will be attracting all the electrons that the filament can emit. Increasing the anode voltage even more will have no effect on the current, because there are no more electrons to attract. This is called saturation."

"Isn't there any way to increase the current?"

"Just one, and that's to increase the emission from the filament. That can be done by increasing the filament current." Ritchie pondered this statement for a moment.

"Is that why I heard about these CRT rejuvenators that increase low emission by upping the filament voltage?"

"That's about it. Normally valves are run with a constant filament voltage, but because a cathode-ray tube is particularly expensive people sometimes boost the filament emission when it nears the end of its useful life." Ritchie remained silent so Danny continued with his discourse.

"The next thing to know is all about indirectly-heated diodes. These are the types that have a separate filament and cathode. The filament is sometimes called a heater because its job now is not to emit electrons but just to heat up the cathode. The cathode is usually coated with a material which will readily

emit electrons when heated. The main current flow through such a diode is from the cathode to anode rather than from the filament to anode as was the case previously. Okay?"

"Yep. Is the warm-up delay on valve radios because of the heater having to warm the cathode before it can emit electrons?"

"You've got it." Danny drained the remainder of his coffee from the mug by his side. Reminded by this action, Ritchie did the same.

"And that's basically all there is to know about how a diode works," continued Danny. "Do you want to go on to triodes?"

"Yes please," replied an eager assistant.

"Okay. The triode introduces another electrode called the grid, and it was invented by Dr. Lee De Forest. It doesn't matter whether the valve is directly-heated without a cathode or indirectly-heated with a cathode. Both types work exactly the same way as far as this part of the discussion is concerned, but most modern triodes are indirectly-heated unless they are designed for battery operation, so we'll assume a cathode is present."

"When you say battery operated do

you mean those old portable radios that have something like a 90- or 100-volt battery?"

"That's the type. The valves in those are usually all directly heated but the valves in mains-powered equipment are usually indirectly heated nowadays." Danny paused. "Now, the triode. The grid is placed between the cathode and anode, and as its name suggests it is not a solid metal plate but a fine grid of wire mesh. If we wire up a triode with a milliammeter in the anode circuit and a means of adjusting the grid voltage you can see the effect of the grid." Danny turned the page of his notebook and drew a schematic diagram (fig. 2).

"If we place a negative voltage on the grid," he resumed, "negative with respect to the cathode that is, then the grid will repel some of the electrons flowing from the cathode and prevent them from reaching the anode. As a result the anode current decreases. The more negative the grid is made, the less current flows."

"So what happens when the current reaches zero?"

"That's called cut-off point. The exact voltage needed on the grid to cut off a valve depends on the construction of the valve, the anode voltage, and the

heater current. With a higher positive anode voltage you need more negative voltage on the grid to reach cut-off point because the attraction of the positive anode can overcome the repelling action of the grid more."

"Would I be right in assuming that increasing the negative voltage on the grid once cut-off is reached would have no effect?" asked Ritchie.

"You would. If the valve became cut off at, say, -6 volts then taking the voltage down to -8 or -10 volts would have no effect. As the negative bias is reduced toward zero current will start to flow. At zero the grid has almost no effect, and if you take the grid positive with respect to the cathode the anode current is increased still further, because the grid accelerates the electrons toward the anode. Once again there is a saturation point above which current cannot increase."

"I think I'm still with you. It sounds very similar to the action of the base of a transistor."

"It is similar. The difference is that with a transistor you need at least some bias on the base before any current will flow, whereas with a valve you need a negative bias on the grid to prevent current from flowing. The other main

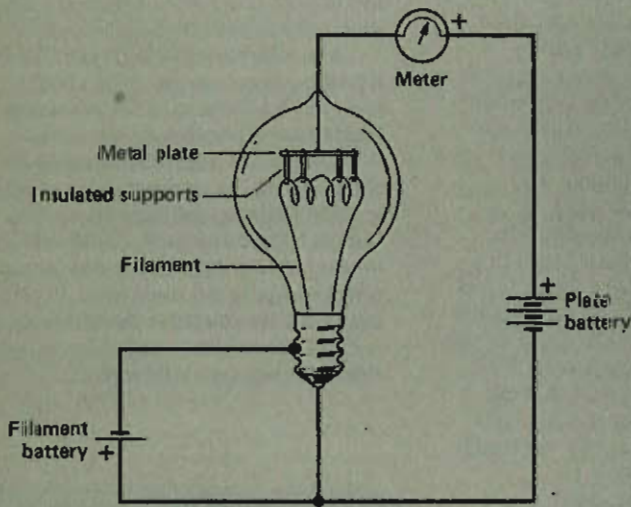


Figure 1. Thermionic emission in Edison's lamp

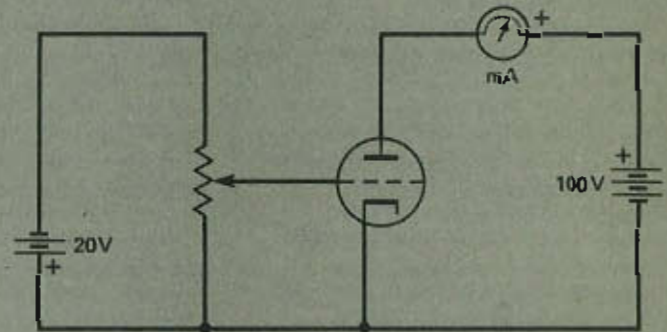


Figure 2. The effect of grid voltage in a triode

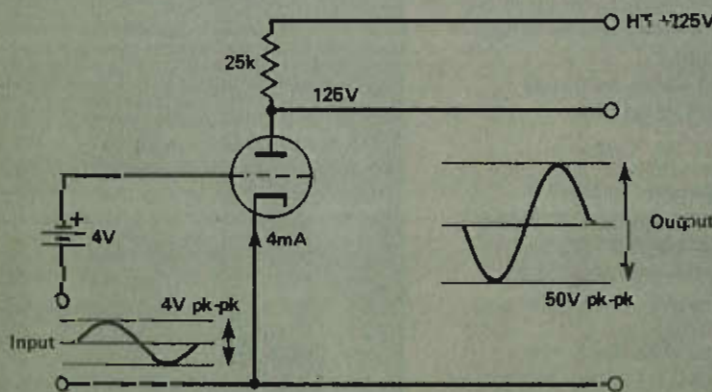
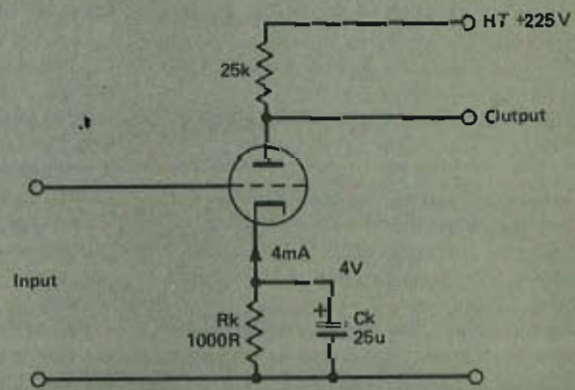


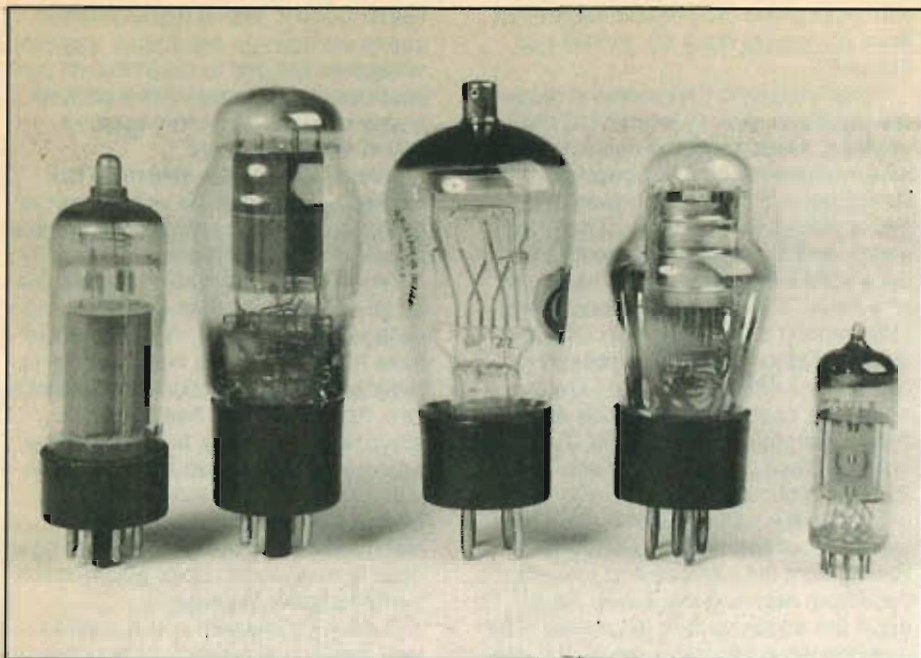
Figure 3. A triode amplifier



$$X_{Ck} = 1/10 \times Rk = 100R$$

$$Ck = \frac{1}{2\pi \times f \times X_{Ck}} = \frac{1}{2\pi \times 60 \times 100} = 26.5\mu F$$

Figure 4. Cathode bias



difference is that the input to the grid of a valve is a very high impedance whereas the input to a transistor is often much lower. We'd better not go into impedances now though!"

"No, we'd better not," agreed Ritchie, looking a little worried. "How does the valve actually amplify a signal then? Is it the same as a transistor?"

"Yes. In a transistor amplifier the changing base voltage produces a change in collector current. When the collector current flows through a load resistor it produces a voltage drop across the resistor which is many times greater than the original signal. In a valve the changing grid voltage produces a change in anode current. The anode load resistor develops a voltage across it which is the same as the original but of much greater amplitude. Here." The serviceman used another page of notebook (fig. 3).

"That looks like a nice simple amplifier circuit."

"It is. Very simple. I'll show you some typical figures. Let's say that the negative bias on the grid is -4 volts. The anode current in this condition is 4 milliamperes. You tell me what voltage appears at the output on the anode." Ritchie examined the diagram closely.

"I would imagine," he said slowly, "that 4mA through the anode resistor would give a voltage drop of 100V. The output is therefore 225 minus 100 which I make 125V."

"Good. Now what happens if we apply a sinewave audio signal that has a peak voltage of plus and minus 2V?"

"When it reaches +2V the grid voltage overall will be -2V."

"And let's say that the anode current rises to 5mA," added Danny.

"In that case the voltage across the resistor will be 5 multiplied by 25, which is 125V. The anode voltage will drop to

100V."

"So you can see that a 2-volt change at the grid has produced a 25-volt change at the anode. The triode has amplified the signal by 12½ times."

Ritchie sat looking at Danny's diagram for a moment.

"How do they around having to have a separate battery for the grid circuit?"

"By using cathode bias." Danny glanced up at the clock over his bench and noticed that there were only a few minutes left before the pair had to start work again. He pulled his well-used notepad toward him yet again and sketched another diagram (fig. 4).

"Here we have the same amplifier circuit using cathode bias instead of a grid battery. Assume that with no signal applied the grid wants to be 4V negative with respect to the cathode, and that the anode current in this condition is 4mA. They're the figures we just had. If we arrange for the grid to be at zero volts and the cathode to be at +4V we would have the same situation."

"I think I see what you mean."

"The same current that flows at the anode also flows at the cathode, so a simple Ohm's law calculation will tell you the value of the cathode resistor. It's 4 volts divided by 4 milliamperes, which comes to 1000 ohms."

"So the cathode sits at 4V above ground and the grid at ground potential?"

"Yes."

"What's the capacitor for then?"

"That's to reduce negative feedback. If you just used the cathode resistor alone what would happen when the audio signal on the grid caused the anode current to vary?"

"Well . . ." started Ritchie, a little unsure. He hesitated for a moment, and then the answer came to him. "Would the cathode voltage vary?"

"Yes, very good. The changing anode current also causes a variation in the cathode current. This would result in the cathode voltage varying, which has the same effect as varying a negative bias on the grid. The variation is such that it cancels some of the incoming signal. Placing a capacitor across the resistor shunts out the audio-frequency variations and keeps the cathode at a constant voltage."

"How is the value of that capacitor chosen?" inquired Ritchie.

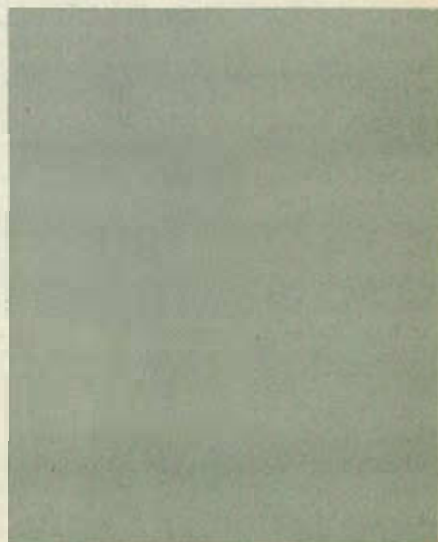
"It's usually good enough to say that the reactance of the capacitor should be one tenth of the resistance of the cathode resistor at the lowest frequency the amplifier is to handle. That ensures that audio is shunted at all higher frequencies as well, because as you know the reactance of a capacitor decreases as the frequency increases. We have 100 ohms, so if the amplifier was to handle frequencies as low as, say, 60 c/s then the capacitor value would be the reciprocal of 2 times pi times 60 times 100." Danny added the formula to his diagram and punched the formula into his electronic calculator. "That comes to about 26½ microfarads," he announced. "In practice you'd probably use a 25 or 30 microfarad capacitor."

Silence fell once more, until broken by the double bleep from the electronic clock which signalled one o'clock.

"Well, thanks for the session Danny. It's really much easier than I first thought. You'll have to tell me about tetrodes and pentodes next time."

"Sure thing," replied Danny as he switched on his soldering iron to tackle a small portable transceiver on his bench. "They're just an extension of triodes. You should learn one or two other things in the meantime, but I'd better tell you about those tomorrow."

Our look at valves with Danny and Ritchie continues next month.



RIGHT TO REPLY

by
Ian Oliver

Regular readers and those who managed to get hold of the September issue of CB Magazine will no doubt have read the article written by Devil's Advocate on page 40, which refers to a piece in The Independent on Wednesday 21st June 89. The piece under the headline of 'A Plague of Obscenities' was written by Mr Mike Durham and was about CB radio in the UK. I cannot deny that the main source of his information came from me but it didn't actually reflect the true meaning of the interview, and more so it didn't reflect the brief that I was given when I was approached by the national newspaper.

So, is it unusual for the national press to portray the wrong side of CB radio and is it unusual for us to only be seen as a joke? Sometimes in the local press we receive the odd paragraph and, if we are lucky, the odd picture in recognition for collecting on behalf of a charity or worthy cause. Every now and then we may get a mention for some other 'good deed' but it never seems to reach the national press - unless it is bad news!

Even our very own DTI in their latest Annual Report (1988/89) have managed to praise the Amateur organisation RAYNET for their work at the Lockerbie disaster when they assisted in helping the emergency services. That was without doubt a very sad day and full praise to RAYNET, but what about the CBers who also helped out and what about the many hundreds if not thousands of CBers who have given assistance over the years in a variety of ways. RAYNET may be a big organisation but they do not come anywhere near our national totals for man-hours given in emergency work, the number of actual 'assistance given' situations or times that CBers have helped out. But then we are not the 'holy of holy' Amateurs, are we!

I am aware that I was not the only person interviewed for the article in The Independent. Those who read the piece will know that they also contacted the Editor of CB Magazine who was asked a number of questions, and I know that Mr Durham spoke to another one person, who is a non-active CBER and resides

on the Amateur frequencies! In parts, the article does speak the truth in that there is a decline in CB numbers, but only to its level of around 200,000 to 250,000 UK users. This must be expected as, like all other new things, interest and novelty value will diminish until you reach a level for the norm.

Yes, licence sales have declined but that is totally and wholly the blame of the DTI and Government. Yes, we do suffer from those who play music, swear or are a constant pain in the arse but they remain a very, very small minority. And Mr Durham did receive a constant stream of abuse and foul language from one local breaker (who is old enough to know better) and yes, many conversations over CB may well report to being 'Mondaying' conversations - what do they expect to find in the main, an in depth discussion on an 'Open University' course or some other such highly intellectual garbage? No, CB radio was designed to appeal to the public at large and for 'normal' conversations by 'normal' people. We are not the only band users that suffer from the wally clowns.

Readers may like to know at this point that the DTI have recently temporarily closed down the Amateur SLR (South London Repeater) because of its 'anti-establishment useage'.

So how can we get good press? The short answer is I do not believe that we ever will. Over the past five or so years, I (for my sins) have appeared on TV once, national and local radio five times and given four interviews to the national press. All have been recorded on their portable machines for editing 'later' and each time, instead of giving the good side, it comes out bad for CB radio. I suppose that is where they get the term 'journalistic licence'. CB Magazine's Editor had the right idea when he appeared *live* on a Scottish radio programme, that is the only way to get our point over.

Mr. Durham's report was just about fair when you consider that he, along with the majority of the United Kingdom's vast population, know 'zilch' about CB radio and its users. But that is par for the course when it comes to any

reporter. I can only assume that they receive a brief to write ex-amount of words and, in doing so, they have to incite the reader into wanting to read on. To try and explain the full story about CB would take pages and pages - something that they just do not have. Even so, I do expect our own national press to get the facts right! Statements such as "or his wisdom in accepting this single isolated incident", "this clearing of the wallies from the airways is the experience of thousands of CBers across the country" and worst of all "If one thing can be said about CB, then it is probably that, even if you do get the occasional bucketmouth, it is basically harmless" does nothing to improve our credibility, nor are they true.

Bucketmouths and bucketmouthing is not an isolated occurrence unless you happen to live in isolated areas where there is little or no users - ask anyone who lives in or near a large city and to a lesser extent many rural areas.

And where oh where does the Devil's Advocate get the idea that the wally users are on the decline. What should be said is that we have mostly come to accept the wally element on CB radio and we tolerate the abuse and music playing on our frequencies because it is no good complaining to the DTI as they do not seem to take an interest in our complaints! Furthermore, swearing is commonplace at certain times and by certain users as part of everyday language - so we accept the fact that it will never stop! As for his last statement suggesting that the 'occasional' bucketmouth is basically harmless, tell that to those who live on their own (maybe in isolated areas) or those who are of a nervous disposition. Why should they have to suffer because of some pain who keeps their brains in their trousers. The normal side of swearing may well be acceptable when used as part of a normal conversation, yet when used to abuse or annoy someone, it could be deemed by the lonely, disabled, blind, nervous or housebound as being menacing or threatening.

Perhaps we should ask Mary Whitehouse to take a keen interest in CB radio?

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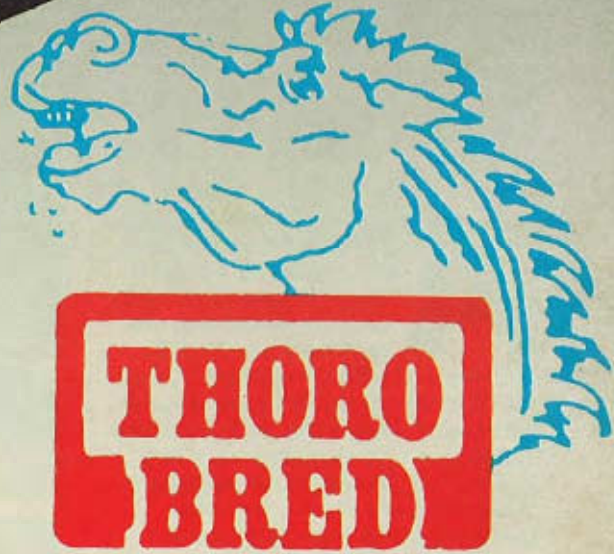
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STATESIDE CB

In his second part of this series, Steve Randall goes searching for the custom-bus breakers in Nashville, Tennessee . . .

Part 2

After my visit to the Nashville truckstop, I was told by my friend, Mac, that I ought to speak to some busdrivers, as in The States they are allowed to use the CB, whereas, in England, it appears they are not. Mac said he would introduce me to the driver of a band-bus, as it could be a day or so before Mac might be able to arrange this, I decided to drive down to Dickerson Road where I knew that Mac's old house-mate Doug, whom I met last year, kept his bus.

Doug, like Mac, is British, and was once Twiggy's boyfriend. He is now Hank Williams' Jnr's Personal Manager. He organises Hank's wardrobe and accommodation, but no longer actually drives Hank's bus on tour, but flies with Hank to the venues. He does, however, plant the bus in-town opposite Hank's souvenir store at the world-famous Music Row for fans to "discover", and take pictures of, and organises any maintenance it might require. It is, usually, stored and maintained at a garage on Dickerson, hence my heading down there again.

"Nixons Custom Coach Plaza - Nashville's Bus Stop" said the sign on the gate. I drove in and spotted a coach parked up near the gate and, sitting there next to it, in the brilliant Nashville sunshine, was a gorgeous girl. She was blacking-up the tyres. I waded in!

"Hi!" I said, in my most disarming English accent, "Would anybody mind if I took a few pictures for a magazine back home?"

"Don't see why they should" said the young lady. Go right ahead".

"Do you mind if I take one of you?" I asked, "A lovely lady like you doing this will really get the boys going back home in England". Bullshit!, but she went for it. "If you wanna", she drawled.

"That's not a job we'd see a lady doing in England", I continued. "How come you get the dirty jobs?"

"Women always get the dirty jobs round here! You men see to that!", she



taunted, "I've got to get this bus ready this afternoon. It's going out on tour tonight so it's gotta look real good."

I left her to her chores and walked round the depot snapping the buses. They were all parked up looking absolutely spotless. Hank's bus, I knew, would not be here as Doug had told me it would already have started a tour the

day before. I looked for evidence of antennae, all of the buses had a twig of some sort or another. There were buses owned by Burt Reynolds, the Gospel Trailblazers Quartet and other country stars. However, there were no people out and about in the sun - mad dogs and English men! - so I headed back to the workshop area.

Here, there were a few fitters at work, and my ladyfriend had now moved indoors to hose down the workshop floor. Here stood a totally empty bus and, stepping inside, I saw just how much room there is to be used when you want to customise a bus.

I found two fitters reconditioning an auxiliary gearbox of some sort, so I started to ask questions about the buses and their internal equipment. They told me what I wanted to know and asked if I'd like to look inside. Needless to say this was what I was angling for, but as always, it's better to let people think it's their own idea!

"Yes please" I said, "I'd like to see what CB equipment they have in them", I followed.

"This is Sawyer Brown's bus", one of them said. "There's brown paper on the carpet, so walk on that so you don't tread any oil in." Too right! I'd never met Sawyer Brown, and I still haven't, but his carpet was a light fawn colour and an oily footprint would have meant the firing squad at dawn! The coach had been the scene of a recent birthday party as there was a happy birthday balloon floating against the white ceiling. The interior consisted of pine coloured panelling to the walls, high level cupboards and seat dividers. The curtains were pink, fawn and blue vertical stripes. The upholstery and table tops were dark red, matching the driver's seat.

The cab was fitted with everything. An intercom to the rear lounge, stereo headphones for the driver to listen to something other than what was playing in the main lounge, radar, a rear view video screen, a cooling fan and, of course, a rig. It was the type where the controls were in the mic itself, so the main body can be mounted somewhere else more convenient.

I looked in another bus which the fitters had said belonged to a private individual. It was in for a check-up as he'd just bought it and wanted everything to be OK before he took it out on the road. The bus had a large awning fixed to the side, to make shade when the owner stopped for a rest or picnic. Inside were six bunks, a fridge, cooker, microwave, TV, video and Hi-Fi system. These guys had a lot of checking out to do.

They'd also said that they didn't fit the buses out, but just did storage and maintenance. Why didn't I go up Dickerson a bit further to Stagecoach V.I.P. who do customise buses. They'd be able to show me all their vehicles whereas a lot of the keys for the ones here were held by their owners. "It's about five miles out" I was told so I got into the car and turned out left onto Dickerson. I stopped at a small deli for a pepperoni on rye and a four-pack of Buds and drove on up the highway. I saw loads of trucks coming the other way who could well have been on their



Sawyer Brown's bus with rear-view video!

way to the truckstop. All bristled with twigs, except those of an obviously local nature, the delivery vehicles and concrete mixer trucks.

It seemed that I'd been driving for at least ten miles, and was thinking that I must have missed it when I saw a smallish industrial building on the left-hand side of the road. It had about six buses parked outside and the building had large enough doors along most of its length to get a bus through. Needless to say, I was on the right hand side of the road so had to continue along and stop before I could do a U-turn.

A small glass door at the left hand of the building beckoned me. I went in. There behind the reception desk sat Annette, every bit as good looking as the

one who had been blacking the tyres. "Er, hello," I said. "My name's Steve Randall. I'm writing for CB magazine in England. Is there anybody about who could talk to me about your buses and the CB equipment they have?"

The girl looked at a man, whom I had not noticed. He was seated in an armchair to the side of the desk. "Can you help him Dan?" she asked.

"Sure. Dan Whittaker." He said as he got up and shook my hand. "Did you say you wanted to know about the CB? I've always got mine on the 19. Let me tell you about the company," he continued. "We customise and hire out buses with or without a driver for bands and companies. We do have one special day bus, that doesn't have any sleeping accommodation, but all of the rest of them have bunks so you can sleep overnight or during the day."

Just then a man stepped into the office. Dan introduced me. "Curly Jones, meet Steve Randall from England." We shook hands.

"Pleased to meet you", said Curly.

"Curly is the owner of Stagecoach," said Dan. "Steve's doing articles on CB and buses and wants to take a few pictures. Can I show him around?"

Curly, not being one to turn down a free mention in a magazine overseas readily agreed. While Dan went to look for various keys I took a look around the office. On the wall were gold discs which various bands had presented to Stagecoach for their participation in various tours. REO Speedwagon ("Wheels-a-Turning"), Phil Collins ("No Jacket Required"), Heart ("Dreamboat Annie"), Huey Lewis ("Sports").

I left my brochures on the office desk and readied my camera. Dan led me through a darkened workshop and found the light switch. We stepped into the bus standing in the middle of the room.



Marine band, scanner and CB - essential for long hauls

"I'm a permanently employed driver for Stagecoach. This is the bus I usually drive. It's a sleeper. I take bands mostly and I spend most of my time out of state. I got home for three days between tours last year. I always use the CB. Truckers ask you who's in the stagecoach when they see you. I don't have a CB in my car and I'm totally lost without it.

"This bus is being refitted at the moment for Chicago's next tour. We're changing the front lounge around for them and we're also putting in a refrigerator. That's something we don't normally do because, when you turn off the power they tend to go mouldy. We're doing it this time because Chicago have taken out a year's lease on it. What we do have are these huge ice bins, which will last for three or four days as it's cool in the bus. They have drain pipes so, as the ice melts, the water drips out under the bus. No mess. You can just top 'em up with more ice. Both lounges have VCR and TV. It was the very first bus we ever had."

There, to the right of the driver, who, as I'm sure you all know, sits on the left, in a small console with a cassette player was a Uniden. This was the only time I'd seen a rig mounted on that side. When Dan turned it on we could hear a small amount of faint chatter. It was a surprise we could hear anything at all being as we were inside a metal shed. Dan suggested we go outside to some of the other buses. The light would be better and so would radio reception.

We passed through the small wicker door and out into the blinding sunlight. Dan unlocked the door of the nearest bus and we stepped inside. "Let me get the air conditioning going", he said. It was marginally cooler inside and in a few minutes the air temperature inside the bus was quite comfortable. Whilst it was running, along with the engine, it was quite noisy. This however is the large supplementary AC plant over and above the normal one already fitted which will normally cope quite adequately once the temperature is down. These buses, don't forget, may have to travel hundreds of miles through the desert. Dan showed me the main control panel and I took a few pictures to show just how much extra equipment is in these vehicles. Then I spotted the CB. I took a picture and Dan turned on the rig. Butch male voices were to be heard over the cab noise of their trucks.

"Copy one niner, I'm at twenty-four and sixty-five. Y'all Dickerson by sixty-five, bring it on back, come on."

"Copy, copy. I'm the flatbed on your backdoor good bud. Wanna take it up one."

"I'm gone!"

"You there Good Bud?"

"Sure am! Who've I got there?"

"This here's Stokie Man.

"Hey, how you doin'? This is the Iceman. Ain't heard you hollerin' in a good while."



Terrific airbrush artwork on the famous Gospel Trailblazers' coach

"I'm doin' fine, Iceman. I'm off home with this lumber, be home for the weekend. Got a barbeque over at my brother's place Sunday. Millie and the kids are looking forward to it. We ain't bin out in a long while, 'specially as Marcus don't live with us no more."

"Don't your brother live on the lakeshore?"

"Yep! He sure does. It'll be real cool down by that water. I can even put my feet in good ol' Michigan. Right now, if I put 'em in a bucket I figure the water'd boil up."

"D' you get stuck on the Skyway? They're doing the bridge ain't they?"

"Nope I came through at night. Guess

I was the only one on there."

"Yeah. Well, catch you again in a minute. I'm pullin' in here for gas."

"O.K. Ten Ten, catch you again".

We turned off the set and Dan began to describe the bus.

"This bus has flushing airline toilets, and you can plug into the mains when you get to a gig. That way you don't have to have the generator running all the time. Its a Japanese Kubota and although it's pretty quiet, it's not as quiet as mains. It can sleep up to twelve and has a private stateroom as well as the two lounges. It's got extra noise insulation and is really high, over seven foot headroom. Its called Prevost Le Mirage."

The decor theme colour was mauve. Dark for the upholstery and a light mauve, almost pink for the walls and table tops. They were placed between two pairs of deep pile double seats, and had inset lanyards for standing one's glass in. There was a work-surface with mirror-faced cupboards to the rear, and a microwave overhanging the work surface, which was a deep mauve. On all of the large three by four foot picture windows were pinkish roller blinds running in channels. The ceiling above the central aisle was delineated a row of tiny rope lights. One of the reasons Dan had got the bus running was to show me the pretty lights. The rear lounge had an icechest under the table which was inset with lanyards. The seats could be folded into a bed. Here was where groupies were reputed to earn their backstage passes! Between the two lounges were the twelve bunks. They could be folded back to give different configurations and more stowage space.

In reach of the driver was a President rig. There's so much room in a bus cab,



Even the toilets have an executive style



All the comforts of home – wherever you might be

the CB can be mounted anywhere along with the radar and scanners. One particular brand of scanner has a large memory, and if you punch in the initials of the state you're in, it knows all the frequencies of the local police. This bus also sported a marine-band radio.

There were two similar buses but with different theme colours. One was pine clad, the one I had seen inside the workshop, and the other, a rather masculine black and dark blue, offset by the whitish blinds. The hire cost for one of these buses was \$600 per day plus fuel.

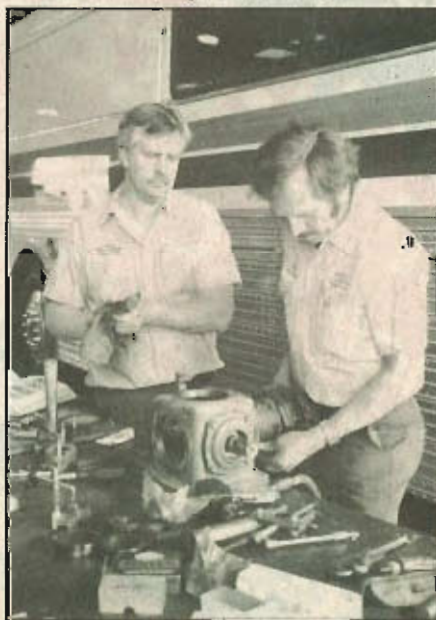
Finally we came to the showstealer, the Executive VIP coach. This bus had started life at Stagecoach as a burnt-out wreck. Wrecks and old buyouts were considered fair game by Stagecoach, but they would never buy an old Greyhound as it would have done far too much mileage.

This particular bus was rewired and rebuilt so that the door was slightly further back and was met by a spiral staircase rather than the usual narrow steps. This wide stairway is lit by lightstrings as are the changes of angle to the ceiling, which is itself punctuated by the ingenious fibroptic plastic chandeliers.

Like most buses it has a large State lounge at the front and a smaller private

lounge at the back. Both are equipped with TV, video, sound cassette and Public Address system. Where this bus differed from the usual configurations was there were no bunks between the two lounges. Just two rather magnificent toilets, one each side of the aisle.

The State lounge has sofa and



Two fltters at Nixon's Custom Coach Plaza

easy-chair seating for 20, ten of which are recliners. There is a bar and mini galley. A hostess is usually provided to serve the guests, who would be expected to be important customers being entertained by companies, firm's outings or wedding parties.

There is also still plenty of luggage space underneath, as in all American buses, although a small amount will have been lost to the air conditioning plant, generator and garbage chest. The bus also has a variable message display outside above the driver. One of these alone would set you back \$1000. To hire this bus will cost you \$100 an hour or \$850 per day but you do get a driver with it. To buy a new bus and kit it out like one of these will cost you a mere \$350,000 – \$400,000 so it's probably cheaper to hire one for the day.

In the cab, above the left window, was an immense control panel. Over the front window was a cassette player and Midland rig. Above the driver was a flap in the ceiling. Behind this flap was hidden a radar detector. This was a shrewd move as these are illegal in some states and all of Canada.

Finally, the tour over, I thanked everyone and Dan went off home. I would have been right behind him if I'd not left all the car windows closed and parked in the sun!

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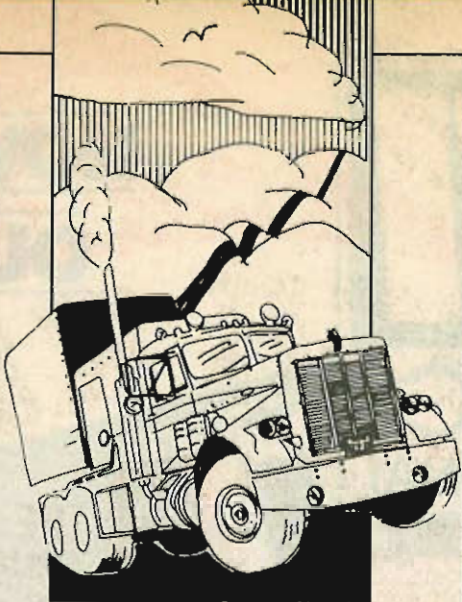


Hi there breakers, one-nine for a copy. The last month has been a very busy time for me, I don't have enough hours in the day or enough days in the week; still, it's better to have plenty to do. Last week I moved a vessel 17ft. 4in. high from my home twenty, Burton, to Sellafield. With this height we couldn't use any motorways so what would normally take about 7 hours took us 2½ days. A couple of times we passed under bridges with only an inch of clearance and the mate had to stand on the roof of the cab and shout instructions. The police in all the counties wanted to escort, with the exception of Manchester. Here we had to make our own way through the city centre after being given an amendment to the movement order.

I marked the route on a street map and we threaded our way through, taking care not to miss a turn. From Penrith onwards, we had Telecom in attendance to guide us through the highest part of the telephone wires. Several times we had to travel on the wrong side of the road and the police were needed to block the roads while I made the manoeuvres. Great stuff, wonder how long it will be before I reach my ambition and drive the biggest load on the road?

Enough about me; I've had a few fan letters recently, it's nice to know someone out there is reading this, thanks for your comments. Buffalo Bill (Fred), from Newport Pagnell wrote and told me about some more homebase breakers who give 10-13s out in that area. If you can't get Paratrooper, try shouting Damp Course, Corn Man Mike or Deerstalker. Fred also goes on to tell me his three sisters married men who were in heavy haulage before, during, and after the war. If anyone recognises the names of Darkie Adcock, Tim Sage and Fred Edlin, who worked for Kinders Transport of Whetstone and Murphy Brothers, give Buffalo Bill a shout when you are passing the coffee shop. He will be glad to hear from you and can fill you in with news of the above three.

Talking of homebase breakers, as well as the idiot in Leicester I mentioned last month, there is also some very good breakers giving directions on channel 23. A lady trucker from Grangemouth recently wrote to me and told me about her dad who is Hedgehog (Jack) and he has a spare room kilted out like a control room with maps, lists of bridge heights, weight restrictions, etc. He will also check the yellow pages if a driver has an incomplete address. I have copied Jack a few times and know he is pretty good on the directions; give him a



Truck Stop

shout if you are lost in Leicester.

Last weekend I went on Stuart Kelly's roping and sheeting course at Kendal in Cumbria. Although I have been doing it for several years I am always willing to listen if someone can show me a better way of doing things. Between them, Stuart Kelly and his team members can boast over 300 years of experience, and they want to pass on their knowledge to up and coming drivers. The course proved quite useful. I learned how to make a neat and tidy finish on the front and back of the sheets as demonstrated by John Holmes. He is an absolute wizard at it, he should be, he does 12 wagons a day in his job. I also learned a couple of new hitches and these were put to the test the following week when I had a load of barrels to put on my trailer. If anyone wants information on the Stuart Kelly course give him a bell on the land line (0539) 27467.

There is still a lack of training in the haulage industry. You can get a class 1 licence, go straight on to an artic, and know nothing about load security. It is all wrong, no wonder you keep hearing about drivers losing loads, no-one ever tells them how it should be done. Gone are the old days where a person would work their way up from a trailer mate, on to rigids and eventually artic's. Now all a firm wants is someone who can drive a truck, they are not interested in spending money on training, so it is left up to the individual to do the best they can.

Oh dear, oh dear, I have another complaint. I shall have to change my handle to Moaning Minnie if I am not careful. Did you go to Silverstone to see the Truck Racing in August? Were you as disappointed as I was? I usually enjoy Silverstone because there is plenty of room to waik round and see everything, but this year there was not a lot to see. The trucks were pushed to one side to make way for all the posing yuppies in their flash cars. It should have been billed as a car race meeting with a few trucks thrown in. There wasn't the usual show of custom trucks either, probably because most of them were at the new Norfolk Truck Spectacular at Norwich. Who's bright idea was it to put two truck shows on the same date?

I had an interesting conversation with a Dutch driver recently about our facilities for drivers in this country. Aad de Wijs (get your tonsils stuck round that one) drives a wagon and drag for Copex of Hillegom in Holland, and has been coming over here for 8 years. I have often wondered why you never see foreign drivers parked up at the truckstops, now I know. Aad arrives Tuesday morning and has between 10 and 15 drops to do plus 5 pickups before he gets the boat back on a Friday night. He tells me that he brings his own food because he doesn't like the greasy mess they dish up here, and he will not pay to park up. He is not that impressed with the washing facilities either and the only place he will take a shower is in a leisure centre, because they are cleaner. One night he did park up at a truckstop at Chesterfield and was disgusted. His comments were, and I quote, too small, he only had one beer, it was dirty and he wasn't interested in the strippers. That doesn't sound very good does it?

Then he went on to tell me how it is on the continent. You don't pay for parking, it is all free, there are showers available for everyone on the services, cafes and restaurants, and they are clean. The food is better quality, more variety and reasonably priced, and above all drivers are treated with respect. Blimey, that was telling me, think I will go and get a job over there. English drivers are already working for European firms, come 1992 there won't be anyone left over here if we don't pull our socks up. Well, what do you think, is it as bad as he says?

I've had a few eyeballs up and down the road but I've not managed to buy anyone that pint yet. Don't forget, if you see me in a truckstop, introduce yourself. Hope to catch you on the road. I'll have to cut you loose. Bye-se-Bye, 10 10, catch you again.

Flying Fanny

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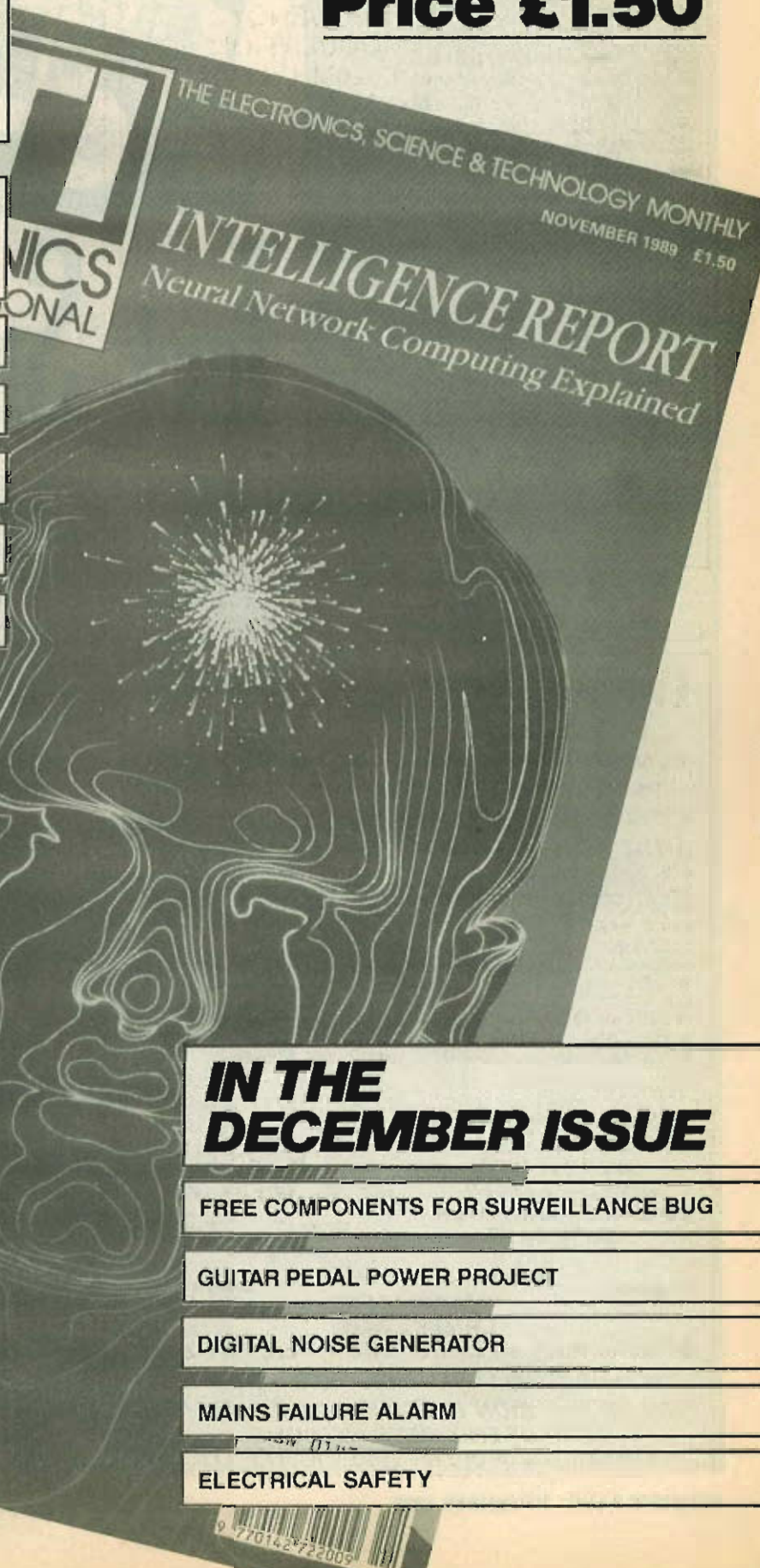
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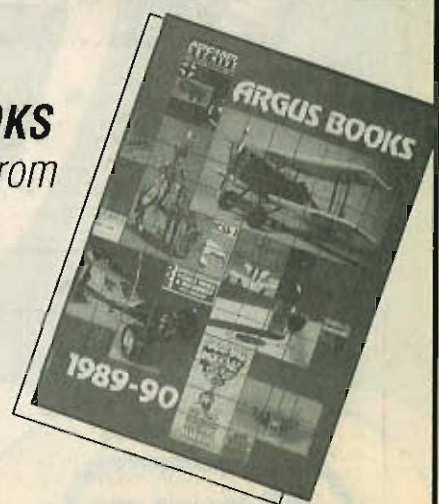
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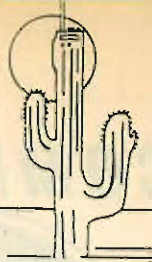


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COMMUNICATION THE

QSL WAY



Well, once again it's getting towards the end of yet another year so I am now looking forward to receiving details of Events and Eyeballs for next year (please!). I do have a few details on the last few Events of this year so here goes with what I have, then a few rumours I've picked up during the latter half of 1989.

The Lichfield & District CB Club are holding their 2nd Country & Western night of the year at the Memorial Hall, Rugley Road, Burntwood, admission ticket, £1.50 while on the 28th, and finally the Kendal & District Breakers are holding their 2nd Evening Eyeball at the Netherfield Football Club, Parkside Road, Kendal. Tickets cost £2 and include supper and the do runs from 8pm 'til midnight. For fuller details please contact the Club organising the 'do' but please remember to include return postage for their reply.

Earlier this year, I was at the Tango Papa's Charity Eyeball at Southport and was given the date for next year's so here's the first Event for 1990 I have details of. It is once again held at the Floral Hall on the Prom at Southport, admission is £1 for the day, or £1 for the evening, or a combined ticket costs £1.50. The date is 26th of May 1990 and as I get more details I'll let you know. Okay, rumours that have come my way suggest that the Annual Big Meeting held in April in Stanley, Co. Durham may be held in a different venue and possibly in a different format too. More details as they come.

Following this year's re-fitting of the Old Vic Hotel in Wolverhampton which meant that the Trailblazers Meet was cancelled, the 1990 Event should be absolutely massive! For those of you who were unable to book a caravan for

the 1989 Solway Pirates Mega-Weekend, now is the time to contact the Club about next year's do! I understand, from previous years, that many of those who attend often book themselves back in for the following year when they arrive!

For anyone planning an Eyeball or National Event during 1990 and would like their 'do' to be included in next year's Forthcoming Events, here's a few hints which I hope will be of help. First, let me know as soon as possible! I know that you are unlikely to have full details as yet, but if you could let me know the date, venue and a contact address now, then follow that up with more details as they are decided or become available. The sooner you let me know even the barest outline, the sooner and more often I can have a chance to include your meet!

The details I need, even if it's over a period of time, include the date, where it's been held, who is doing the

organising, if there's an admission charge and, if so, how much, and if applicable, which charity will benefit from any proceeds. A couple of other points which are *very important*, are don't send it via the magazine, please send it direct to my home address unless you are allowing an extra 2-3 months before I *may* see it, and secondly, don't send details a few weeks before the event and then expect to see your event covered in the very next issue! I write well in advance of your actually reading this, so please do allow plenty of time between writing and your event wherever possible.

Now, I've been accused of getting something wrong (again) but this time it's not my fault! Some months ago I included in the 'Collectors Corner' details of some changes of control and said that some (Currie Series) cards were held by various people. At the time of writing this was right, but things change so quickly, it isn't now!

QSL Club Addresses:

Blue Star

Hampshire & Wiltshire

Kendal & District

Lichfield & District

Radio Northsea Int
Sierra Alpha Int

Solway Pirates

Tango Papa (83)

Trailblazers

When writing to any QSL Club or firm, always include return postage to assist with their reply, it does help. Please also mention that you saw their name in the CB Mag, thanks.

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DX CLUB

Membership Series

Nº1



HW05
Brian

THUMPER



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Scoutmaster (Viv) now controls various Lightfoot and Painter One Cards. Also, I've been asked to point out that Adrian (Gunga Din) of Leicester now runs both the Currie Card Collectors Club and the Currie Card Bank. I have mentioned before in these pages that if you have a card, or cards, in one or more of the various Collector Series Cards, then the best way to obtain a full set is to see if the printer operates a Holders List. If so, then your best bet is to get one of these and start sending off your cards! As to how you obtain one of these Holders Lists varies from Series to Series. In general, the best way is to contact the printer, or for overseas firms, their UK rep, and ask if such a list is available and if so, how much. For example, to obtain up to date details of the Currie Holders List, you should send four SASEs (Self Addressed Stamped Envelope) plus four second class stamps to Jumbo Jet (John) who issues an update list of new cards four times a year. For anyone who wishes to get the complete list from Card Number 1 giving all the addresses, controlled cards, etc., then send £1.25 to GB10, PO Box 5, Consett along with your name and address. There is also an alphabetical list now available in two versions. The first covers all current cards between 1001 and 2000, is alphabetically correct and costs £1. The second covers all current cards but due to memory restrictions, needs a little care when reading as, for example, Blue Star, Blue

Eyes and Blue Streak are all treated as the same. This larger list costs £1.50.

The Numerical Order List is available for £1 including postage if ordered at the same time as either of the two numeric lists. The above costs include UK postage only. Please write enclosing one IRC (Reply Coupon Internationale) for details of overseas mailing costs. If sending cash to order any lists, please wrap securely between cards, UK postal orders or cheques can be accepted though you are asked to leave the payee's name blank but you can cross

the POs, etc. If you prefer not to send loose cash through the post, I've been informed that unused first and second class postage stamps will be acceptable (UK only).

I've been asked by David (Old Timer) to mention that he has a collection of 526 Currie Collector Cards passed to him to sell. The full collection is available for £12 including UK postage, or he can split them. Please contact David for exact details but please remember to include return postage for his reply. Moving on to Aztec Cards,

QSL 73s

The HAMPSHIRE & WILTSHIRE DX Club 51s

BADGER
No. 2

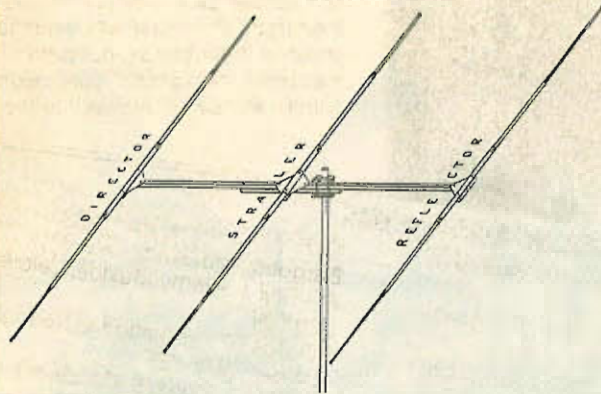
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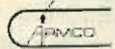
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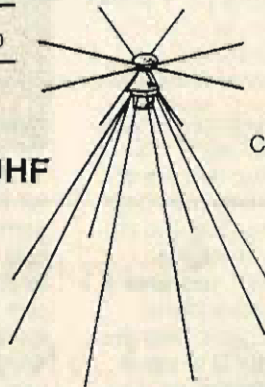
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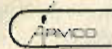
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VHF - H 138 - 174 Mhz	UHF 380 - 525 Mhz



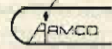
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date direct from Aztec. Contact the Club, with SASE, for full details and order form. The other cards are a series of wild animals (beautifully done) and will be made available over a period of time. At the time of writing, three are already available, but I happen to know that there are at least eight planned! Again, for costs, fuller details, etc., please contact the Club with return postage for their reply. For those who wish to get some of these cards, but aren't members, then a brief note asking for details on how to join sent to the Club,

QSLer Addresses:

Scoutmaster (Viv)
 Adrian (Gunga Din)
 Jumbo Jet (John)
 Currie Lists/GB10
 Blue Eyes (Alice)
 David (Old Timer)
 Daniel (1 Victor Lima
 122)
 Ian Skinner
 Barry (Ironmonger)
 Stephen (Thorn Bird
 One)

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 PO Box 1, Kirkby Muxloe, Leicester,
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 & Wear, DH4 4LT
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 BP4, F-10210 Chaource, France

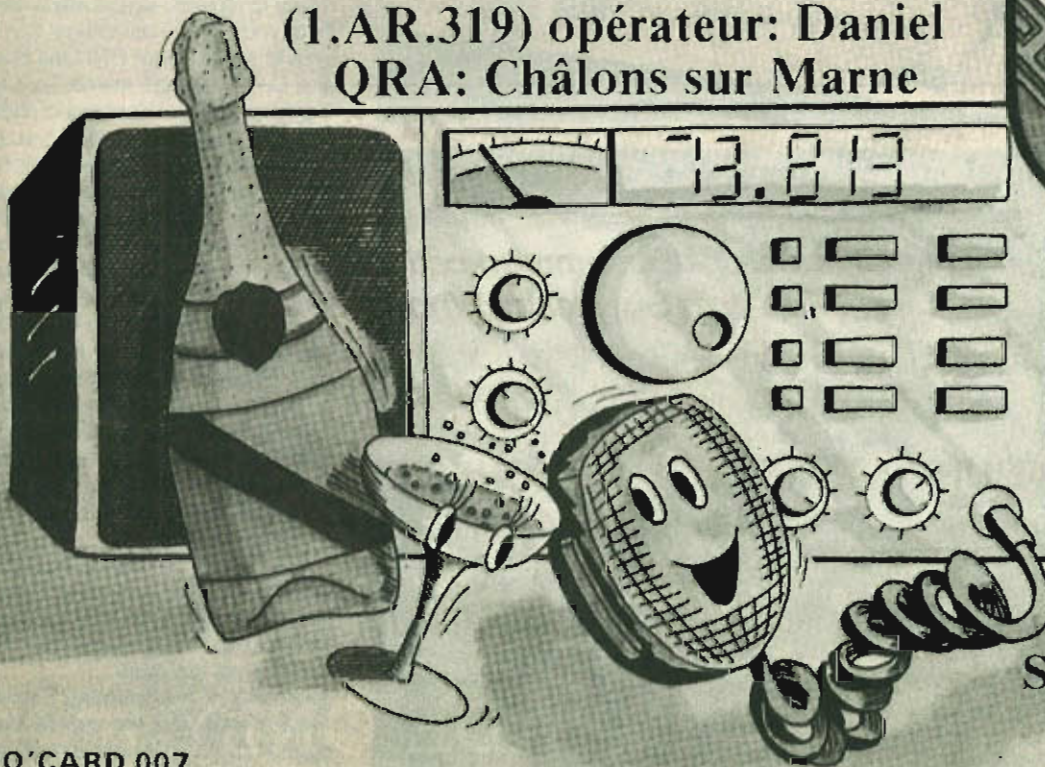
3 Gowdie Street, Mt. Morgan 4714,
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 MH 30, PO Box 83, Southampton
 37 Tudhoe Moor Estate,
 Spennymoor, Co. Durham, DL16 6EY

these are what I call the 'photo-quality' cards, the Hampshire & Wiltshire DX Club has some new Aztec cards available to members. The first are part of the 'Membership Series' and have a standard design as the main picture, with a special illustration designed to show your handle. The basic design is a farm thatching scene, they your specially designed drawing appears in the left hand corner. Costs are £20 including UK p&p for the first 50, if you order more further batches of 50 at the same time, then these cost £9.25 for each 50 which is a saving of some £22 were you to order 100 cards direct from Aztec. Reprints can be ordered at a later

Station **MERCURE 51**

(1.AR.319) opérateur: Daniel
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CHAMPAGNE



**73
 51
 88**

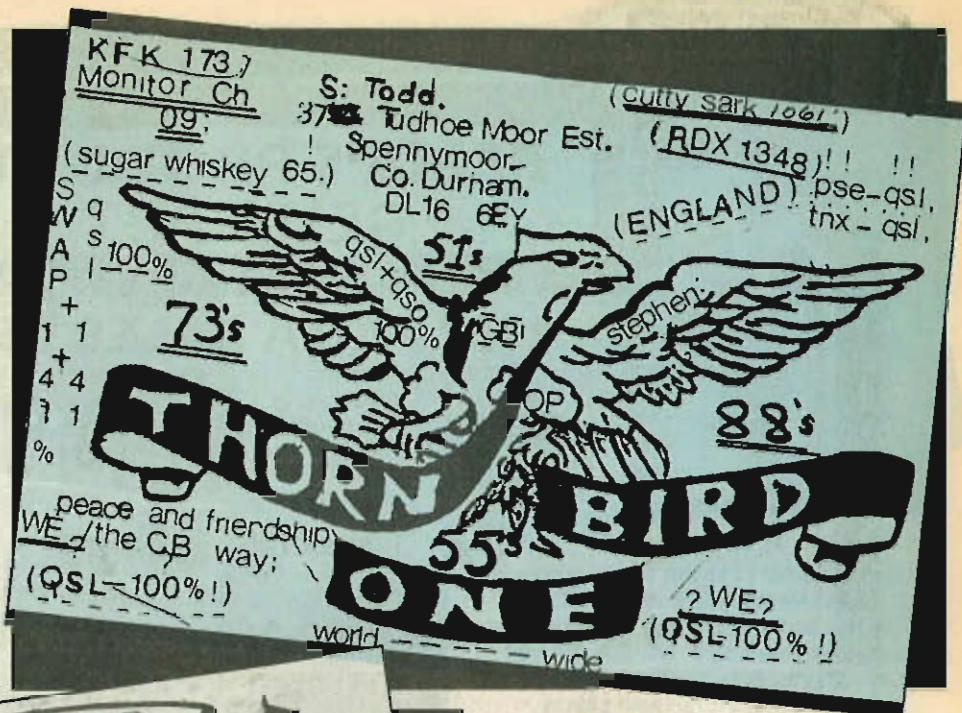
**AUX
 STATIONS**

COQ'CARD 007

once more with SASE, should bring a prompt reply.

Details have come my way about membership of the Sierra Alpha International of Rhyl in North Wales. Membership costs £5 along with 15 of your Personal QSL Cards, Club Cards *not* accepted. In return for your £5 you get your Unit Number, ID Card, Certificate, 20 Club Cards, Club: Wallet, Keyring, Pen & Badge, 10 DX Certificates, SA Club Invites, Roster exchange Cards, use of the Club PO Box, etc. A Club Stamp is also available for an extra £3.

A few names and addresses here, then there should be just enough room for another Browse Through A Club's Package. Starting off with a few from abroad, the first is Daniel, (1 Victor Lima 122) of France who collects COQ and Currie Cards, Ian Skinner of Queensland, Australia who says he



loves to collect OSLs, another Aztec Card Collector is Barry (Ironmonger) of Southampton and from Spennymoor in Co. Durham hails Stephen (Thorn Bird One).

For a change, this month's Browse Through a Clubs' Package concentrates on a Club from outside the UK. I would hate to say just when this was given to me but it's been a while! Apologies to John (RNI 002) for the delay. Cost of membership to the Radio Northsea International DX Group is 10 of your own Personal OSL Cards, each signed and dated along with 10 IRCs (International Reply Coupons) which are available from your local Post Office. For this you should expect your RNI Unit Number and Certificate, 25 mixed Club QSL Cards, a colour Viewcard of Vienna, and Austrian Tourist Info. Also, you get something called a 'Hias' which I believe translates to a 'Nice doll for your collection'. This was missing from the review package and was supposed to be sent on later, but probably due to the delay in my fitting this review in, hasn't yet come! In addition to the above, the package also included a pen and box of matches with a Club Sticker on each. There is also a number of stickers, of Austria as well as the Club. There were also a number of exchange invites for other Clubs, a DX Certificate and an envelope made out to the Club for you to contact them.

That's it, out of room once more, if you want a mention then please drop me a line direct to 3 Tarn Villas, Cowpasture Road, Ilkley, West Yorkshire LS29 8RH and *not* via the mag. any news of Forthcoming Events are always welcome, the sooner the better please and if you want a reply, then please don't forget a SASE or similar.

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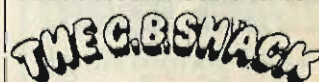
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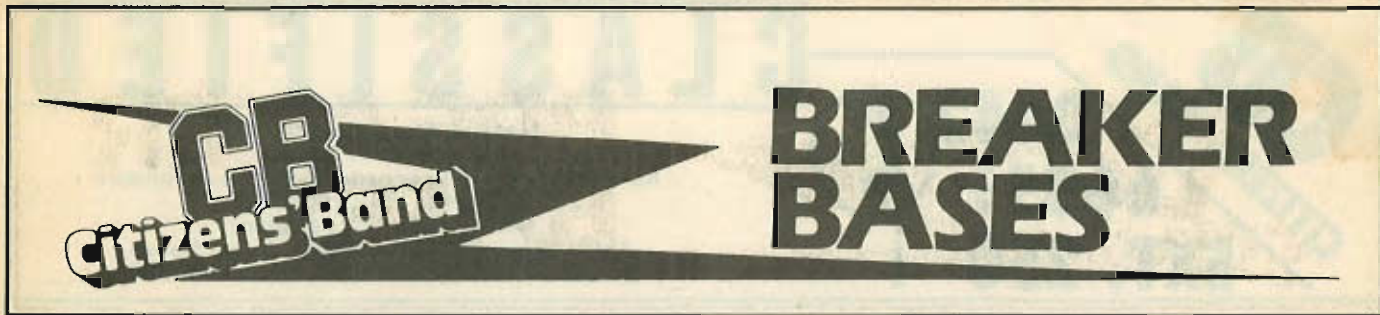
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