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GIANT 176
PAGE ISSUE

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WILL YOU BE NEXT?
... See Page 18

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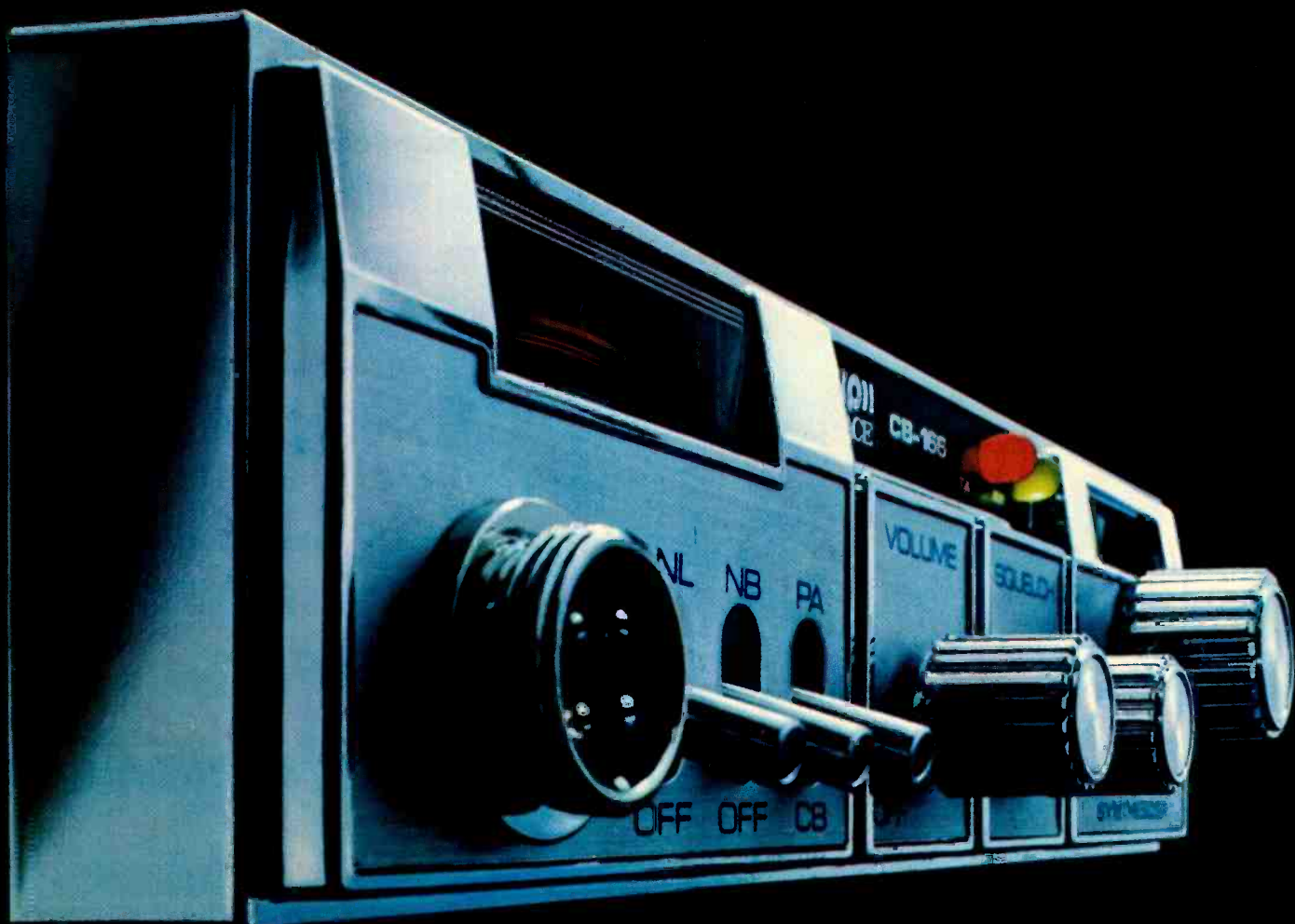
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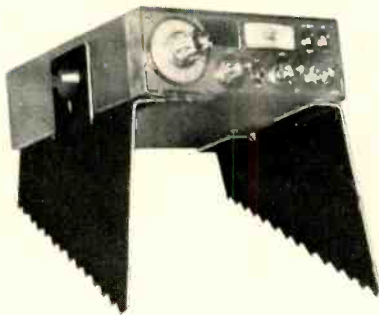
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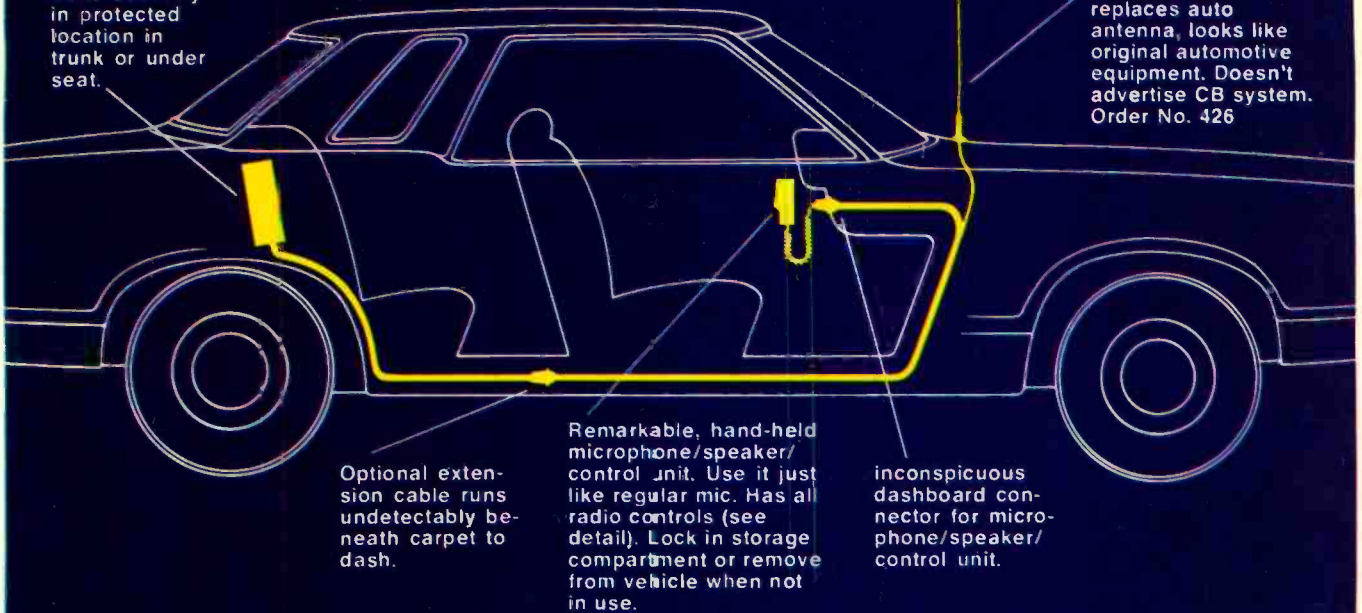


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America's Oldest & Largest CB Magazine

Vol. 16, No. 10 October, 1976

OUR COVER: Cartoonist John Kane laughs at CB ripoffs. He didn't laugh when his CB rig was carried off in the parking lot at Shea Stadium. See about ripoffs on Page 18.

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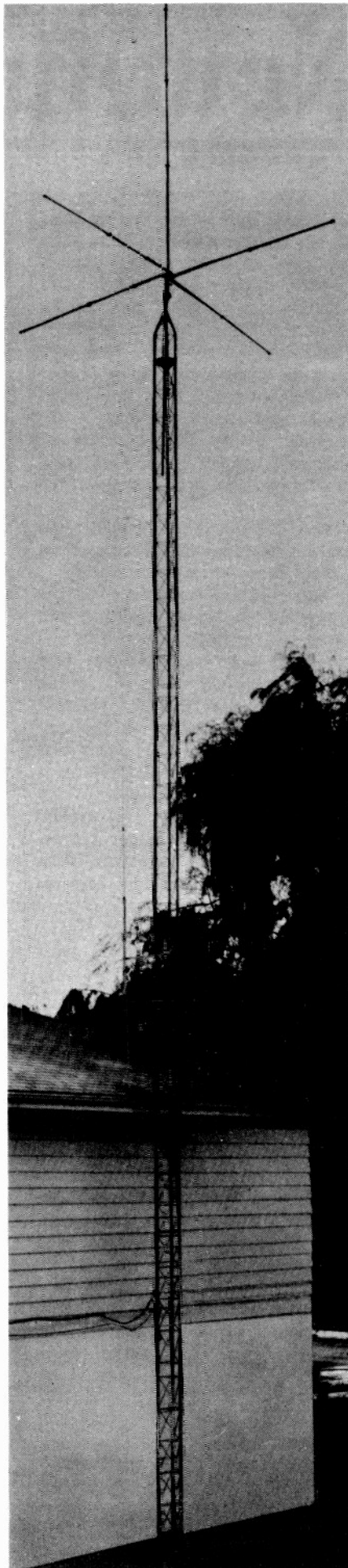
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CB Newswire

YOUR CB NEWSPAPER

OCTOBER, 1976

INCLUDED IN S9

Of Late, It's 10-4 Not Amen

As a layman walked up to the microphone in a Memphis church to lead the prayer, members of the congregation reverently bowed their heads.

"Hey, old buddy, are we going dancing tonight?" blared through the speakers.

"That's a big 10-4," came the reply.

The dialogue was not a product of church liberalization, but rather interference by citizen band radio operators over some church public broadcast systems.

It's proving difficult to stop at several Memphis churches.

"For a while we could hardly have a service without it interrupting us," complained A. C. Carpenter, an assistant minister at the Getwell Church of Christ. "Sometimes they talked more than the preacher did."

The reason for the interference does not lie with the CB operators, according to an FCC spokesman in Atlanta. The fault usually lies with the sound system itself.

"The people may be souping up their radios, but the principal problem usually lies with an audio system that is not properly shielded and filtered," said Franklin Haynes, assistant engineer in charge of the Atlanta district office of the FCC.

"An audio system that is in proper order should never pick up any radio signal," he said.

The Rev. Wesley Payne, pastor of the Sherwood Assembly of God, said his church had the problem about 18 months ago.

He said it got so bad that he had to stop his sermons at times and let the CB'ers finish their conversation.

The church has since installed a new sound system, he said, and has not been bothered again.

Leaders at both the churches said they talked with CB operators in the neighborhood to seek their cooperation during services. Even though the majority of them cooperated, there was still the problem with passing motorists who had radios in their cars.

An expert said the only way a technician can determine whether corrective efforts have been successful is to wait a few weeks and see if it happens again.



\$200 DONATION

"West of the Lake CB Club" of Manitowoc County, Wisconsin contributes a check of \$200 to the Salvation Army boys and girls Camp Fund. Major Oliver Poling of the Salvation Army receives the check from Club President Sue Wicichowski (Dragon Lady KTS-8738) and committeeman Cliff Ahrens, Sr. (The Stamper KEZ-1867).

The West of the Lake CB Club recently held their Annual "Coffee Break" at the Club Bil-Mar where most 600 CB'ers were in attendance.

The Club meets at the Union Labor Hall in Two Rivers, Wis., at 7 PM the first Sunday of every month except July and August. Club members held their summer picnic on Saturday afternoon June 5th, 1976.

Interested parties holding a Citizens Band Radio license are welcome to apply for membership in the Club.

Shrink's Hail CB's As Therapy For Shy Americans

Three Columbia psychologists say citizens' band radios must be answering a psychological need for Americans, many of whom are shy and lonely.

Pointing to the fact that 15 million CB radios now are used in the United States and some eight to 10 million more will be sold this year, Wayne Anderson, professor of psychology and counseling psychologist at the University of Missouri-Columbia (UMC), says:

"Anything that gets that much attention and that much money is filling some kind of psychological need."

David Edens, director of marriage and planning program at Stephens College in Columbia, says, "I have one and recommend them as therapy to some people.

"A shy person who can't talk face-to-face sometimes can learn to talk to people over the impersonal instrument of the microphone," says Edens, who also has a private practice in psychotherapy.

"It's the power of the spoken word and the media," he says. "Now the person with little means and education can have this big, powerful medium at his disposal."

Bob Dolliver, an associate professor of psychology and counseling psychologist at UMC, says, "It's a need for contact with other people. It's a way to enter other people's lives without being rejected."

Dolliver, who uses his CB most when he travels, says, "it's really entertaining

out on the road. I would assume that a lot of people just listen. It fills the time in a more interesting way than music on the radio."

Anderson says, "It would seem to me that CB allows a person to play around with roles. In some cases, it even may become a substitute for interpersonal relationships. For drivers, it creates a sense of fraternity. And that can be good."

Edens says the handles CBers give themselves are significant. "They're a means of personal identification. People can be whatever they want to be. That's part of the CB's attraction—the imagery thing.

"It's contact for people who are lonely."

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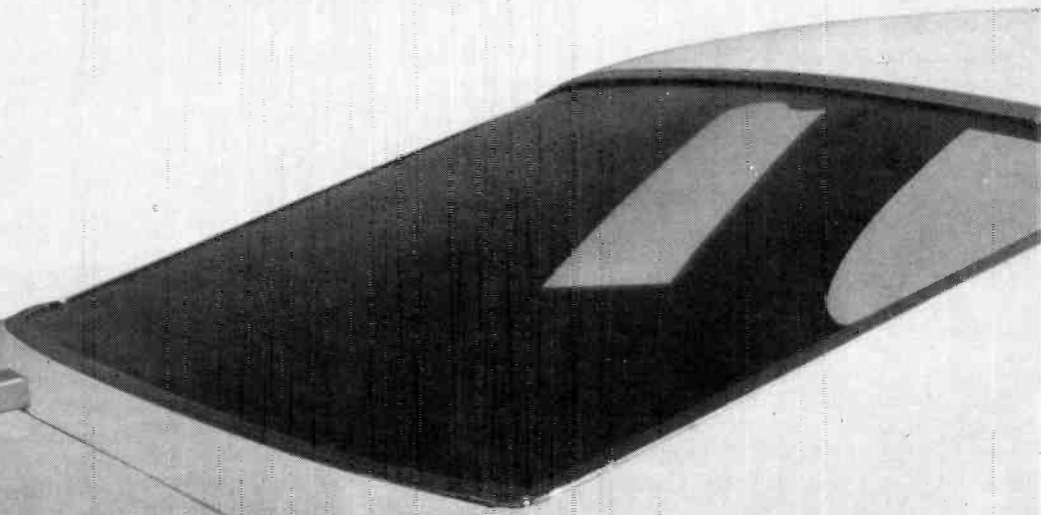
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MIDLAND INTERNATIONAL AWARDS FIRST CB "GOOD BUDDY" RECOGNITIONS

Outstanding Accomplishments by CBers Saluted

John W. Lane, president of Midland International, announced from Kansas City headquarters the selection of CBers to receive the first "Good Buddy" awards from Midland. These awards recognize individual CBers and CB groups around the country who have performed outstanding actions or accomplishments via their CB affiliation.

Each award is signed by Midland's president and, also, by Midland's CB spokesman, top recording star C. W. "Convoy" McCall. A personal letter from McCall accompanies each award.

"Good Buddy activity really transcends 'Good Samaritanism,'" said Lane. "It's the sort of heroism that other CBers and truckers hear about, but not the general public. That's why Midland decided to institute these awards . . . to spread the word a little further about the tremendous amount of good being done by CBers through their CB affiliation."

The following CBers are receiving Midland CB "Good Buddy" merit-award certificates:

Trucker Robert Lee Hubbard, 4233 Jonesborough Road, Forest Park, Georgia (30050) for his part in rescuing a High Springs, Florida, woman from a kidnapper. Hubbard used his CB to contact authorities; but, meanwhile, he and another trucker trapped the kidnapper and held him until authorities came.

Larry E. James of Rawl, West Virginia (25691), who—despite being confined to a wheelchair with multiple complications caused by cerebral palsy—is a Channel 9 monitor and involved in many Good Samaritan activities.

Members of the REACT group in Oklahoma County, Oklahoma (Headquarters, 1536 S.W. 52nd, Oklahoma City, Oklahoma (73119)—President, Roy Allen) for their disaster-watch set-up, which includes a trailer outfitted at their own expense for such emergencies.

Russell Lyttle of Detroit, Michigan

(18660 Washburn Street, 48200) who, with some CB friends, helped prevent a suicide by responding to a despondent CBER's call for help.

Ms. Geneva Everts of Oxnard, CA (459 Birch Street, 93030), who monitors her CB 24 hours a day, with maps, notebooks and address lists by it to "help people passing through," is also a regularly scheduled REACT monitor.

John Shower, Ken Ford and Tim Baxley of Milton, FL (Baxley's address is Rt. #5, Box 34D, 32570) who answered an emergency CB call and found a fellow CBER with a near-fatal reaction to medication. They called an ambulance and Shower administered heart massage.

Ms. Lynn Campbell of Boswell, Oklahoma (Box G, 74727) who—because of polio—has been confined to an iron lung for 16 years. In spite of this, she leads a full, active life, which includes talking with truckers on CB and doing volunteer work for a CB group, monitoring and relaying emergency messages.

Ernest Posey and Kenny Schnitz of Zephyrhills, FL (Posey's address, c/o Wilbur Posey, 721 Geiger Rd., 33599) for responding to the SOS of a handicapped couple stranded in their car.

Bill Dowdy of Quitman, Georgia (Route #3, Box 183-A, 31643) for sighting, reporting and then locating a fire on a local farm acreage. Additionally, Dowdy monitored calls for the police and sheriff's departments, which resulted in fire units arriving quickly and saving the farm.

NAPA VALLEY GRAPESTOMPERS CB Radio Club of Napa, California (c/o Joe Comstock, President 2149 Silverado Trail, 94558) for establishing a center to assist people in need. Located in Napa, it is available to anyone in need and will be supported by the CB club and local donations.

Stories can be sent directly to: The Midland CB "Good Buddy" Award, c/o Midland International Corporation, 1900 Johnson Drive at State Line Road, Mission Woods, Kansas 66205.

CB'ers Help Sick Child

Because Tiny needed help, Foxy Mama, Queen Pen, Sabre Tooth, Reporter, Papa Bear, Spare Tire, Little Wheeler and a lot of other people have pitched in.

Tiny is Jennifer Kalen, of Rockford, Ill., a CB radio buff, who is only 6 years old. Doctors removed 90 per cent of a three-pound malignant tumor from her rib cage Feb. 19.

Physicians still give the girl only a 25 per cent chance to live but chemotherapy is scheduled and Tiny has lots of courage.

Judy Kalen, Jennifer's mother, said she and her husband, Frank, a foreman at Viking Chemical Co. in Rockford were "really down" when Jenny got cancer. But then "all the nice people began to help."

The "nice people" were out there in CB-land—including Karen and Gordon Van Norman of Chicago, whom the Kalens met at Rock Cut National Park near Rockford in northern Illinois last July. Both families shared an interest in CB radio.

Because of their concern for Jennifer, Karen and Gordon, whose CB "handles" are Spare Tire and Bull Winkle, began seeking help for her on their CB band. So far they've collected about \$500 and more is expected from CBers in the Chicago area.

In Rockford, Mrs. Kalen's niece, Queen Pen or Bonnie Schultz, and friends including Nancy Permeter or Foxy Mama, have set up a benefit dance in Rockford for May 15. Sabre Tooth, Reporter and Papa Bear are hoping 1,500 or more persons will show up.

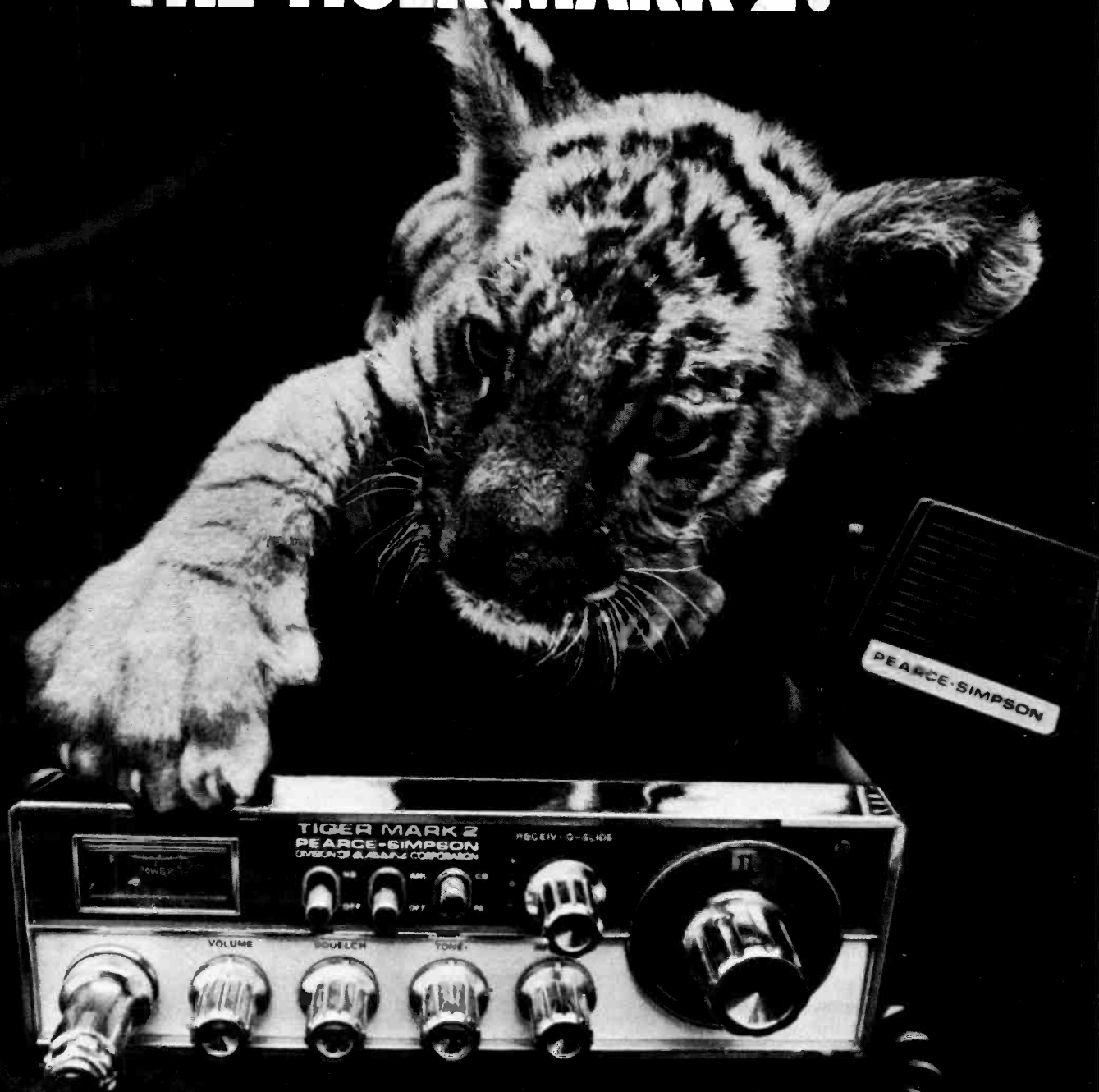
The night before the dance, CBers from southern Wisconsin and the Rockford and Chicago areas of Illinois are to assemble at Rock Cut Park for a cook-out where Jennifer, whose handle is Tiny, will be presented with a T-shirt with the handles of all the CB contributors on it.

Tiny has talked to many of them on CB radio, Mrs. Kalen said.

"She does fine for her age," she said.

Most of the CBers know Tiny and they give her a *break* whenever she is ready to transmit.

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CB Newswire

YOUR CB NEWSPAPER

OCTOBER, 1976

INCLUDED IN S9

1 in 4 Iowa vehicles has CB radio

More than one vehicle in every four on Iowa roads, including 87 per cent of all semi-trailer trucks, is equipped with a citizens band radio, according to a survey by the Iowa Department of Transportation.

Jon McCoy, director of the DOT's motor vehicle division, said the survey is being made quarterly in preparation for the DOT's establishment of CB transmitters to warn motorists of impending bad weather and poor road conditions.

"What we would like to do is set up a couple of transmitters and send information on a low-usage CB channel," McCoy said.

"The information would be recorded, similar to the present telephone messages, and then sent out over CB channels so motorists can hear them in their cars and trucks."

In a survey taken Apr. 30 along Interstate Highway 35 near Ames, 3,500 vehicles were observed, and counters noted the number of CB radio antennas on the vehicles.

The count showed that about 19 per cent of all passenger cars had a CB, 36 per cent of all single units (mostly pickup) trucks, and 87.5 per cent of all semi-trailer trucks had the radios.

"We are also exchanging information with the Highway Patrol to determine how many motorists who are picked up for speeding have CB radios in their cars and how many might have been using those radios to try to avoid law enforcement," McCoy said.

A similar study by the DOT showed that the average speed of vehicles on Iowa interstate and primary highways is about 57 miles per hour, or two miles per hour above the speed limit.

The survey showed that the average speed on interstate highways during a two-hour period was 57.7 miles per hour. On primary highways, it was 56.1 miles per hour, and on county roads, it was 55.9 miles per hour.

Mich. Monitors

The Michigan State Police will be monitoring CB radio Channels 9 and 19. The following posts will monitor 9 Benton Harbor, Paw Paw, Battle Creek, Jackson, Ypsilanti, Pontiac, Brighton, Lansing, Ionia, Rockford and Grand Haven. Mobile units to monitor 19 while patrolling along I-96 and I-94.

Their call sign is KZL 3698. For more information you can contact Lt. Roderrick J. LaMore, head of the Michigan State Police's selective enforcement unit, which will operate the service or write Col. George L. Halverson, Michigan State Police, Director, East Lansing, Michigan.

CBers Will Offer Help At The Speed Of Sound

About 150 CB radio operators in Sangamon County have joined forces to relay emergency information to local and Illinois State Police.

SCREAM 9, Sangamon County Radio Emergency Aid Monitor, is monitored around the clock by volunteer citizens, according to its founder Frank Ray, known as "Scrooge" on the CB channels.

The group, formed in February, uses the emergency frequency, Channel 9, to relay information about accidents, fires and other emergency or crime situations they encounter.

Ray, an iron worker, said the relay system saves time in emergencies. Chances are a person with CB equipment will encounter an accident shortly after it happens, he said. By not having to leave the scene to call police and an ambulance, response by emergency equipment is speeded up. In one crash in Athens, the victim was admitted to a hospital just 15 minutes after the accident.

"We're just beginning to get off the ground," Ray said. "This program should always be growing and should be known to everybody, whether they are a CBer or not. There are a lot of people who really want to help. It would be a shame if an ambulance is just a few minutes away and someone isn't around to pick up a radio and call in. Everybody gets into this for one purpose, to help people.

"It's great to know you can just pick up a mike and there is someone there to help you."

Bill Carpenter, manager of an auto center and a SCREAM 9 member known as "Chippewa," said the pro-

gram and popularity of CB radios are part of a cultural revolution.

"Houses today are built without porches. And porches are where neighbors used to gather to exchange information. This is the new back porch of America. It means you can meet your neighbor and help him and be helped. This will change the face of America," he said.

"There are similar programs across the nation, all approaching it as a life or death situation. We want to tie the public, neighbor to neighbor, back together."

The program acts only as a relay of information, he said, adding it is up to the law enforcement agency contacted to determine what kind of response is needed. Program volunteers are trained by other operators in order to make the information system uniform. A system of training and organizational meetings is scheduled every month.

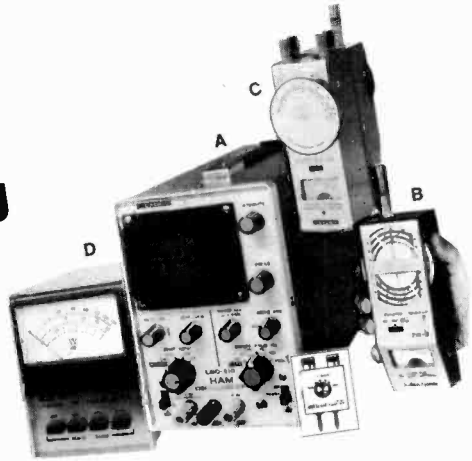
A few problems have arisen in keeping the frequency open, Ray said. Mexico, which doesn't recognize Channel 9 as an emergency frequency, will occasionally block out signals and other channels will sometimes bleed into the airway. In those cases, when the signal is not clear, other CB operators will pass on a better signal, Ray said.

Don Norton, a member of U.S. Rep. Paul Findley's staff, presented Ray with a certificate of appreciation Thursday and praised the program. He said Findley has begun a task force study of SCREAM 9, which may serve as a prototype for a national CB emergency monitoring program.

CB operators who wish to join the program should write SCREAM 9, P.O. Box 9, Springfield, Ill. 62705.

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(B) LDM-815 Transistorized Dip Meter
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Police Claim Colo. CB Radio Theft Ring Smashed

Information provided by Denver Bronco Billy Van Heusen and an investigation by a Denver patrolman led to the cracking of a widespread citizens radio theft ring.

Police arrested 13 juveniles and one adult and recovered about 52 radios valued at \$10,400 during an investigation which began after Van Heusen reported the theft of his radio May 7, according to Detective Ray Geis.

"These are all kids from well-to-do homes," said Geis.

Seven of the youths have been charged with theft and released to the custody of their parents. The adult, Wayne W. Smith, 27, was arrested for investigation of theft by receiving after he allegedly purchased one of the radios for \$20, according to Geis.

"The youths either took radios, were along when radios were taken, or purchased radios taken from thefts near their homes and in southwest Denver," he said.

A few days after Van Heusen reported his radio stolen, a youth approached him and told him who stole it. Van Heusen told police he went to the home of the suspect and asked for the radio.

The youth denied taking the radio. A few days later, Van Heusen said, he found his car windows smashed and the seats slashed.

Geis said Patrolman Mike Staskin was investigating the theft of CB radios at the same time and searched one southwest Denver home where 27 radios were recovered.

"After that," said Geis, "we kept getting more and more names and the case kept snowballing."

"Every one of the parents was more than cooperative with us, and we recovered 25 more radios, including Van Heusen's."

Geis said about 2,000 citizens band radios have been stolen this year in Denver.

Southington, Ct., Smokey 'Lost' And Found

A radio operator located a "lost" policeman who was the focus of a two-hour search and area alert.

Police Capt. Frank J. Triano said Patrolman Gary Mancino was located about 11 a.m. Police had lost contact with Mancino's cruiser about 9 a.m. because of a radio malfunction. The area alert and search were called by police as a precaution, Triano said.

Mancino said he was "surprised" when the unidentified radio operator stopped his car and told him of the search. Mancino then called police headquarters to say where he was.

Triano said that although radio malfunctions are not uncommon, this is the first time police have issued an alert when a cruiser's radio malfunctioned.

Club Suggests Highway Channel Usages Be Enlarged For In-transit CB'ers!

The Fraternal Communication Club, P.O. Box 59, Halesite, N.Y. 11743, has suggested that, due to the sharp increase in the number of CB'ers operating in the Long Island area, in-transit mobile channels be enlarged so that most major and secondary arteries utilize separate channels. The club proposes to retain the present usages of Channel 10 for Southern State and misc. local roads; Channel 12 for Northern State Parkway; Channel 19 for I-495; but they further suggest the possibilities of utilizing Channel 21 for North-South parkways, Channel 17 on Route 25A, Channel 15 or Route 25, and other similar assignments on a voluntary basis. Long Islanders seeking further information on this plan, or on the club itself, are requested to contact Dan, at the club's mailing address—or by shouting "FCC-1" on Channel 17.

Giant CB Show Slated For Pontiac Stadium

What is expected to be the largest CB show in the country has been announced by MC Enterprises, Inc. of Grosse Pointe Woods, Mich.

Billed as The CB Connection, the site of the show will be Pontiac Stadium, the home of the Detroit Lions, and the country's largest covered stadium. The CB show is October 1, 2, and 3.

Plans under way for the show include entertainment by C. W. McCall, whose hit record "Convoy" sold over three million copies, seminars by numerous CB experts, and displays and exhibits by most of the major manufacturers and retailers. In addition, there will be the selection of Miss Michigan CB, prizes and awards for CB Clubs in several categories, and the selection of one CBER who will be awarded the Good Samaritan of the Year Award.

Among the companies expected to take part in the show are Lafayette, Hy-Gain, Pace, Shure Microphones, Bearfinder, Autolarm, Elenco Electronics, Midnight Ears, Inc., Regency Antenna, Inc., Kris, Johnson, Cobra and J. C. Penney.

Show chairman Dave Pierce says that the response to the show has been fantastic.

"Manufacturers, retailers and distributors have responded with great enthusiasm for this type of a show," Pierce stated. "Of course, everyone is aware of the incredible growth in popularity of the CB radios, but the feeling is that the boom is just getting started. We hope to be able to offer everyone who attends this show the opportunity to find out everything they need to know about getting into CB --- how to choose which equipment is best for them, what kind of price range there is, how to prevent theft --- you name it, they will be able to find out by attending The CB Connection."

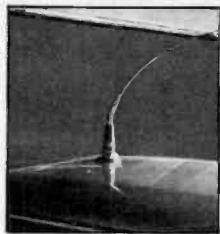
Exhibitor information as well as details on how CB clubs can participate, may be obtained by writing to MC Enterprises, Inc., 1933 Vernier, Grosse Pointe Woods, Mich. 48236 or calling (313) 881-9656.

349 paperclips

tell the gripping story of Turner's magnetic mount

There are major differences in magnetic mounts. You can prove it to yourself with this simple test: Put several hundred paperclips in a pile. Then set various magnetic mount antennas on the pile. See the difference?

The new Turner Signal Kicker magnetic mount will also pass



practical tests on your car. Like sometimes forgetting your CB antenna when driving into the garage. Or accidentally brushing under low tree branches.

You can get the new 900 series Signal Kicker with or without a stainless steel shock spring. Installation amounts to simply setting the Signal Kicker

magnetic mount on any ferrous metal flat surface. A non-mar rubber mounting pad

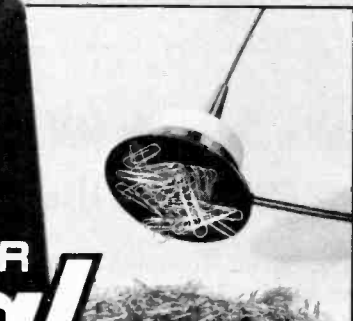
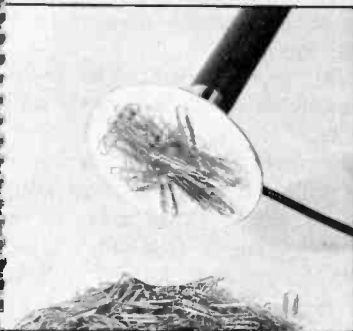


protects against paint scratches. The Turner magnetic mount makes it

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CB Newswire

YOUR CB NEWSPAPER

OCTOBER, 1976

INCLUDED IN S9

Offered Deal— His Own CB

When a stranger offered to sell Jesse Donnelly a citizen band radio at a cut-rate price Donnelly thought he recognized the unit.

With good reason: The radio had been stolen from his truck an hour earlier.

Donnelly, 46, of Des Moines, Iowa, told police he had gone to the Longhorn Tap at about 11:35 a.m. to inquire about joining a CB radio club, and when he returned to his truck behind the building he discovered his radio had been stolen.

After reporting the theft, police sergeant W. L. Johnson said, Donnelly went to talk to some people.

While he was there, a car pulled up to the curb and a man holding a paper sack got out and approached Donnelly. The man offered to sell Donnelly the CB radio inside the sack for \$26.

Johnson said Donnelly told the man the radio was his and pointed out that his initials and social security number were engraved on it.

The peddler handed the sack to Donnelly, said, "Here, it's yours," jumped back into his car and sped away.

Donnelly got the license number.

A short time later, police foot patrolmen apprehended Eddie Lee Pack, 32, and charged him with receiving and concealing stolen property, Johnson said.

Warning Given On CB Radios

Drivers planning to operate their Citizens' Band radios in Mexico or Canada may have their equipment confiscated or sealed if they fail to obtain a permit ahead of time.

Applications for permits should be made at least six weeks in advance of a border crossing because of a backlog of requests.

Motorists bound for Mexico should write to the Secretaria de Comunicacione, Mexico City, D.F., for information on obtaining a permit.

Travelers not planning to use their CB units in Mexico may ask border authorities to place a seal on them. Penalties are imposed if the seal is broken prior to re-entry into the U.S.

To operate a CB unit in Canada, a permit must be obtained from a regional office of the Canadian Department of Communications. The address in Quebec is Department of Communications, 20th Floor, 2085 Union St., Montreal, Quebec H3A 2C3.

A copy of the Class D license issued by the Federal Communications Commission should be attached to the application. Further information may be obtained from the Federal Communications Commission, Washington, D.C. 20554.

Clinton Township (Mich.) Puts CB To Good Use

The Clinton Township Police Department in Michigan has realized the uses of CB radio for citizen involvement in crime prevention and has been supporting a group of area volunteers known as CARES (Citizen Aid Radio Emergency Service).

According to Sgt. Donald Steckman, CB Communications Coordinator of the Crime Prevention Bureau, the CARES people have provided invaluable aid to the township police. Recently an alarm went out to help the police locate a lost child—more than 200 volunteers turned out! Steckman, who is a CB'er himself, was more than enthusiastic at the turnout and said that he has long been a "preacher" of the thought that CB is more than a toy and that it has many valuable uses in the public safety field.

The Clinton Township Police are licensed as KMF6783 and are planning the eventual installation of units in a number of departmental vehicles, as well as a base station at headquarters.

Steckman told S9 that "there is no doubt in my mind that CB radio can and will, if given time, play an important part in law enforcement and will again serve to bring the police and the community closer together through a common link."

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Be an S9 Reporter! Get your hometown CB news in the pages of S9. Send your news clippings to us and we'll try to bring your area news on to the national CB newswire—through the pages of the nation's oldest and largest CB publication. If you enclose a self-addressed, stamped envelope with your news clippings and we'll send you an S9 PRESS CARD! Address your news clippings to:

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CB Radio/S9 Magazine
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Port Washington, NY 11050**

Additional Data

In S9's CB Newswire we ran a story on *Wanderer's Baby*, about the CB'er who shouted for advice in helping his wife to give birth—in his automobile! Seems that after the initial contact was established when the 10-33 went out, the actual medical advice on how-to-do-it was offered by Theodore Burgess, KWX6557, a registered paramedic (E.M.T.). The police never were able to locate *Wanderer*, and by the time the ambulance arrived, the baby had already been born! Thankx to Penny, KZW8584, for providing us with this data.

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THE problem of CB equipment ripoffs has reached fantastic proportions these days. It's one of the major topics of conversation whenever a few CB'ers get together.

I felt it would be useful, interesting, and vitally important to dig beneath the surface of the CB ripoff racket, get the story *behind* the national headlines such as it had never before been told.

I had seen countless interviews with police officials, plus dozens of pleas for help from ripped-off CB'ers—so there was only one place left to in order to gain new insight into the problem. Who would know more than a guy who actually ripoff CB equipment? So I decided to work towards lining up one of these cottonpickers so that my S9 readers could get the total picture—a side of the story which has never before been told! I set my sights on chatting with the top CB thief, the legendary fellow known as "the King" of the professional CB rip-off artists. That goal was easier said than done.

For months I had been hearing about this guy,

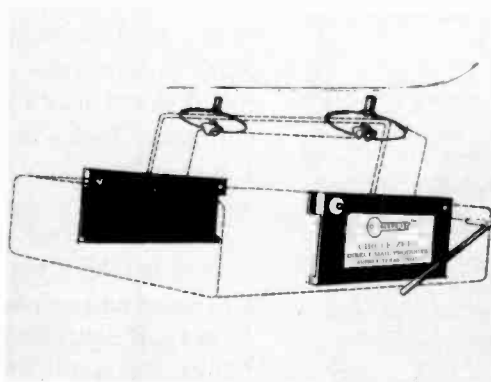
and my efforts to pin him down via means of many contacts I have within CB-land still could not produce anything more about him than a few bits and pieces or rumor, or the news that one guy has a second cousin with a friend that has a brother who thinks he can get in touch with him. Eventually I suppose I spoke to enough people that someone told "the King" that he had better make himself known to me because I was becoming such a pain in the antenna on the matter that everybody was going bananas. In any event, my efforts paid off—"the King" had retired from the profession and had started working to help educate the public on reversing the tide of national CB thefts. I was asked if I would like a shot at an exclusive interview with "the King"—and you had better believe that the ol' Tomcat couldn't pass up that chance! Grabbing tape recorder in hand, I was off on the next flight for our meeting.

What follows here is the result of that interview.

Tom Kneitel, KEZ5173/Tomcat
S9 Editor



This clever theft-proof under-dash console was made by CB'er Elmer Carlson (P.O. Box 151, Cocoa FL 32922) after he had been ripped off. Made from galvanized sheet metal and plywood, it has protected his current rig so well that Elmer now sells the plans for other CB'ers to build the console!



The "KEEPS IT" from Circle Zee Products of Aubrey, Texas, is a new under-dash installed mount which permits quick removal for the CB'er but headaches for a would-be ripper-offer.



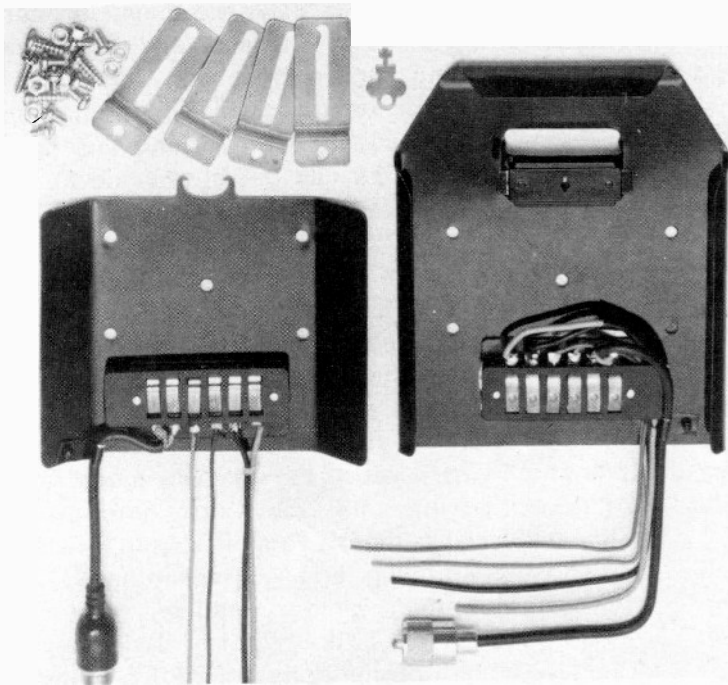
The "Nailer" hooks into the antenna lead of a mobile installation. It installs with only a few tools in a couple of minutes. If a thief tries to remove the rig or antenna, the ground electrical connection is broken and will trigger an alarm. It's a product of Valor Enterprises, W. Milton, Ohio.

THOUSANDS of CB rigs are being ripped off from mobile units every day, one estimate I heard claims that better than 2 out of every 5 mobile CB installations stands a pretty good chance of being clipped. The *true* figure is higher than any of the published statistics. The average in-car duration of a CB rig is about a month or less on a national basis.

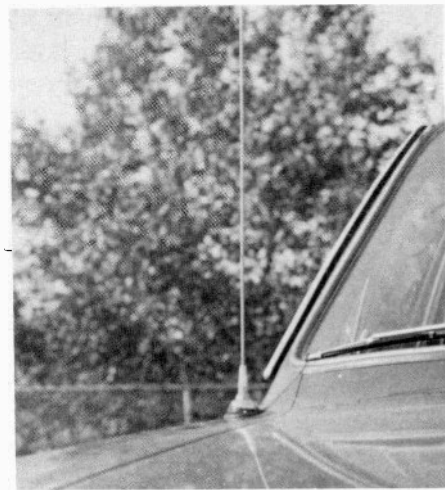
I ought to know, I made a living out of this gambit for quite a while—I can tell you that I did my share of the ripping off! At one point I figure they would have liked to gotten their hands on me in at least 14 states—some folks even called me *The King*. At this point I don't think I'm really very proud of that reputation. Fact is, for my own reasons (and voluntarily) I "retired" from the whole thing. I am now working towards paying my debt to society and my



Now you can buy double-wall shock-absorbent carrying cases designed for CB gear if you are going to carry it around with you after it's removed from your mobile. These are made by Platt Luggage, Chicago, Ill.



A number of companies now produce CB slide mounts as anti-theft accessories, this one pictured here is from Electronic Industries Inc., South Holland, Ill. Half of this is firmly bolted to the dashboard, the other half is bolted to the CB rig. The bottom and top halves slide together and complete all of the various power and antenna connections required. A key locks and unlocks the whole business. Rig slides in and out in seconds, but only for its owner.



Here's an antenna that looks like a broadcast AM antenna, but it's actually a precision communications antenna which works on CB and also functions for regular AM and FM broadcasts. It is cowl mounted, and the whip can be removed by the owner for automatic car washes. This antenna shown here is the Antenna Specialists MR264.

conscience—that's why you are reading this in S9.

When I first started out I ripped off a few CB rigs so that I could put myself and a few friends on the air. It was a snap, and after a while I found that I was pretty good at it—there was even a strange kick to it. After I gave some of the stolen rigs to my friends I found that I had a surplus—that let me be a big shot and offer "free" CB sets to almost everybody I knew. I suspect that most of these people didn't even know what CB radio was and took the set only to be gracious. I didn't know what else to do with my collection.

It didn't take me too long to realize that the new CB boom had created a steadily growing black market in hot CB equipment and that I might easily turn my hobby into a profitable profession. Before long I was a professional thief—and a good one too!

My experiences and thoughts will be of interest to you if you are interested in keeping your rig since I know that by telling you these things you will gain insights on how to protect your valuable property from CB thieves. Most of what I will tell you you have probably not considered.

QUICK WORK

A pro can pull a CB rig from a car in about 60 seconds! Opening a car isn't too much of a trick, even if it is locked. A good many pros have sets of master keys which can open a locked car as quickly as the key belonging to the owner of the vehicle. For opening a great many modern cars, most thieves find that all it takes is a bent coat hanger which easily fits under the door lock button and lifts it in a jiffy. For those thieves who don't want to be caught wandering around sporting a bent coat hanger (definitely difficult to explain to a Smokey), there is always the trick of bending up the CB whip on the sucker's car and using that. Some thieves, given enough time, can even force

(continued on page 25)



Afraid that your CB antenna will attract thieves? Here's the Glatzer Industries Corp. (New Rochelle, N.Y.) model GLP-69. It lets you pump your CB signal into your car antenna, giving you 2-color lights and control knobs to help you peak for top signal transfer.



The Model 10-33 is a little device made by Magitran Co., Moonachie, N.J. It plainly says "touch me not." Small and compact, it is completely self-contained and operates from its own 9-volt battery. No matter how gently a would-be thief jostles it, it screams loud and (3 hours) long.

Experience is the best teacher. You might settle for any CB first time around. Understandably. A lot of people think they're all pretty much alike. But you'll soon discover that, like everything else, there are exceptions.

Ask the pros. America's long distance truckers. These guys talk CB day in and day out. And they demand the best. That's why truckers refer to the Cobra 29 as "The Diesel Mobile."

Listen to Cobra. You'll hear a big difference. Because the Cobra 29 gives you features which assure crystal clear reception. Like switchable noise limiting and blanking, to cut out practically all pulse and ignition interference. Add squelch control and RF gain and you've got exceptional — adjustable — receiver clarity. Even in the heaviest CB traffic. You also get Delta Tuning which makes up for the other guy, because even off-frequency transmitters are pulled in. Perfectly.

Talk to Cobra. And you know you're punching through. One glance at the

29's over-sized illuminated meter tells you just how much power you're punching out and pulling in. For voice modulation the DynaMike delivers at 100%. Same way with power: The 29 transmits at maximum power levels.

Sooner or later you'll get a Cobra. And you'll get engineering and craftsmanship second to none. Performance that will make your first CB seem obsolete. Reliability and durability that have set standards for the industry. Above all, you'll get power. The power to punch through loud and clear like nothing else. Because when it comes to CB radio, nothing punches through loud and clear like a Cobra.



Punches through loud and clear.

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**IF YOUR FIRST CB ISN'T A COBRA
YOUR SECOND ONE WILL BE.**



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Designed with security and superior sound in mind, the AFS®/KRIKET® KAMEL™ KC-3085 external speaker rests snugly on the transmission hump while driving. The base of this revolutionary speaker contains holes to fit bracket mounts for most transceivers and microphones.

Just unplug antenna and power leads, and the entire unit lifts out of the vehicle and into the trunk. For maximum security. No screws to unscrew. No hassle.

For maximum clarity and intelligibility across the entire voice range, the AFS®/KRIKET® KAMEL™ hump-mount speaker features the patented “WORKING WALL”® enclosure. Cross-laminated tubular fiberboard deadens static, eliminates voice distortion by controlling rebounding sound waves.

Speakers are our only business. They have to be better!

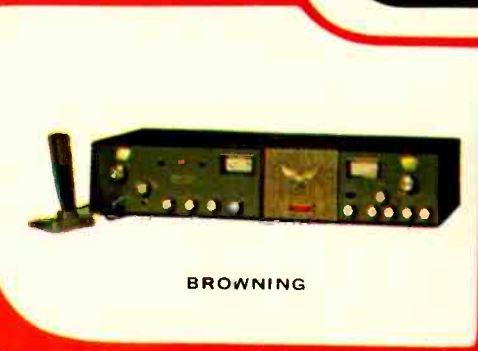


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That's right, Sheriff. Johnson's built-in, automatic controls make operation easier and safer, performance better. Exclusive voice tailored audio circuitry automatically drops off signals outside voice frequencies to give you great reception.



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JOHNSON CB. THE GREAT AMERICAN ADVENTURE.

CB'S BIG RIPOFF (continued)

open a car window by pushing down on it a certain way.

Of course, *some* CB thieves are absolute *animals* (as I used to call them) and didn't bother with these relatively gentle methods of getting into a car. They would just smash right through a car window. I came to feel that this was the trick of the junkie or wino, or the rankest amateur. Professionals would rather work quietly, and they usually aren't interested in vandalizing someone's car—only getting the *treasure!* "Quiet" ways of smashing a car window are known, too!

But you would be shocked at the number of CB equipped vehicles which don't require any work at all to enter, they are ever so conveniently left *unlocked!*

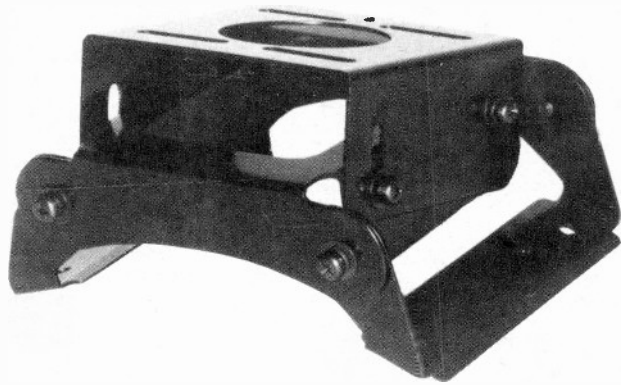
THE WHEN AND WHERE OF IT ALL

Professionals prefer (3 to 1) to work nights, although some go night or day (maybe I should say night *and* day). When it's dark it's more difficult to be seen, also the fact that a lot of people are afraid to go out at night works towards assuring privacy. My favorite spots included parking lots at motels and hotels (I figured that many of the people I ripped off probably had no business being there in the first place and wouldn't report the theft to the police—or, if the car had out of town plates, it was a tourist or salesman who wouldn't want to hang around town filling out police forms). I also liked parking lots at movie theatres and sports arenas (because the owner was safely entranced with Linda Lovelace or the local roller derby team for several hours). In major cities, airports have long term parking lots for those cars which will be there for a few days, this is very appealing to the CB thief. Other good spots to hit were driveways of private homes, alleys, unguarded parking lots at all night factories or industrial complexes. I feel that these are the highest risk spots for the CB'er.

Secondary locations would be night time ripoffs at diner or restaurant parking lots (problem was that the owner might show at any time). Poorly lit streets fit into this category. I tried to avoid parking lots at bars and discos—high risk areas because 1), a nasty drunk might show up to crumple me in for messing with his *wheels* or 2), a couple of lovers might be not easily spotted in the back seat until I was already into the car! A lot of guys ripped off trucks, although I stayed clear of them myself. I felt that the trucker was a hard working bloke who needed the rig to turn some greenstamps for himself, and the CB rig was one of the tools of his trade. Also, I didn't feature getting mangled by one of the drivers.

Even though I didn't work during daylight hours, I can tell you that rigs are snapped off left and right at *peak* shopping hours right in store and shopping mall parking lots. CB Jamborees, Museums and tourist attractions are also popular target areas, sometimes the parking lot attendants have a little business going on the side for themselves.

(continued)



This universal floor mount bracket is made by B&B Import-Export Inc., of Troy, Mich. Known as the Alaron B-5, it can be mounted flat on the floor or over the transmission hump.



Valor's #VE207 CB antenna has a motor which silently retracts it back into the body of the vehicle, thereby effectively removing it from view.

Identifax's Theft Protection Kit contains all you need to inscribe a special serial number into your CB gear. They even give you the special number, which is recorded in a computer which is available for police use.



The snappy CB antenna poking up above the mobile unit is an arrow pointing the way to the equipment. Once a rig is spotted, the car is sprung in a jiffy, and a few tools later and the rig is yanked in short order! It's all over so fast that it's amazing!

THE TREASURE IN HAND

I was always rather selective and finicky about the rigs which I ripped off, CB rigs being in such plentiful supply and so totally unprotected in any parking lot of my choice. I could afford to pick and choose, avoiding the cheaper and older units, the off-brand sets, and the ones which looked beat to hell. My favorites were the higher priced sets from the better known manufacturers, and their newest models. I worked 4 or 5 nights a week, doing several sets a night, wandering from city to city, village to village, state to state—never staying long enough in any one place to become a predictable fixture in any one location.

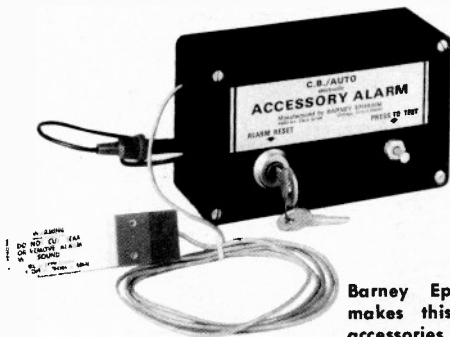
My first efforts at unloading the hot rigs brought me to bars, flea markets and CB coffee breaks, but I always had the jitters about walking around carrying and trying to peddle a stolen rig. My fantasy was that I would offer to sell it to its original owner! One fellow in "the business" told me that I was a fool, that I could be either the obtainer or the disposer of rigs, but *not* both!

Although it meant less money for me, I decided to turn over all of my stolen rigs to professional fences—fellows who don't soil their hands in darkened parking lots, but are specialists in dumping hot CB gear. Mostly they took whatever I had to offer, but sometimes I could earn a bonus if I could obtain a specific model for which a customer was waiting with cash in hand. The prices received would vary, a top notch unmodified sideband bring me \$70 to \$75 and then be resold for about \$125 to \$150. A 23-channel AM unit could earn \$25 to \$40 and would most likely black market for \$75 to \$85. Older or lesser known units, the kind I avoided (I always called them *Mickey Mouse* sets) were worth about \$10 to \$15 to the thief, probably were resold to the juvenile market for \$20 to \$25. Sets which were easily traceable because of one reason or another (more about that later) had lesser value, some fences wouldn't handle them at all. Many

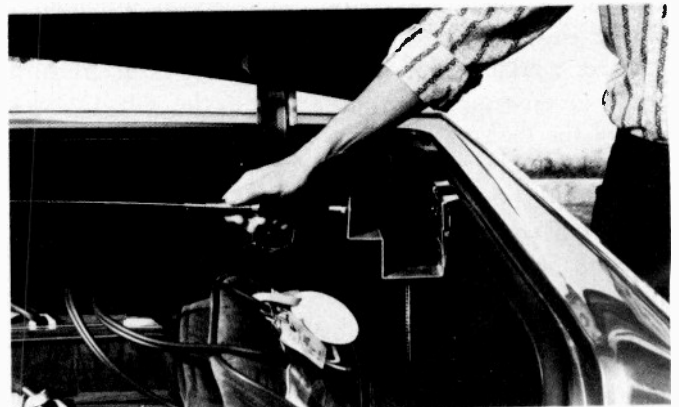
An antenna with a spring-loaded clamp that mounts to the vehicle's rain gutter is a quick way of removing the antenna when parking your vehicle.



Antennas with magnetic mounts aren't too new on the market, it's just that today they are more popular than ever. A powerful magnet grips the vehicle even at high speeds, permits roof-center mounting for best signal pattern. At parking time, the owner easily removes it—not a scratch on the paint surface.



Barney Ephraim, Chicago, Ill., makes this key-lock alarm for accessories. Nice thing about it is the press-to-test button which gives the CB owner a quickie double check that the installation is in prime operating condition.



The TUK-A-WAY is part of a new breed of antennas which tilt down into the trunk of the vehicle. Even when dumped into the vehicle's trunk, short range flat-side communication is possible.

thieves will not *intentionally* steal a rig which has been put into a condition where it can be easily traced, of course the thief *may* not know this until he has a chance to get the rig home and examine it.

I believe that the fences unload these rigs at the same bars, flea markets and coffee breaks which I had used, but they probably also sell them out of the trunks of their cars anywhere they can. The term used for selling in this manner was "on the street."

Although I was a guy who worked alone, usually dealing with several fences, I was aware of the fact that some operations were in effect which were group or team efforts, strike forces or *goon squads* which would attempt to clean out an entire neighborhood in one night. I think that these were run by fences who recruited kids and paid them piddling little amounts—or possibly in drugs. Many of the rigs taken by these squads were bottom of the barrel garbage, and they were removed so crudely that any potential resale value was further diminished—but there are always customers for just about *anything!* Juvenile burglaries have doubled in the past few years, CB thefts have contributed to this.

Many thieves also ripoff the car's antenna, although I didn't bother with them myself. Took more time than I wished to hang around any one spot.

WARDING OFF THE RIPOFF

For a long time the majority of mobile CB installations were totally unprotected, it was like the proverbial taking candy from a baby! Eventually *some* operators began taking some precautionary steps because the media had started publicizing that CB thefts were on the increase. Almost any protection effort can be foiled by a real pro who wishes to spend the time and effort to take on the challenge, but the additional work and time involved makes most thieves pass up these jobs unless there are no easier ones around or the work can be accomplished with minimum risk and maximum payoff. There are still so many totally unprotected CB rigs just sitting there waiting to be plucked from the vine that it hardly pays to waste time with challenges—at least, that was *my* philosophy. I avoided any rig which looked as if the owner had made any reasonable effort to protect it.

Just to give you an example of how crazy things can happen based upon the fact that people don't watch their gear, I pulled a really choice sideband rig from a car one night. When I showed up at my fence with it he welcomed me with open arms; seems he had several customers who would pay top dollar for the rig. The clincher was that only *two weeks later* I tested the door of a car in a sports arena parking lot in the next town, found it unlocked, and was treated to the unique experience of ripping off the one and same set *for the second time!!* It was a dead giveaway from the fancy channel selector knob which the original owner used to replace the stock knob. The *new* owner hadn't even bothered to lock his car, even though the

poor sucker knew for sure that the rig was stolen when *he* got it! Mercy, that was one more hot rig that definitely wasn't reported as stolen (by the *second* owner). I thought that my fence would keel over with laughter when I *again* strode in carrying this rig for the second time! For sure, his next customer for the rig was there in a flash with the cash!

I HAD PLENTY GOING FOR ME!

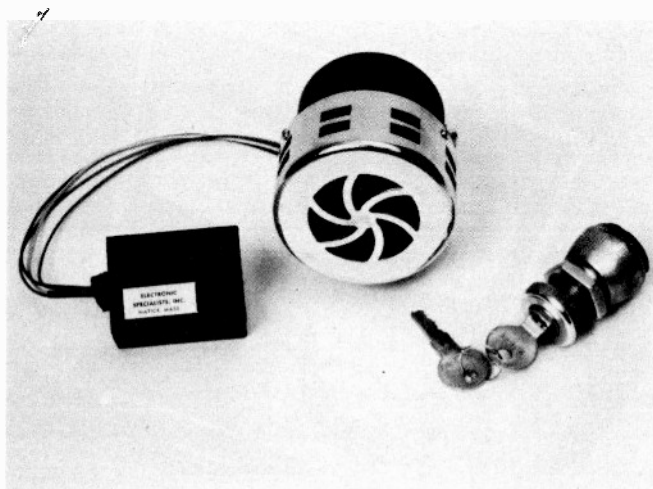
The CB thief has several things going for him—and once you can grasp what they are you can then take steps to putting up a defense against the assault!

You see, there is a flaw in the human mind which makes most people say, "Yeah, but that can't happen to *me!*" Those things only happen to the other guy!" I can tell you that when the *second* owner of that lovely sideband rig walked out of the hockey match he learned that it *could* and *did* happen to *him!*

Another thing the thief has going for him is the fact that people are lazy and don't bother to record the serial numbers of their rigs—so when they are plucked they can't even be traced! The cops fill out a bunch of papers, but they can't do anything more with them than stick them into a file folder. How in the world can they pick *your* particular *Frammis-23* CB rig out of a pile of a dozen of them if you can't come up with a serial number? Chances are that half of the rigs in any given stack of hot gear can't be traced back to their owners because the police don't even have it in their files that the rigs were stolen! But again, why record the serial numbers— it's only the *other* guy's rig that is going to be ripped off! *Right?*

The way things are going, there's a good chance that many of the people who read my words in the pages of S9 are potential theft victims—maybe their rigs are being ripped off right as they are sitting there and reading this!

I say to S9 readers, don't be foolish! Fight back! Do *something* to reduce this possibility—take every



Electronic Specialists Inc., of Natick, Mass., makes this Radio-Sentry CB Alarm. It features fast and easy installation, and a super-loud alarm.

possible precaution, take double precautions, *triple* precautions. I have some thoughts on doing this, you probably don't know some of them.

BEST BETS

Your best bet is to totally remove the CB rig and antenna *every* time you leave the car. That would, of course, be the ultimate protection, although it is not always practical or possible to accomplish this. Some folks do it though.

This might be accomplished by means of a slide mount on the rig and a "tentative" antenna such as one with a magnetic base, a snap-on gutter mount, a whip with a quick-disconnect device, or a telescoping one which retracts to the interior of the car body.

The CB rig itself does not necessarily *have* to actually be "mounted" in the vehicle; let it sit on the passenger seat or the floor. Put a quick-disconnect plug in the rig's power line. If you *must* leave the rig in the vehicle, use a sturdy locking mount.

If you could get an antenna which can disassemble into a couple of relatively small pieces, then you could toss the rig and the antenna into an attache case and take it with you to your destination.

You can also get a CB antenna which doesn't look like a CB antenna, looking instead like a regular AM car radio. Doesn't point out your car in a parking lot. One new invention actually lets you load up your regular car AM radio antenna for CB use!

Consider too, the type of CB antenna that mounts on the trunk lid and can be dropped into the trunk by means of a hinge on the mount—you don't even have to disconnect anything. Some of these will permit you to transmit over a reduced range with the antenna lying in the trunk.

If you're going to stow any CB gear in your trunk (or glove compartment), do it *before* you get to your destination. What good is it to hide something if the guy you're trying to hide it from may be standing there watching you? Think about it.

If you leave your rig in your vehicle overnight, regardless of precautions, please kiss it goodbye before you go horizontal!

One clever guy told me once that he discouraged ripoffs by mounting his rig in the glove compartment. The gimmick was that he had a dummy (empty) rig mount (just the mount, no rig) fastened beneath the dashboard, complete with fake wires and power cords lying on the floor. Any crook peering through the window at this scene would assume that the owner took the rig when he left the car, or else figure the rig had already been swiped! This could also be done with the top half of a dummy slide mount.

Since there is a time factor involved in CB thefts, a CB thief looking into a window and not immediately spotting the unit could well decide to pass up the job because he might not wish to add the time spent seeking out the rig to his total time pulling the rig—time is measured in seconds!

BOOBY TRAPS

One old boy in Oklahoma came up with a "catchy" trick, I heard tell. He put a ball of fish hooks 'round the back of his rig. Imagine the CB thief hurriedly reaching in back of the set to start working only to be greeted with a fist full of fingers featuring painful punctures? If he grabbed hard enough in his haste, or was startled by the shock of the hooks, he really got a dose of the hook barbs! Guy in Oklahoma never had his rig stolen, but he did say that he had to get a can of fabric stain remover to tidy up a little after a few attempts at ripping off the rig! Pardon my gruesome sense of humor, but there's something ironic about a guy coming to ripoff a rig only to end up with a few chunks of ripped off fingers instead! Others say that they have rigged up razor blades or tear gas—problem with any of these plans is that while they probably work fine, you might accidentally forget the trap and do yourself in, or maybe the XYL or your kids. Also, tear gas could go off accidentally while driving—and installing tear gas probably violates concealed weapons laws in some areas.

Couple of issues back, *Tomcat* told of his idea for painting a mobile antenna with gaudy *Day-Glo* orange, red, or yellow. I dug that trick since it not only makes the antenna less attractive to the would-be chief, but it also makes it easier for the original owner to lay

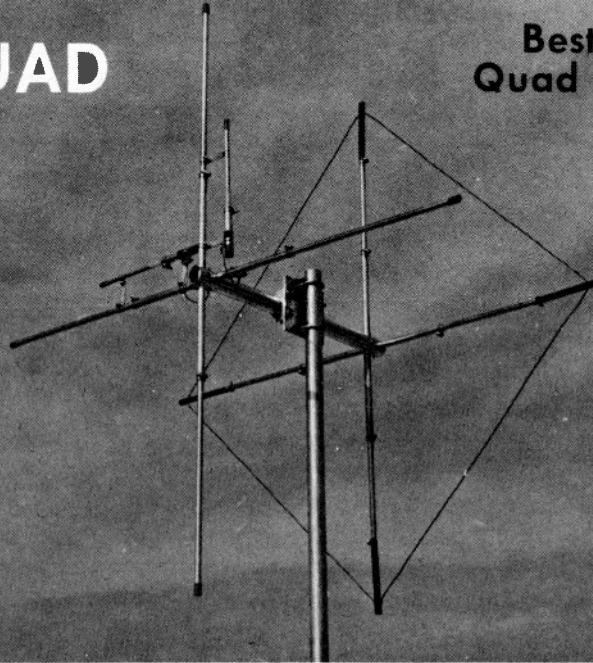


A totally portable CB station, as removed from a vehicle for security purposes. The antenna has a magnetic base and breaks-down, the rig slips out of the mount and into an attache case for assurance that when you get back to your car you'll still be a CB'er.

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The Y-Quad combines the best of the Quad & Yagi designs giving one of the best performing switchable polarity lightweight antennas on the market. Uses a Quad Reflector and Yagi driven element.

★ ANGLE OF RADIATION ★

The Quad Reflector assures low angle of radiation even at low heights for real long distance performance.

★ FRONT TO BACK ★

The Quad Reflector gives an excellent front to back ratio of 25-30 dB along with a forward gain of 10.5 dB.

★ DUAL POLARITY ★

This feature gives considerable improvement in the following types of communications:

- A. Maximum transmission to either base or mobile stations.
1. Mobile antennas are invariably vertically pol-

arized antennas. Switching to the vertical mode of the Y-Quad allows effective communications with these mobiles.

2. Base to base transmissions are most effective using horizontal polarization.

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1. By shifting polarity, you shift the signal 90° thereby reducing the received signal in the opposite polarity by as much as 20 dB. Good gain with other station is still maintained if polarity is matched with yours.
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an eyeball on should it turn up on another mobile unit. I'd even take the idea one step further by painting the CB rig itself with these colors (cabinet and panel), using masking tape to cover over any parts which are to remain unpainted, such as the lettering on the controls. Yes, it will be as ugly as hell, but it will have lower theft-appeal!

LOCK-UPS A GOOD START

As far as the vehicle itself goes, let me start off with the obvious. You've got to take the minimum protection of at least locking your car! Don't laugh, some people don't even do that much (or *little*)! And keep your windows all rolled up tightly closed. don't leave them open even a tiny crack "for fresh air," when you return to the car you can get all the fresh air you want by driving with the windows open for a minute or two! And *don't* attempt to hide a spare key for the car by means of tape or magnets—CB thieves know all of the hiding places you do (under the fender, in back of the license plate, in the engine well, etc.) and will be only too happy to use a key which you are kind enough to leave for them. So, even if you don't leave your rig in the car, keep the car (and glove compartment) locked—and by the way, don't leave your driver's license and car registration papers in your car!

Might be a good idea to install a good and reliable bell or siren type of burglar alarm system in your car,

since it will do double duty of warding off theft of the vehicle itself. After I had my own car ripped off, I never owned one which didn't contain an alarm hooked to the doors, trunk, hood, and ignition. If you get an alarm, make sure it's a dependable one which can't be defeated by a would-be thief—and remember that an alarm which sounds a bell or siren will attract more attention and create more of a ruckus than an alarm which only blows the horn.

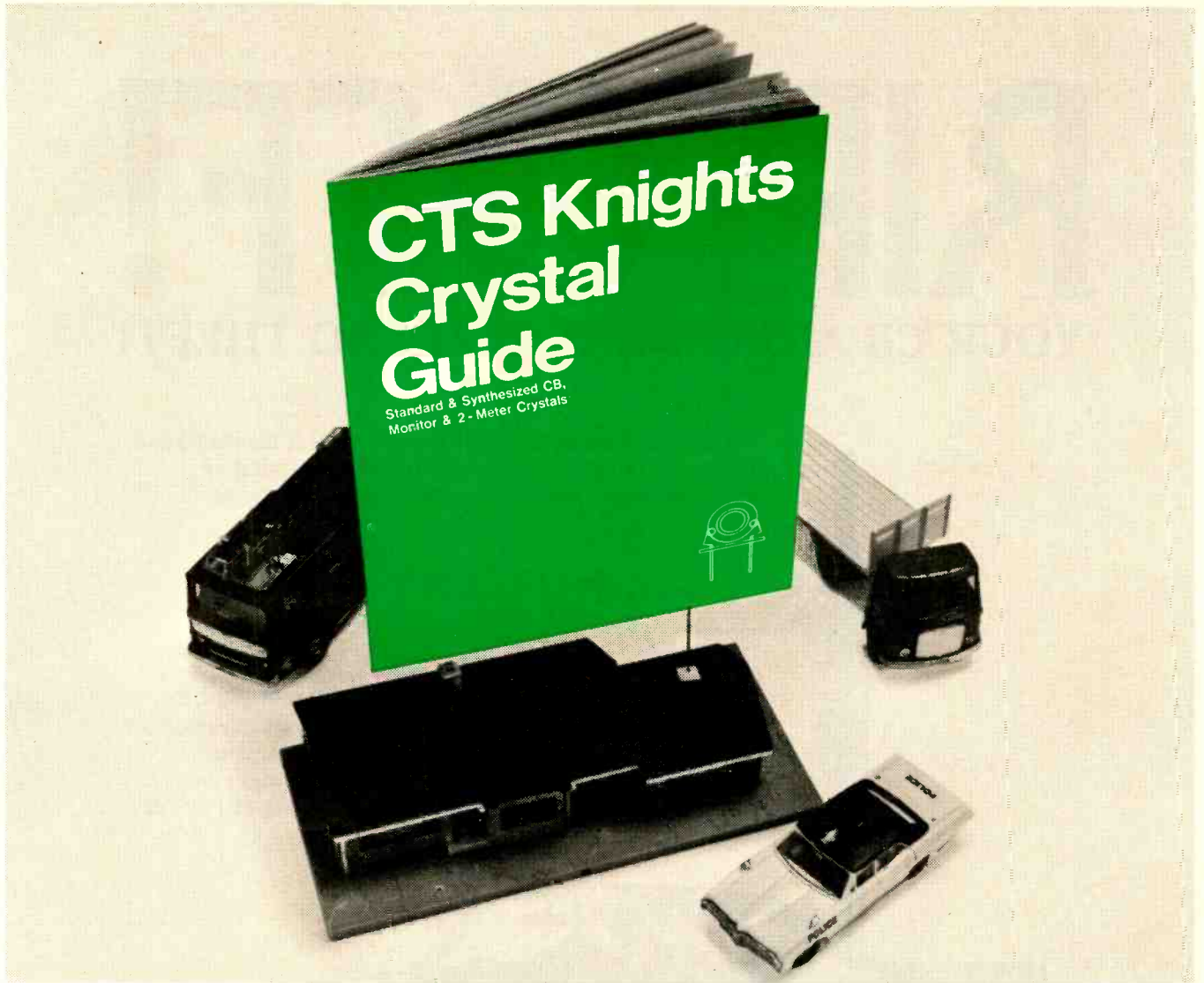
When considering an alarm system, keep in mind that some alarms have a time delay (maybe 20 seconds or so) before they start making noise; this is to permit the driver of the vehicle to enter and cut off the alarm switch. The 20-second delay is one third of the time it takes a pro to pull a rig, so the alarm is sounding or little more than half a minute while the thief is at work. So even if you hear the alarm, you're going to have to run like hell to catch the guy, *and he knows it!* But, still, knowing that there is an alarm on duty is enough of a deterrent to turn away *many* thieves, so it is well worth the investment. Having once had my car stolen, I have never (since that time) owned a car that didn't have an alarm system—so a burglar alarm system can also do double protection for the car itself.

Of course, you can get specialized alarms which are designed to cover the rig alone, or the antenna, as opposed to the entire vehicle.

In any event, half the protection in an alarm system is letting people know that you have the thing in the car—so get some burglar alarm stickers and plaster



One novel method of marking up equipment for later recognition is by marking it with invisible ink which will show up under special light.



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them in every window of the vehicle. Even if you *don't* have an alarm system spook 'em by sticking 'em all over the place anyway! Look in S9's classified ad section for outfits which can supply these stickers. By the way, CB thieves read CB publications, so be aware that "dummy" burglar alarm stickers which are shown via illustration in these publications are immediately detected as being fakes. I would suggest using ones which *aren't* actually illustrated in the ads.

Next, your door lock buttons are undoubtedly those stupid mushroom shaped affairs that they like to use in Detroit. Get rid of them immediately! These are far too easily lifted up by means of bent coat hanger or CB antenna. Get replacement door lock buttons which don't have that lump at the top (less than \$1 at any auto supply store). Unscrew the old lock button, screw on the new one in a few seconds. Don't think that your car was designed with the door lock button in the center of the door that it *can't* be pried up from outside. It can!

ADDITIONAL PROTECTION

Next, try to park your car in well lit areas where there is maximum pedestrian traffic, many people seem to think that if they park in some obscure corner of a parking lot the car will be hidden from view. Not so! That's the first place the thief will head for! Park with the *front* of the car facing the street lights and passer-by. Thieves shy away from areas where they are most likely to be spotted by a well meaning citizen, or (what's worse) a well meaning Citizens Bander!

Fellow I know of was half way through plucking a CB rig out of a car in a parking lot when he was startled by a voice from outside of the car which asked him for his *handle*. He was horrified! Had he been discovered by the car's owner? No, it was only a passing friendly CB'er who assumed that my friend was fixing a loose connection in *his* own rig. My pal was squirming and sweating as this guy kept modulating about his own rig and the problems he had with it, about which channels he used, and other CB type chatter. This delay, short as it probably was, was just enough time for the real owner of the car to appear on the scene. I don't have to tell you that he was definitely *not* amused. He and the other CB'er grabbed my friend by the collar and called for Smokey! Chalk one up for the CB ratchet jaw!

BOOK WORK

Besides keeping a record of the serial number of your rig, also engrave that number into the chassis of the rig itself! Many sets come with stick-on tapes containing the serial numbers—these tapes can be easily peeled off (or new ones with fake numbers stuck on). Some have printed-on numbers! Use a metal engraver—also engrave your name, handle, address, drivers license numbers, or a special symbol which has meaning to you. Then you can take a felt point

marking pen (the kind that doesn't wash off) and put some of this information in any spot you can find on the printed circuit boards. You can also put this information on the equipment with "invisible" ink which will show up only under ultra violet light. Yes, some of these efforts may hinder the potential resale value of your rig, but this is something that you will have to take into account.

Many CB'ers have come to feel that engraving their Social Security numbers on a CB rig gives them some great identification advantage. Not so, since the Social Security people won't tell the police whose name matches up with the SS numbers. *Sometimes* the police can run the numbers through the armed forces serial number computer (since these numbers are SS numbers).

There are outfits, often connected with insurance companies, which supply the CB'er with engraving tools and a serial number issued to the purchaser. The purchaser scratches the number into the pieces of gear to be protected, then mails off a card to place the special number into a computer bank. Should the equipment be stolen, the number is flashed to various law enforcement agencies and often to CB service shops.

Some communities also have established programs such as *Operation Identification* whereby local law enforcement agencies will use their own tools to engrave identifying information into CB gear at no cost to the CB'er. Check with your local police or sheriff about this program as it is gaining in popularity.

While you are in a concerned mood, check with your insurance broker and have him spell out for you the type of coverage you have should your rig be ripped off. Some policies don't cover stolen CB rigs unless a special "rider" is attached, this may not be apparent to you until it is too late for tears.

HOW YOU CAN HELP

Of course, one of the best ways to foil the CB thief is to dry up his market by not buying hot equipment!

Buy from reputable CB dealers—don't buy bargains "off the street." Especially, don't buy a used rig which does not have the power cable attached or which doesn't have an instruction manual—you can bet your power mike that such a rig is fresh from the parking lot! That goes double if someone offers you a rig which is attached to *half* of a slide mount (why some guys buy slide mounts and then leave their gear in an unattached car is beyond me!).

Check over a used rig carefully—beware of rigs which don't have serial numbers, or have numbers which look as if they have been modified or filed. In fact, if there is any writing on the set which has been altered or covered up, be suspicious.

If a guy offers you a used rig, *demand* that he show you a sales receipt from the time *he* purchased it,

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especially if the rig is engraved with someone's name or other identifying data. Is this the same person who is trying to sell you the rig? Make him identify himself to you by means of a drivers license *and* car registration.

Ask yourself if the price sought for the set is realistic for the equipment being offered. Someone offering an almost new \$400 sideband rig for \$100 to \$150 might well be trying to dump it because it is hot! And don't fall for the tired old story about his trying to raise money in a hurry for the eye operation his XYL needs —my old man was laughed out of no less than 10 used car lots with that story when he tried to sell his *Edsel* when I was a kid. It's as old as the hills—but still in use!

Look, if you come to the conclusion that you are being set up to buy a hot rig, call the police! If you can't do it right away, get as much information as you can on the seller—even his car plate number is better than nothing. Maybe you can set up a second meeting ("to come up with the rest of the cash, because I don't have it with me right now"—although not too many professional *fences* will fall for it, they either get cash on the spot or start making big tracks pronto) and have Smokey sitting on the sidelines!

If you feel that the used equipment is legit (and let me say that *much* used gear being offered *is* legit), make the seller give you his original bill of sale, *plus* a new bill of sale describing the details of *your* purchase of the equipment. Make him enter his drivers license number and address on it, also his car plate number. Get his signature!

It is a crime to receive stolen equipment— *if* the law can prove it has been stolen (of course, if it is stolen and the original owner was unable to supply police with the serial numbers then they can't prove it was stolen!). If you are sitting there with a hot rig you may be up to *here* in boiling water. At least you *might* be able to prove that you were duped into buying what you had *every* reason to assume was a legit unit, based upon sales documents. Well, anyway, it may serve to help the law track down the guy that dumped it onto you, if nothing else!

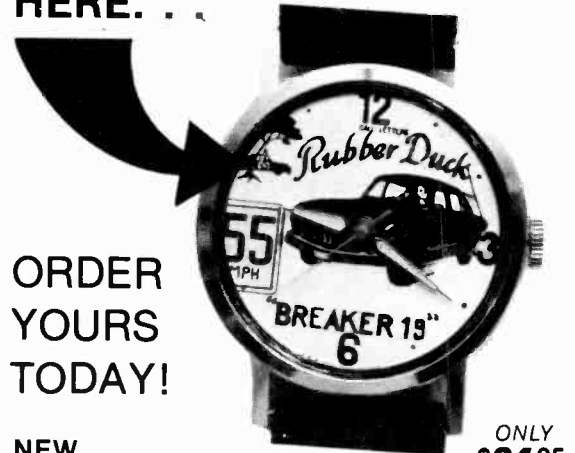
THE NEW BREED

A few of the more sophisticated of the new breed of thieves have worked out a little *con* game. They cruise around in mobile units which are decorated to look like what they feel the average CB'er will accept as an FCC mobile unit. Using this front, they cruise around looking for mobile units driving down the road (or they may even park by the side of the road and "pull 'em over" as they pass) who are in definite need of "an FCC inspection." The "inspection" usually starts off with the showing of some sort of credentials purporting the bearer to be from the FCC. This is followed by the "inspector" fiddling with the controls of the CB rig, waving over it a few pieces of impressive

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Personalize with following "handle" or call letters:

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looking test gear—all of which determines that the transceiver is either overpowered, overmodulating, underpowered, undermodulating, off frequency, splashing over, or generating harmonics—possibly *all* of these things. The *only* “solution” is for the inspector to start writing out all manner of offensive greenstamp papers, otherwise he says he could simply confiscate the offending equipment for “further tests and adjustments.” You would be astonished at how many CB’ers fall for this trick and *happily* and quickly turn over their equipment to the “FCC inspector.”

Another version of this racket doesn’t call for the “confiscating” of the CB equipment, the fake FCC man only takes the name and 10-20 of the CB’er. That is the invitation to loss of mobile equipment by “mid-night requisition” within the following 48 hours.

In either case, whether by confiscation or ripoff, the poor soul who falls for this will be a *former* CB’er in short order!

FCC people (real ones) do not have any authority to direct traffic or affect the operation of motor vehicles, they cannot pull a mobile CB’er over to the side of the road, this is the domain of a police officer. So, let no one “pull you over” *except* a police officer—if a police officer (a real one in uniform and with a Tijuana Taxi) tells you that someone is an FCC inspector and wants to check out your gear, *then* let the guy take a look—but not without Smokey standing by! Jot down the license plate number and report any do-it-yourself FCC Inspectors!



Quick-disconnect connectors in your mobile installation are one way of painlessly pulling your rig from your vehicle in a jiffy.

BOLDNESS IS A FACTOR

The new breed of CB thief is rather brash and bold, and getting more pushy with each passing day!

I’ve heard about CB’ers shouting for help with a 10-33 on Channel 9 only to find that they have attracted the attention of a roving pack of CB-equipped thieves who promptly show up to ripoff the CB rig of the calling station. They have been known to mug and rob the CB’er too! If your 10-33 shout brings you anything other than someone personally known to you or a *Tijuana Taxi*, best bet is to lock the doors, roll up the windows, radio out a description of the driver, plate number and location of the “rescue unit” (making sure that your shout is heard—any time you shout for aid, request that the station offering help stand-by until the help arrives and you no longer require their services). The mobile unit which appears may well be legit, but *possibly* it isn’t. If it looks suspicious, start honking your horn, flashing your lights or doing something to attract attention. Stay in the vehicle! Start shouting for help on the CB rig too!

Another thing to think about—when you are faced with going to your parked mobile unit at night—the would-be thief may be lurking in the shadows waiting for *you* to open your vehicle! From that point on, you can expect to be physically subdued while your CB gear is swiped. So don’t stand there fumbling with your keys, have your car key ready for the door lock as soon as you get to the car, maybe take a flashlight along to help you find the keyhole. Get to and *into* your car as quickly as possible! Lock the doors, then keep the windows closed until you are out of the parking lot.

Keep your doors locked and windows rolled shut when driving through any high crime area—it takes no more than a traffic light to turn red for your car to be invaded and the rig to be merrily hustled down the streets into the teeming masses.

DO THEY GET CAUGHT?

CB thieves are being caught each day—many juveniles get no more than a slap on the wrist and are back in action almost immediately. Even a pro doesn’t always get heavily hassled, if he gets caught with a single stolen CB rig he might get hit with petty larceny, not *too* serious a rap to beat.

And still, remember that for every crook or fence that gets busted or retires, there are always dozens of new troops set to mount the attack upon your CB gear! Just as CB’ers play “spot the Smokey,” thieves play “spot the sucker.” And as the CB market grows, so does the competition between those who seek to steal this equipment—more chances are being taken, more daring stunts are attempted. The emerging new breed of CB thief is as much of a threat to personal safety as he is to CB equipment!

WHERE TO FROM HERE?

I would hope that more specific laws are established towards the protection of CB gear—it is, after all,

federally licensed, so the Government might be able to establish some anti-theft laws with some teeth in them. Maybe "titles of ownership" should be factory supplied for each rig, as with cars in many states! What laws could be brought to bear upon those caught transmitting over stolen CB gear? The federal government is going to *have* to step in and put some teeth into stemming the tide of CB thefts!

In all of the time I was in the business, I never had a single face-to-face confrontation with the law—my being overly cautious undoubtedly cost me many thousands of dollars of potential profit, but I wasn't going out of my way to seek out any more trouble than I thought I could handle—mainly because Smokey was armed and I wasn't! Not long ago I read about a Nashville cop who was shot and killed while chasing two juveniles he believed to have stolen a CB rig! Cop was only 24 years old, and he gave his life trying to protect the equipment of a CB'er! I couldn't help but wonder if that CB gear was temptingly displayed out in the open, unprotected, and in an unlocked mobile by a careless CB'er!

MY THOUGHTS?

Well, I've had my say. Most of the guys I knew in the business were either caught or have quit the racket—even the fences I knew aren't here these days. But, as I said, there are many more to replace those who have fallen or deserted the "hooligan" army which has declared war upon CB'ers! Hopefully, my words have been of use to you—however they might be of use *only* if you recognize the fact that *you* are not exempt from being ripped off, and that the odds are that you *will* be clipped! You *must* take immediate and positive action to protect your equipment. Of course, I can't give you a guarantee that if you follow my advice you still won't get ripped off, I am primarily seeking to offer you advice on protective measures which (if not giving total protection) will at *least* substantially lower



Primarily designed for base station installation, this anti-theft alarm starts howling like a banshee, triggered by a tilt detector. It's made by University Research, Box 808, Clemson, S.C.



Here's the "Carrier", produced by Alli Industries—designed by a CB'er who himself was once ripped off and decided to come up with something to prevent future problems. See this month's On The Counters column for additional information.

the odds against you!

The almost casual disregard for the most basic safeguards is beyond belief. I took *Tomcat* over to a shopping mall to make this point. Looking over the sea of cars, I let him select at random 6 CB mobile units (whose antennas could be seen rising above the vehicles) out of the dozens of CB'ers at the mall. Checking these out, two of them were *unlocked* with the CB rigs still in them, one was locked but the window was open about 3 inches—plenty of room for a coat hanger, almost enough for a skinny guy's arm; one car was locked with the windows closed, but it still had the rig inside and that could have been taken in a minute with a coat hanger poked through the rubber window molding since the "mushroom" door lock buttons were still in use. One car contained a CB rig but it was apparent that the owner had an interest in protecting his gear (had a locking mount, burglar alarm stickers, anti-theft door lock buttons, etc.). The final car was unlocked and without a rig, so either the owner took the set with him/her, or else it had already been ripped off.

Such conditions actually encourage and invite theft, especially when you realize that well over half of the CB thefts are by juveniles who seem to find it especially difficult to ignore such obvious temptations.

By now you should have gotten the message that you are in *immediate* danger of having your rig stolen—moreover you may well be helping the skyrocketing crime rate and even jeopardizing the lives of police officers who are charged with the task of protecting your property regardless of how negligent you may be.

It's been said that CB Truckers are the cowboys of the 1970's. If that's true, then CB Thieves are the horse thieves of this decade!

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Hey, That Smokey Has Ears On!

by GARY DECKELNICK, Baby Bull/KCS0994

Contributing Editor

IT violated all the rules of the hunt. There was the Tiajuana Taxi and he was obviously taking pictures. But instead of hiding off the road, the Smokey was parked on the shoulder of the highway as big as life, where anyone could see him.

Even to the most Smokey conscious CBers, he wasn't much of a threat. Heck, if he caught anyone where he was sitting, the guy deserved the green stamps. But the warning went out anyway.

"Breaker one-nine for a Smokey report. You got a picture-taker eastbound on 70 at the 54 mile marker. But he's right on the shoulder. Ya can't miss him. Ten-four?"

A short distance away, Patrolman John Maxwell of the Brick Township, N.J., police force heard the report and chuckled. He knew his friend, Patrolman Mike Ryan, wouldn't be on the highway for very long. He had already begun to accomplish his purpose and would soon be moving on.

The two are among the growing number of policemen who are turning the CBers propensity to broadcast Smokey reports into an effective weapon to reduce speed.

"What it involves is knowing the habits of the guys

on the radio," says Maxwell, who is known to fellow CBers in New Jersey as Mannix. "I know their habits because I'm an active CBer myself. I do what they do."

When Maxwell, Ryan or the other members of the Brick Township police department who are active hobbyists, Chuck Morris and Phil Milder, draw traffic duty, they seldom bother to haul out the radar.

Instead, they just make it look like they're taking pictures.

"I just sit by the side of the road and let them see me," says Ryan. "I count the CB antennae. When I reach 10, I drive to another location. I know the word is already out that I'm taking pictures at the first location.

"I set up shop somewhere else and do the same thing. I can hit six or seven roads in an hour like that slow everybody down. And that's what we are interested in. We don't want to give greenstamps. If we did, we would all be out here in unmarked cars."

His theory is that CBers are so Smokey conscious that the reports of a picture taker will persist long after the policeman has moved on.

"It wouldn't work unless CB was getting a lot of publicity," explains Milder. "The fact is that most



Patrolman John Maxwell on Brick Boulevard. He sometimes exits his car, radio in hand, to make himself highly visible. He doesn't want any CBer to miss him.

cars on the road still don't have CBs in them. But their drivers know about CB. When they see cars with ears on suddenly slow down, they know what's happening and they slow down, too."

It certainly was an unusual theory but it sounded logical. So I decided to put it to the test. Brick Boulevard is part of the county road system in Ocean County, N.J. It's a four-lane divided highway with a legal speed varying from 40 to 50 miles per hour. Away from the shopping areas that abut portions of the road, however, cars frequently exceed those limits.

I asked Maxwell to meet me on Brick Boulevard at 11 a.m. one morning. It was to be a regular duty stop. He was to be driving a police car and in full uniform. He agreed.

One hour before the meeting, I began driving up and down the highway, setting my speed to match that of the general flow of traffic. The average speed, according to my trusty old car speedometer, was 58 miles per hour.

Then I met Maxwell. He parked a police car on the shoulder of the road, just as if he was taking pictures. We counted CB antenna together and waited until 15 hobbyists had passed. It took six minutes. Maxwell then left.

And I resumed my test driving.

For a full hour, I drove the same route I had driven previously. My own CB confirmed hobbyists were warning each other about a picture taker that was no longer there.

As motorists with CBs passed the spot where the radar was supposed to be, they dutifully notified those behind that Smokey was gone.

But not everyone heard the information and not everyone believed it. Moreover, every CBER likes to be helpful and a constant flow of new cars was entering Brick Township from Dover Township, its neighbor to the south.

"Breaker, breaker, one-nine for a southbounder on Brick Boulevard," was an often repeated cry from the northbounders. So was the invariable, "Go ahead, you got one."

"Hey, goodbuddy, How's it look over ya shoulder?"

"I heard reports of a picture taker near 528," came the reply. "I didn't see him but he was supposed to be there."

Ever-helpful, we CBERs are.

One hour after Maxwell had left the area, the average speed on Brick Boulevard was 40 miles per hour, five miles under the speed limit. Surprisingly, the average held in both directions, even though the original reports had said Smokey was taken pictures in the northbound lanes.

By then, Maxwell had been on seven different roads, remained there long enough to start the reports rolling, and then moved on.

Of course, it's not new for the police to use CB radios. In some states, like Ohio and Missouri, troopers regularly monitor channel 9. But their goal is to re-



Patrolman Phil Milder in his highly customized van. His CB is at left and a scanner is at right. The middle panel contains switches for lights and stereo speakers he installed.

ceive emergency reports.

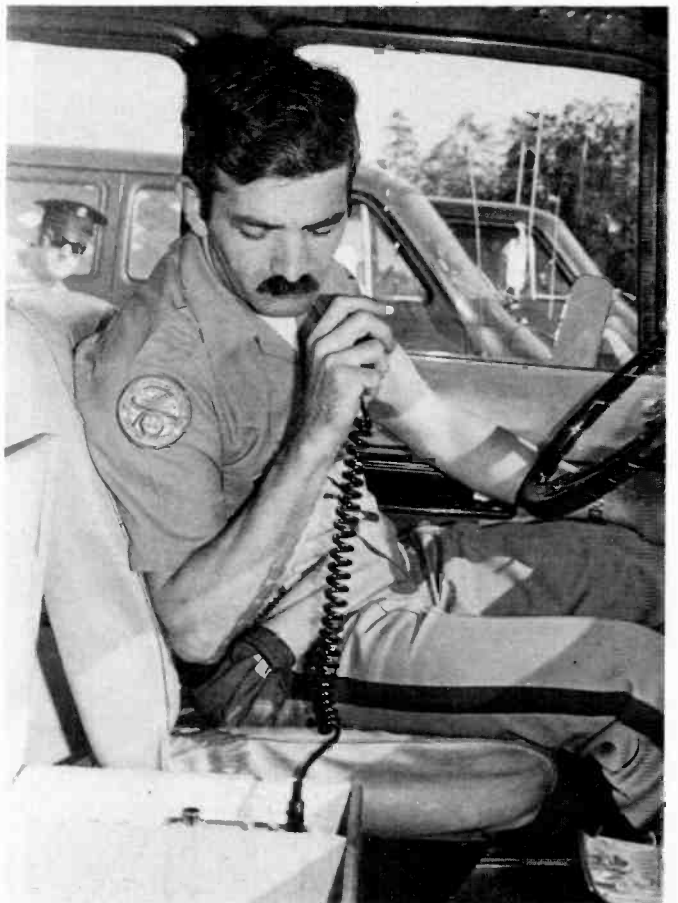
Police in many states have praised CBERs for their quick responses to emergencies. Stories abound of how CBERs, from truckers on regular routes to organized help groups like REACT, have saved lives.

Because of that help, the police were willing to tolerate the never-ending Smokey reports as a harmless nuisance.

But now even those Smokey reports may play a major role in helping police reduce speeding. The Brick Township police have already mentioned it to members of other departments and the idea is certain to spread anyway as more and more policemen become hobbyists.

Local police regulations do not yet permit the men

Patrolman Mike Ryan, well aware of the dangers of theft, keeps his CB locked in a box in his car. The box is bolted to the frame.



HEY, THAT SMOKEY HAS EARS ON *(continued)*

to put CBs in their police cars. But each of the four is an avowed hobbyist off duty and all have stories about how their radios helped them respond to emergencies.

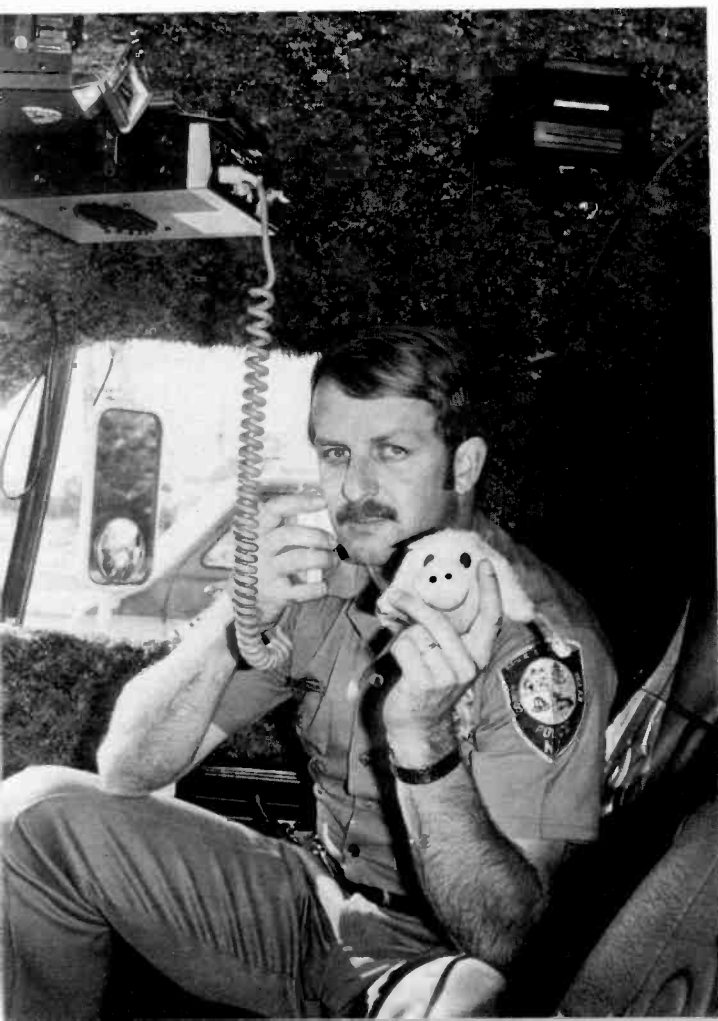
"Look at the CB personality," says Maxwell. "The average CBER is community-oriented. He takes his kids to sporting events and he may coach a team. He joins REACT or a similar club. He wants to help people and so do we."

Their handles are even connected with their professions. Maxwell (Mannix) named himself after the TV detective. Morris (Nighthawk) once worked a night shift as a county mounty where, in his words, he "hawked" people at night.

Milder (Fuzzy) took his name from a doll given to him by his young daughter. The doll is dressed in a police uniform and bears the name Fuzz. "No one picks up the connection of Fuzzy with police but once I say Fuzz, then they know," laughs Milder.

Ryan is the only one of the four who will not permit his handle to be published in a story identifying him as a policeman. "My friends on the air know I'm a cop but I don't want a bunch of strangers knowing it," he explains. His wife and children also have handles similar to his and he doesn't want them bothered by persons who may dislike policemen. Not every CBER is good people.

Patrolman John Maxwell, in his van, chats on the CB while playing with his pet pig, a doll.



Like most off duty policemen living in towns, like Brick Township, where channel 9 is monitored at headquarters, the four usually listen to some other channel when they are not working. Their favorite is 19.

"If someone is calling for help, they should use nine and the base station at police headquarters will hear them," explains Morris. "But we are more likely to hear an accident report or something like that on 19 because the CBERs will keep repeating it."

So far, monitoring 19 has not enabled any of them to participate in a dramatic rescue or save a life. But each can recall being the first at an accident scene or fire and helping until on duty policemen arrived and took over.



Patrolman Chuck Morris uses a conventional mobile rig and drives a car.

"I've administered first aid when I have gotten there first," says Maxwell. "It just so happened that it wasn't a life and death situation but it could have been. Then it would have been more dramatic. Now, it's just helpful."

"Ask the people who were in the accident how it felt to have a policeman there—even an off duty policeman—within 15 seconds. I was only a block away."

Listening to 19, of course, means the police hear more talk about Smokies than anything else. And only occasionally are the Bears described in complimentary terms by CBERs on the highway channel.

"Heck, that doesn't bother us," said Morris. "I give out Smokey reports all the time when I'm off duty."

"So do I," chips in Maxwell.

Naturally, not all the police use CBs as do the Brick Township four. Ryan tells of one New Jersey state trooper, following the example set by the Georgia trooper popularized in the song, "The White Night," who coaxes CBERs into speeding by acting as their front or back door.

"I wouldn't want to say what I think of him," says

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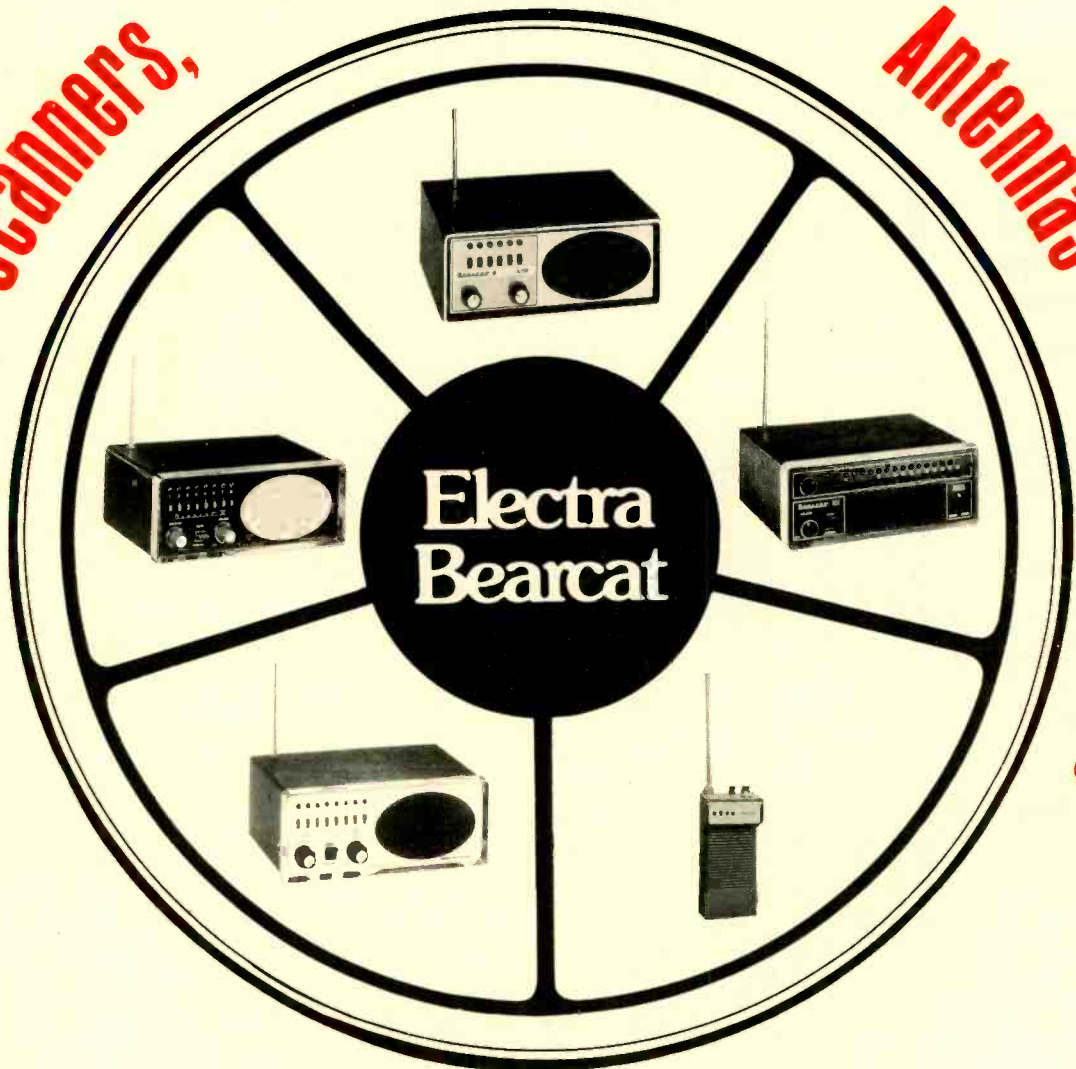
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Patrolman Phil Milder shows off Fuzz, the doll that gave him his handle, Fuzzy.

Ryan. "I don't think that's right. I understand someone is taking him to court over it and I hope he loses."

Officially, the New Jersey State Police neither monitor CB radios at their stations nor carry them in their patrol cars. But at least half of the troopers on the Garden State Parkway take personal radios with them on duty.

"Most of us don't use them the way the other guy does," said one trooper who declined to be identified because of the lack of official sanction for the CBs. "I use mine for safety."

"The other day I had my ears on and I heard about this guy who was drunk, weaving all over the Parkway with his hammer down. They were warning each other about him and they gave his location. I got him before he killed someone."

The trooper also confirmed the existence of one colleague who sometimes traps CBers. But he said the trooper isn't really that bad.

"What you hear about," insists the trooper, "is that he used his CB to give out green stamps. But you don't



hear why.

"He acts as a front door or a back door to be funny and if he sees you speeding a little bit he tells you to slow down. That's his thing."

"But if you're using that radio to try and keep the pedal to the metal, he's going to get you. The speed limit on the Parkway is 55. Find out how fast the guys were going that he nailed. I'll bet it was 80 or so."

Overall, however, the message is clear.

Keep those Smokey reports coming, say these police!

The four policemen, from left, Mike Ryan, Check Morris, Phil Milder and John Maxwell, with their vehicles.



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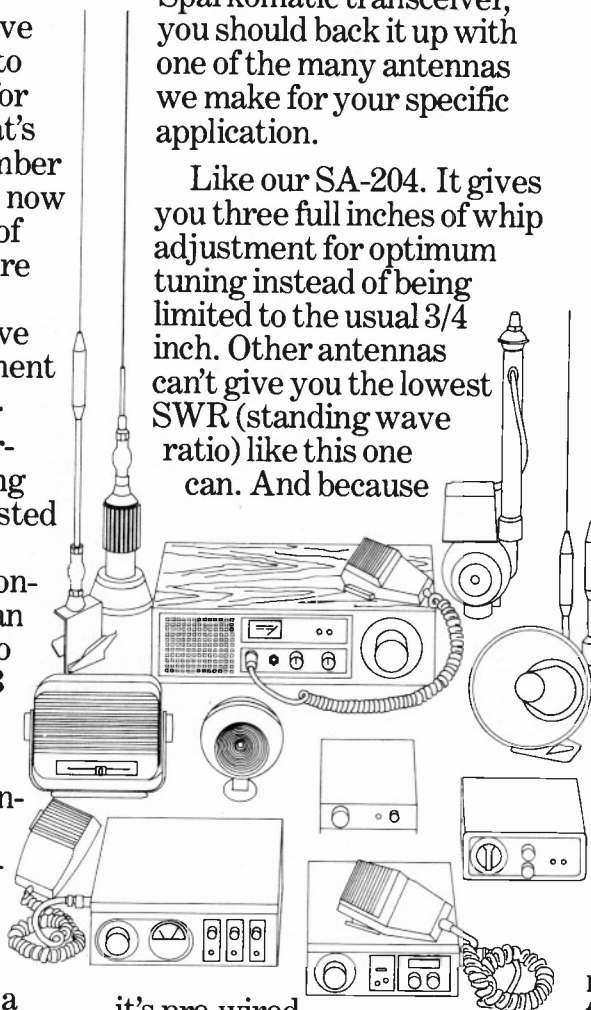
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And whether it's one of our basic mobile rigs like our CB-1123, or a multi-featured base station like the CB-5000, they're all engineered with the same Sparkomatic know-how.

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Like our SA-204. It gives you three full inches of whip adjustment for optimum tuning instead of being limited to the usual 3/4 inch. Other antennas can't give you the lowest SWR (standing wave ratio) like this one can. And because



it's pre-wired with a plug-in connector for goof-proof installation, you know you'll get all the performance that's built into your CB radio.

Our motorized SA-301 is the retractable antenna that's completely retractable. It looks like a regular radio

antenna so no one will know your car is CB equipped. Yet, it has everything going for it like lock-in tuning and efficient top loaded coil. And it's engineered for AM, FM and stereo, as well as CB.

Our SA-22 is perfect for mounting on station wagons, campers, vans, and cars without conventional trunks. We even have a clip-on (SA-10) or magnet mount (SA-11), which you can easily attach or remove in seconds.

And now that you're all set in CB, you should look into an external speaker. For a few bucks more you can improve greatly on intelligibility.

And nothing is better designed for this purpose than our SK-35CB with the exclusive Sparkomatic Tone Purifier™ slide control which brings in the message the way you want to hear it. And to add another dimension to the fun of owning CB, our Public Address speaker, the SK-50CB is a must.

Engineering, design, dependability, value, selection... you'll get it all with Sparkomatic CB equipment.

SPARKOMATIC

Sparkomatic Corporation, Milford, Pa. 18337.
 CB Equipment Automotive Speakers Car Radios Competition Shifters Mechanics Creepers

TERI Tries It!

a FOREST BELT feature

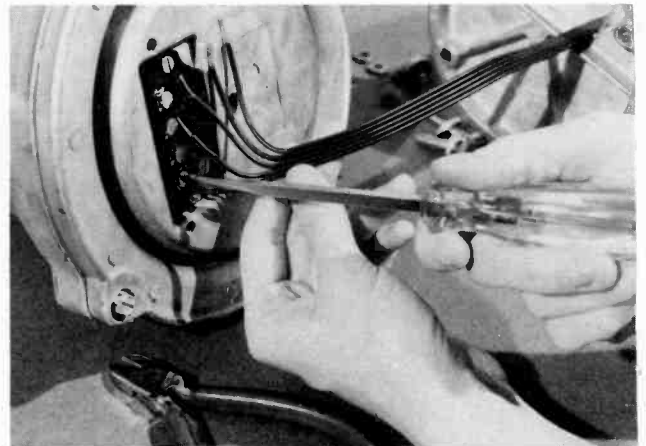
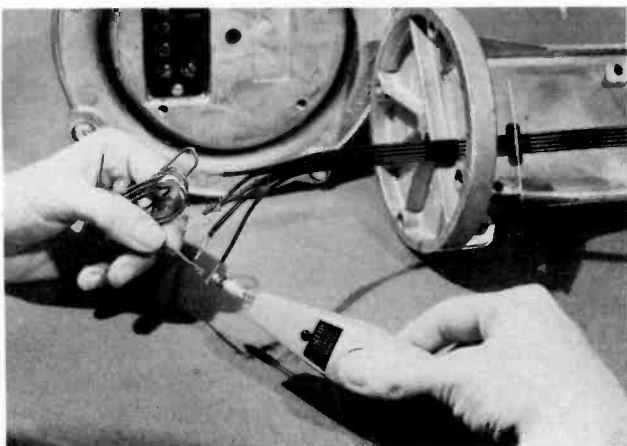


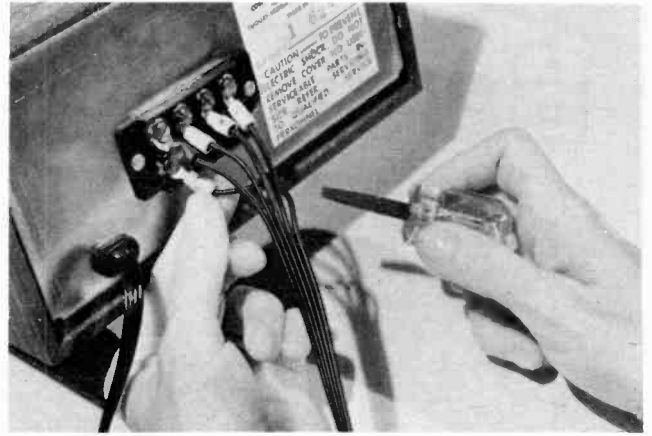
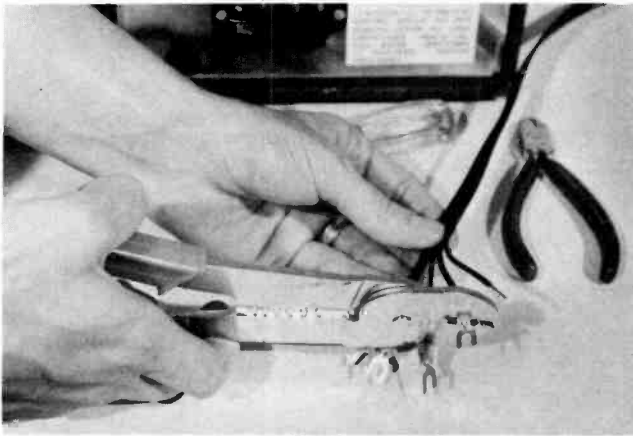
NORTH, south, east, west, with a dozen stops in between. Around and back, and 'round again. That's the way the old antenna swings when my roommate and I spend all night Saturday-Sunday working the CB channels. And we do that pretty often. Do you have any idea how much ratchet-jawing fills the CB airwaves through most weekends?

One recent holiday, it was more fun than usual. I had something different to work with. I was scheduled to try a new antenna rotor, the model BT-1 *Big Talk* from Cornell-Dubilier. *Big Talk* is intended for Citizens Band and other beam antennas in the mid-to-large sizes. I had been wanting a new five-element beam anyway, and my technical guys assured me the 2.5-square-foot wind load rating of the rotator (the outside part) is plenty for my new antenna. So trying the *Big Talk* fit right in with my plans.

My old rotor control was a noisy thing. You can bet the silent operation of the BT-1 made an instant hit. Most fascinating to me, however, are the "preset" antenna positions. All you do is turn the switch on the control box to one of four numbered stops. The rotator automatically swings the beam antenna to point whatever direction has been "programmed" into the box. Any four directions you use most are easy and quick to find, every time. Or, if you turn the function switch to DIAL, the antenna rotates to where you set the big directional dial.

You know how I like to get as involved as possible with equipment I try. Installing this outfit proved a fun project. Of course I had *some* aid. (cont'd)





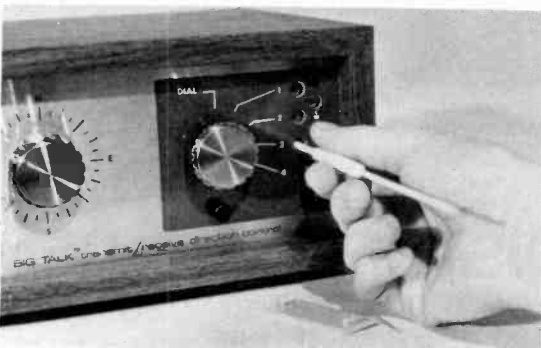
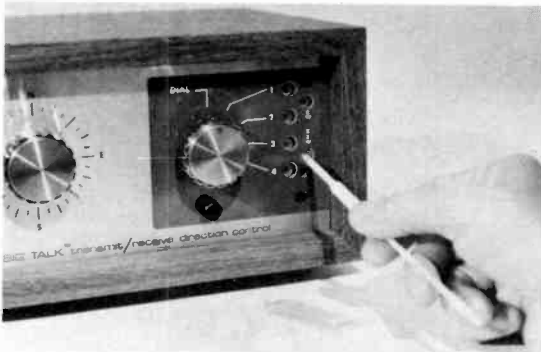
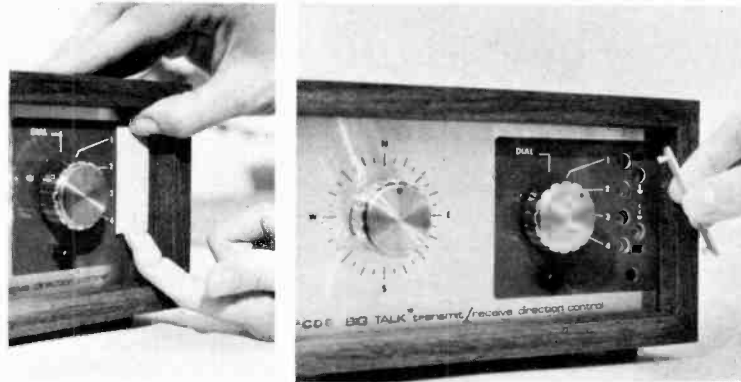
First, with my cordless soldering iron (a recent gift), I "tinned" the end of the five-wire cable: twisting the strands together and applying solder so they can't fray. I poked the cable through a rubber grommet in the cover plate and through the access hole in the rotator bottom support. (Terminals are easier to reach with the bottom not attached yet.) I fastened the silver-coded wire to terminal 1, as the instructions told; then the other wires to 2, 3, 4, and 5, respectively. After that I bolted the bottom support bracket on, and tightened the cover plate.

wire, so as not to mix it up. Then I wired the control box, following the same terminal sequence as at the rotator: silver on 1, remainder on 2, 3, 4, and 5, in that order. (Notice how the final wire folds back across the others to reach terminal 5.)

A contractor friend with a bucket truck hoisted my roommate, the assembled rotator, and my new beam up to the tower-top. (That's really a fast and easy way.) My roommate bolted everything in place, oriented the antenna north, and taped the rotor wire to the tower leg. He arranged a turning loop in the antenna coaxial cable, so the rotator couldn't pull it tight; then he taped the coax to the tower too.

End-stops for the rotator have to be adjusted. You do that from the front of the control box. I won't press major details here; the Cornell-Dubilier manual explains. You unsnap the front escutcheon panel by lifting out at one end, thus unhooking plastic clips be-

Indoors, I crimped lugs onto the five rotor wires, for neatness. I used a different-color lug on the silver



hind it. You can use a pencil or small screwdriver to turn the end-stop (CW and CCW) slugs. However, my technical advisers recommend a hexagon-shaped wand—an "alignment tool" they called it, such as they use for adjustments inside a CB radio.

Finally, I adjusted the four "programed" antenna directions. We wanted Sunshine and Partly Cloudy on one of these, since we talk a lot with them. And of course Lobo, because his home-twenty is in another direction. And Easi-Reader (guess who that is). Position 4 I aimed toward where my roommate works most. We completed these settings in about 20 minutes, following the printed instructions. Couple of times, we had to wait 2-3 minutes for the thermal overload to reset. Turning back and forth quickly seems to kick it out; but it was no problem to wait till it worked again.

We talked up a really great time that weekend. I wonder sometimes if everyone enjoys CBing as much as I do. Maybe you could write and tell me about your CB fun (Box 68120, Indianapolis IN 46268). For now, 73s and 'bye.

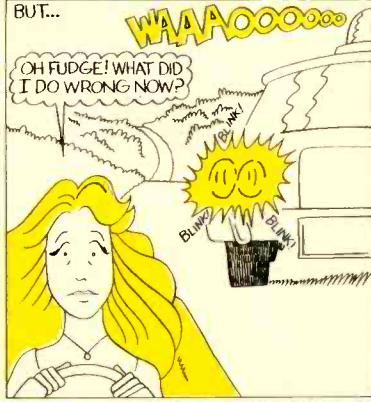
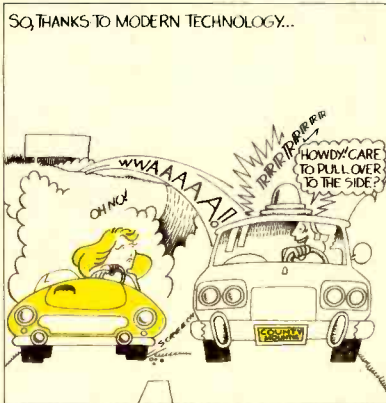
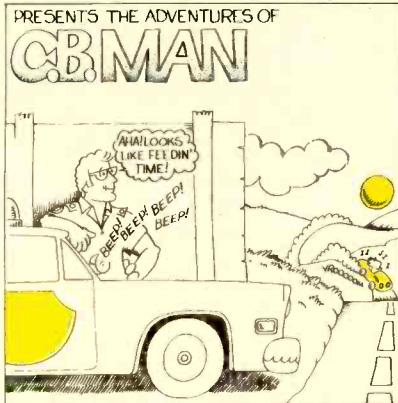
TERI



BENNIES

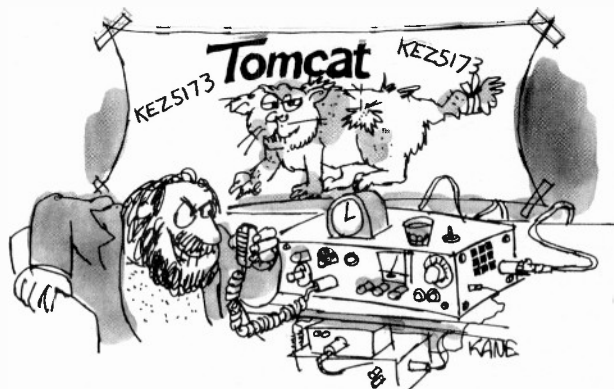
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TOMCAT'S Product Reports

THE TENNELEC MCP-1 MEMORYSCAN MONITOR RECEIVER

We don't know if you're fully aware of what scanners are all about, but if you don't you're missing out on some fascinating and (sometimes) fun things going on in the world of 2-way radio!

Scanners are communications receivers that are capable of receiving one or more of the 2-way FM communications bands, namely low band (30 to 50 MHz), high band (150 to 174 MHz), the UHF band (450 to 470 MHz). Within these frequency bands you can hear the most fantastic things—police and sheriff communications, fire dispatchers, business and industrial stations, military units, mobile and marine units and telephone calls, railroads, commercial airline “private” communications, highway emergency units, public utilities, weather reports, rescue squads and ambulances, experimental stations, even the federal government agencies! If you've got your ears on and tuned to a scanner you'll be absolutely glued to the thing when those stations start crackling through—you can't possibly imagine some of the things that go out on police channels that never seem to make it into the following days' newspapers. And if we told you what could be heard on the mobile telephone channels you would be astonished (to say the least)! Well, if you're a scanner fan you probably know all of this anyway—the scanner and monitor receiver field has been perking along for a number of years now and making new friends with every passing day.

Hundreds of thousands of scanner owners are sitting there, armed with CRB Research frequency directories and their scanning gear digging all of the sounds! If you're not among this happy band, maybe it's time that you looked into the situation because, my friend, we guarantee that you will absolutely love the world of scanners!

Now one good way of tuning up on the scanner bands would be with Tenelec's new MCP-1 Memoryscan receiver—since it picks up the three bands in use (a total of 12,000 frequencies) without the need for crystals. In fact, it was designed with PLL (phase lock loop) digital frequency synthesis—which is really a very “in” thing in the world of communications.

So, instead of using crystals to decide which frequencies you want to hear, you simply punch 'em in to the unit by means of buttons—like using a *Touchtone* telephone! And you don't need to use coded binary numbers as with many other programmable scanners, you just punch in the frequency itself!

The set handles 16 different channels in any mixture of hi/low/UHF frequencies, and instead of the little string of racing red lights which zip continually across the face of most scanners, this rig actually reads out the specific frequencies being scanned—that's so when it locks on to a busy channel you don't have to try to recall which frequency is set up in that position; it's right there for you to see! Unwanted channels can easily be locked out, or re-programmed with other frequencies.

Now, it can still do other tricks too! You can set up the MCP-1 to signal search—for instance you punch in, say, 155.000 MHz on the board, then you hit another button and the set starts to scan—checking out each frequency every 5 KHz right on up to 156.325 MHz. It will lock in on every busy channel during this search—if it is a frequency you'll want to place into the scanner's program bank, touch a button and you preserve the frequency for future listening. If it is an unwanted frequency, tap another button and the frequency is dumped, and the search continues!

It's really quite a device, you can search out unknown frequencies within the entire band coverage range of the set.

The MCP-1 has 1/2-uv sensitivity on all bands, with adjacent channel selectivity at 60 DB down. It will scan at 10 channels per second. As with most



programmable receivers, there is a tendency for intermodulation from strong carriers (this shows up as a strong signal from a nearby transmitter popping up in various frequency slots where it doesn't belong).

The MCP-1 tips the price scales at a suggested retail price of \$399.95—not a paltry amount, but this is a lot of set that can do a lot of things!

It's made by Tennelec, 601 Turnpike, Oak Ridge TN 37830.

THE E & G RESEARCH CB POWER SUPPLY MAKES "DOUBLE DUTY CB RIGS!"

Here's a device that's a natural for saving those hard earned sheckels while letting you be (heh, heh) sneaky and sharp enough to get away with only *one* CB rig for mobile *and* base operation!

Housed inside a slick and sleek looking little cabinet (when we say slick—that means it's finished off in wood grain, *classy!*) are all winds of wires and semiconductors, PC boards, colorful capacitors, transformers and other very impressive space age delights. So it looks good, we were impressed—but we were even more impressed when we found that you could plug this little dickens into a wall outlet and then take a mobile CB rig and run it as a base station from the 13.8 volts that are produced by its circuitry. Now if your *last personal* is Moneybags, this may not mean much to you—but if you're like most people we know, that means a lot!

Put it this way, let's say that you're interested in getting on the fantastic sideband channels but you have been hesitant because you've heard that the gear is priced higher than regular AM equipment—that the average price of an SSB base station is about \$500. Here's what you could do—you could pick up a mobile sideband unit for a lot less—say about \$350 (or as little as \$250, in fact!), add about another 50 bucks for the E&G Research CB Power Supply and you're on the air sidebanding from your base 20—and for maybe as little as \$300 to \$400! That's a heckuva lot less than \$500! And, of course, you can (in a flash) *still* unhook your rig from this power supply and run it in your mobile unit since the only connections between rig and power supply are pos. *and* neg. leads!

That means you have what amounts to a com-

bination base *and* mobile unit, and at a clever price! Naturally, this power supply will run *any* CB rig—it doesn't have to be a sideband rig. You could get a super deluxe AM mobile unit, plug it into the E&G Research Power Supply and BINGO! you've got an *instant* super-deluxe base station for about half price! And, you can *still* use it as a mobile unit too—something you might not find too convenient with too many of the super-deluxe base stations we've seen hereabouts!

This power supply is going to deliver you a nice clean 13.8 volts DC at a minimum of 3 amps. It's regulated to eliminate that teeth gnashing hummmmmmmmm that power supplies have been known to pipe through CB loudspeakers. It's really a heavy duty unit, and when you hit the old mike button and put it under a bit more pressure to come up with the additional juice it takes to power your transmitter, it doesn't poop out! In fact, our tests indicated that when you start to transmit the supply actually comes through for you by delivering *more* power to your rig—it increases! Wow!

Now, if you're like many of us all-thumbs CB'ers you may find that you have occasion to be foolish and unfortunate to be faced with a dead-short situation. Maybe something in your CB rig fails and you don't realize it for a while—while some power supplies will merrily keep feeding full juice into your rig for the short time it takes to fry up the rest of the rig's components, the E&G Research CB Power Supply gets the message in a hurry and automatically cuts its output by more than 30% to give you a bit of time to shut down your CB rig before any damage is done to it. And, while some power supplies will themselves self-destruct not too long after faced with a dead short, the E&G Research CB Power Supply is factory tested in a lab with 5 minutes of a dead short—and it must still be in 100% shape at the end of the test!

There are a lot of uses for this supply other than CB—it can run any electronics hardware designed for mobile operation, tape decks, or whatever. You don't have to have an electronic engineering degree from MIT to figure out how to use it either, just connect 2 wires from the CB rig to plainly marked terminals on the supply and you're all set.

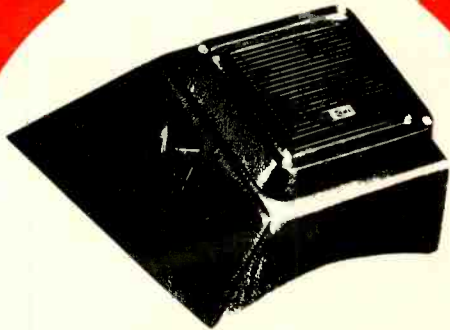
Say, give this thing some serious brainwaves—it has a lot of possibilities. It's made by E&G Research, (Dept. S9), 220 South Main St., Vermontville, MI 49096.

Oh, we said that it was "about \$50." Actually the manufacturer (it's American made, by the way) specifies the actual price as \$49.88. How they came up with such a kokamamie number is beyond us, would have been easier to just say 50 bucks and leave it at that! It appears that in their exacting and precise way they have figured out a way of shaving the price down to give the customer the best possible price, right down to the pennies!



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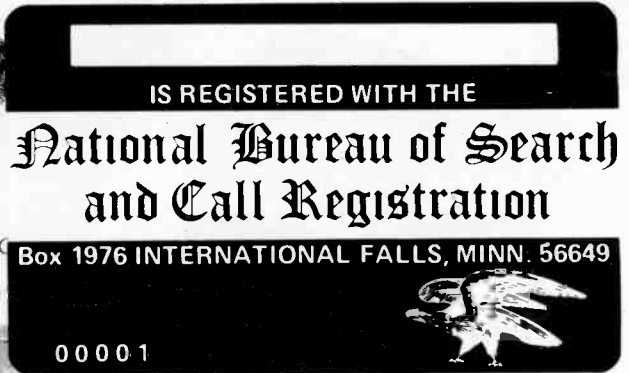
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\$2.00

FIRST NAME INIT

LAST NAME

NUMBER AND STREET

CITY STATE ZIP

REQUESTED HANDLE

IS THIS HANDLE BEING HELD FOR YOU YES NO

WOULD YOU LIKE ADDITIONAL FORMS FOR FRIENDS YES NO

WOULD YOU LIKE A GROUP OR CLUB REGISTRATION KIT YES NO

The 10-13 Channel Roundup

Which Channels To Use On Which Roads!

MOST areas in the nation have a sufficient amount of activity on Channel 19 so that if you're looking for a 10-13 or if you need information, or have a problem, you can usually raise another CB operator.

We have listed here the in-transit channels used for 10-13's on some of the major roads around the nation. The list is not claimed to be complete, in fact any additions are welcomed and will be included in future updates. Roads not listed in this compilation are most likely on Channel 19 and/or Channel 10.

Base stations are requested to avoid using the following channels for ratchet jawing if they are located within 15 or 20 miles of the roads indicated. Taking into consideration the fact that skip conditions can transport a signal for

thousands of miles, perhaps it would be best for base stations to totally avoid the *more* popular 10-13 channels if at all possible, in any case—totally avoiding Channel 19.

Truckers use Channel 19 nationwide at this time, having abandoned their former Channel 10 and several other channels which comprised their communications network for quite some time. Passenger car operators (4-wheelers) are usually treated courteously on Channel 19, but sometimes forget to realize that truckers get a bit testy with those who start yakking away on Channel 19 with messages which are not connected with 10-13's. If you hook up with someone on Channel 19 and decide to modulate with them on some non-traffic related topic, best bet is to switch to another channel. It is worth

noting that on some roads there is such a heavy concentration of communications traffic from truckers on Channel 19, that 4-wheelers have started utilizing Channel 10 or other channels.

Some roads listed in this compilation indicate several channels in use. This may be accounted for because either 1) truckers are on 19 while 4-wheelers are on other channels, or 2) channels may change over different sections of the road in question. When in doubt, you can always give a shout on Channel 19 to ask for info on the proper channel to use for the road you want, for sure someone will be only too happy to steer you straight!

Channel 9 is specified as an Emergency Channel, in some areas the police monitor it and can send you help. Various emergency oriented clubs and

CB Usage Tips From S9

(CUT OUT & PLACE AT OPERATING POSITION)

Preferred & Designated Channels

- Channel 9 Emergencies only
- Channel 13 Maritime
- Channel 16 Single Sideband only
- Channel 18 Single Sideband only
- Channel 19 Trucks/Vehicles in transit*

*Note that in many areas there are also 1 or more additional channels designated and/or normally used for in-transit vehicles, most often Channels 10 and/or 12. This is especially true in metro areas and their suburbs where Interstate Highways are on 19 and secondary roads such as parkways are on alternate channels. It is not the practice for mobile units on such channels to request breaks. Base stations are requested to avoid using all area in-transit vehicle channels in order to permit their full, free, unobstructed and exclusive use by in-transit vehicles. "Channel Monitors" are neither required nor desired on in-transit channels and are requested to honor any in-transit channels which may have been so designated in local areas by the operators by means of their customary and general usage habits.

Those operators who feel the need to function in CB by establishing themselves as "Channel Monitors" should not expect to monitor or control distant stations which are being received at S-3 strength or lower. They should also be aware of the fact that even those local stations in their area may not wish to avail themselves of their services; all stations having free access to the channels may elect to bypass the monitor

should they wish to do so. Those who attempt to pass themselves off as "Channel Monitors" as a ploy to hog the channel for their own purposes should expect to be ignored by most stations. Those monitors who are successful are those with a good signal and good ears, who earn the respect of other operators by keeping their own transmissions as brief as possible, by giving up their own rights to hold conversations while acting as monitor. ALL transmissions from the monitoring station should consist solely of acknowledging breakers who wish to use the channel, and NOTHING more. During busy periods monitors should deny requests for 10-36's and radio checks on their channel.

Those seeking 10-36's should be encouraged and instructed in the art of telling time by means of wristwatch, clock, or broadcast radio station. Those whose primary interest in CB is chucking carriers and/or playing music are requested to consider the pleasures and benefits to be derived from finger painting and shock therapy, respectively.

Stations using power mikes should be cautious that their audio levels are set to a level which will not cause voice distortion, over modulation, or splashover on adjacent channels.

Single Sideband stations generally operate on Channels 16 and 18, although this may vary in specific areas. Stations using standard AM transmission are requested to avoid use of local Sideband channels, likewise Sidebanders are requested to confine their transmissions to those channels established locally for their use.

10-13 CHANNEL ROUNDUP (cont'd)

groups also monitor this frequency, however the watch hours, locations, communications range, courtesy and efficiency of these groups varies so widely that one cannot be assured of nationwide reliability of emergency use of Channel 9 should you require aid. Some groups are excellent and are always 10-8, while others are 10-1, 10-7, and worse! Do not overlook the fact that if you draw a blank on Channel 9 with your 10-33 shout, you can usually get a response on Channel 19 or elsewhere!

If you've got some additional data for our listing, send it along to: *Tomcat's 10-13 Channel Roundup*, c/o S9 Magazine, 14 Vanderventer Ave., Port Washington, N.Y. 11050.

Numbers in *italics* are road, route, highway, and interstate numbers.

ALABAMA All roads 19 and 21.

ALASKA All roads 19 and 21.

ARIZONA

8 14, 19, 21
10 19, 21
17 21
40 17, 19, 21

ARKANSAS

30 11, 19
40 19
55 19

CALIFORNIA

5 5, 6, 15, 17, 21
8 19, 21
10 19, 21
15 17, 19, 21
17 21
40 5, 19, 21
80 17, 19, 21
99 12, 15, 17, 19
101 17, 18, 19
395 19, 21

COLORADO

25 19, 21
70 19, 21
80 19
287 19, 21

CONNECTICUT All roads 19.

DELAWARE All roads 19.

DIST. OF COLUMBIA All roads 19.

FLORIDA

10 19
11 15
75 11, 15
95 19

GEORGIA

19 11
20 11, 19
75 11, 15, 19
95 19

HAWAII All roads 19.

IDAHO

15 11, 19
80 19, 20, 21
90 17, 19

ILLINOIS All roads 19 and 21.

INDIANA All roads 19 and 21.

64 12, 19

IOWA

35 19
69 11, 19
80 13, 19

KANSAS

35 3, 7, 19, 20
50 20
70 5, 21

KENTUCKY All roads 19.

75 12, 19

LOUISIANA All roads 19.

20 11, 19

MAINE All roads 19.

MARYLAND All roads 19.

MASSACHUSETTS All roads 19.

MICHIGAN All roads 19.

MINNESOTA All roads 19.

MISSISSIPPI All roads 19.

MISSOURI

14 15
29 14, 15, 19
44 19
55 19
66 19
70 19, 21

MONTANA All roads 19.

94 11, 15, 19

NEBRASKA

17 19, 20, 21

NEVADA

15 17, 19, 21
80 3, 11, 17, 19, 21

NEW HAMPSHIRE All roads 19.

NEW JERSEY All roads 19.

NEW MEXICO

10 17, 19, 21
25 19, 21
40 19, 21
54 15, 17, 19

NEW YORK All roads 19.

Long Island:
25 12
25A 10, 17
27 & 27A 10
347 12
454 12
495 19
N. State Pkwy 12
S. State Pkwy 10
N-S Pkwys 10, 12

NORTH CAROLINA

40 11, 19
85 11, 12, 19
95 11, 19
421 11, 12, 19

NORTH DAKOTA All roads 11 and 19.

OHIO All roads 19.

70 & 75 15, 21

OKLAHOMA All roads 15 and 19.

35 15, 19, 20, 21
40 15, 19, 21

OREGON

5 6, 17, 19, 21
80N 11, 17, 19

PENNSYLVANIA All roads 19.

22 5, 19
30 5, 15, 19

PUERTO RICO All roads 19.

RHODE ISLAND All roads 19.

SOUTH CAROLINA

20 11, 19
26 19
85 11, 19
95 11, 19

SOUTH DAKOTA All roads 19.

TENNESSEE All roads 11 and 19.

TEXAS All roads 19 and 21.

10 17, 19, 21
20 19
24 11, 19
30 15, 19
35 15, 19
40 11, 19
45 15, 19
65 11, 19
75 11, 19
78 11

UTAH All roads 17, 19 and 21.

VERMONT All roads 19.

VIRGINIA All roads 19.

81 11, 12, 19

VIRGIN ISLANDS All roads 19.

WASHINGTON

2E 3, 14, 19
2W 3, 14, 15
5 17, 19
10 17, 19
12 17, 19
90 17, 19
(Logging trucks-14)

WEST VIRGINIA All roads 19.

WISCONSIN All roads 19.

94 11, 19

WYOMING All roads 19.

25 19
80 19, 20, 21
90 19

CANADA All roads 15, 19 and 21.

Will other CB's catch up with Royce's Wireless?

Why wait?

Other CB makers might have a Wireless Module chassis by 1978. You can have it now!

Let's talk straight about CB today.

Right now you're probably confused. You see dozens of ads on TV and in magazines. Every CB maker claims superiority. New names are entering the field.

You ask yourself—is there a difference between different brands of CB's?

Answer: There is a big difference between Royce and *all* other CB makers! Because *only* Royce has the Wireless Module concept!

And, it is the biggest CB technological breakthrough since transistors replaced tubes.

Royce has brought computer technology to CB. With wireless modules. Automated—not hand-soldering. Precision assembly. Higher quality components. Computer tuning and testing.



It all adds up to reliability never before dreamed possible! Long CB life! Peak power! Maximum transmitting and receiving range!

So, now you have an easy way to decide which CB to buy! And your Royce dealer can show and tell you more about the amazing new Wireless Module CB's and the entire Royce line. Stop by and see him soon! Royce Electronics Corp., 1746 Levee Road, North Kansas City, Mo. 64116.

Royce Wireless Model 1-655. 23-channel mobile CB has Amplified Automatic Gain Control circuit (AAGC) to amplify weak signals, reduce nearby overload. Phase Lock Loop (PLL) tuning adds greater reliability. Large S/RF meter. Pushbutton ANL switch minimizes noise, static. Pushbutton PA/CB switch activates powerful P.A. Pushbutton RF Gain Control prevents overload from nearby stations.

Royce Wireless Model 1-658. 23-channel mobile CB Vol-U-Mike allows receiver volume adjustment from mike or front panel. Phase Lock Loop (PLL) provides reliable 23-channel operation with only 3 crystals. Large, readable S/RF meter. Pushbutton PA/CB switch activates powerful P.A. Continuous RF Gain Control prevents overload from nearby stations.

Model 1-655



Model 1-658



Royce



Follow the new leader!

Royce Electronics Corporation
1746 Levee Road
North Kansas City, Mo. 64116
Call: (816) 842-7505 • Telex: 426-145

Display your handle and your call letters.



Order by mail and save 50% or more!
Custom-made, magnetically backed plaques.

Now you can show the whole world your CB "handle" and/or call letters with a custom-made plaque for your car, trailer, van, truck or camper.

These custom-made, weather-proof plaques come in your choice of size, color, and letterstyle. But, best of all, they are available to CB operators through the mail at a fraction of the cost you would expect to pay at a local sign shop. They're custom-made for you and your personal satisfaction is guaranteed. If for any reason you are not perfectly happy, simply return your plaque within 10 days for full refund.

Order your custom designed plaque now! Each one comes with a smooth, scratch resistant magnetic backing so it attaches instantly and firmly to metal surfaces and is secure at highway speeds. (Or, you can easily add adhesive strips for attaching to any surface). Colors won't chip, peel or fade. Mark your order clearly and mail this coupon today.

Style	Model No.	No. of Lines	Letter Height	Overall Height	Regular Base Price Value	Your Base Price
A	115	1	1½"	3"	\$13.50	\$4.00
B	120	1	2"	4"	\$14.00	\$5.00
C	130	1	3"	5"	\$17.50	\$6.00
D	225	2	1" & 1½"	5"	\$15.00	\$6.50
(not shown)	235	2	1½" & 2"	6"	\$16.00	\$7.50
E	250	2	2" & 3"	8"	\$17.50	\$8.50

How To Count Characters for Plaque
 In order to provide you with the most attractive plaque, the length will never be more than 24". The actual size is determined by the number of characters, style and size of the letters you select. The following table indicates the maximum allowable characters per line for the various combinations of letter styles and sizes. Be sure the number of letters and spaces on each line of your plaque does not exceed the limits shown for the style you have chosen.

Letter Height	Maximum Characters Allowed (Letter Style Illustrated in Photo Above)				
	A	B	C	D	E
1"	24	36	40	27	21
1½"	16	24	28	18	14
2"	12	18	20	13	11
3"	8	12	14	9	7

CUSTOM PLAQUE ORDER FORM

Circle your desired choices below and mail your completed order form with your check or money order to CALLSIGNER™, Box 249, Montrose, Pa. 18801.

Circle Desired Choices

- Background Color: WOODGRAIN BLACK WHITE RED
YELLOW BLUE
- Letter Color: BLACK WHITE RED YELLOW BLUE
GREEN SILVER GOLD
- Letter Style: A B C D E
- Model Number: 115 120 130 225 235 250

Desired Lettering (Please Print Clearly) Base Price \$ _____

Line 1: _____ (10¢ each letter) \$ _____

Line 2: _____ (10¢ each letter) \$ _____

Postage & Handling \$ _____ .75

Pa. Residents Add 6% Sales Tax \$ _____

Make check or money order payable to

"Callsigner" for TOTAL of _____ \$ _____

Name _____

Address _____

City _____ State _____ Zip _____

Callsigner™

Box 249, Montrose, Pa. 18801

TRAM[®]

It's not for everybody.

The famous Tram D201 CB base station is a classic example of electronic craftsmanship at its finest.

Hand-crafted by pioneers in the CB industry, the Tram D201 is designed for the discerning CB operator who demands and can afford the very best.

If second best is simply not good enough for you, see the limited edition Tram D201 base station and mobile units at your local CB radio dealer. Write for free brochure. DEPT. B

TRAM/DIAMOND CORPORATION

Lower Bay Road, Box 287, Whitehouse, NJ 07078 (201) 328-2200

The mark of CB quality since 1955



One of a kind from Royce! Maximum power and range from a miniature control unit!

Royce 3-piece Mod-U-Lar CB is a miracle of miniaturization!

Imagine a control unit only slightly larger (4" W x 3" D x 1 3/4" H) than a pack of king-size cigarettes. Install it anywhere — overhead, on the visor, or in the glove compartment to make it more theft-resistant.

Look at the control unit. This tiny electronic wonder has controls for volume, squelch, PA/CB, and tone, an S/RF meter, and contains a full 3" speaker.

Then, mount the separate power unit in a safe place up to 9 feet away (or up to 18 feet with optional cord). Under seats. In the car trunk.

Now, the final touch — Royce's exclusive Chan-L-Matic channel read-out on the mike — so you'll never



have to take your eyes off the road again to change channels.

Add it all up — and you've got power, range, reception. Plus a new dimension in safety and convenience.

See the 1-580 at your Royce dealer's today! Or, write for complete information on the 1-580, the 6 new Royce Wireless Module CB's, plus other Royce innovative models, and a complete, quality line of antennas, and accessories.

Follow the new leader!

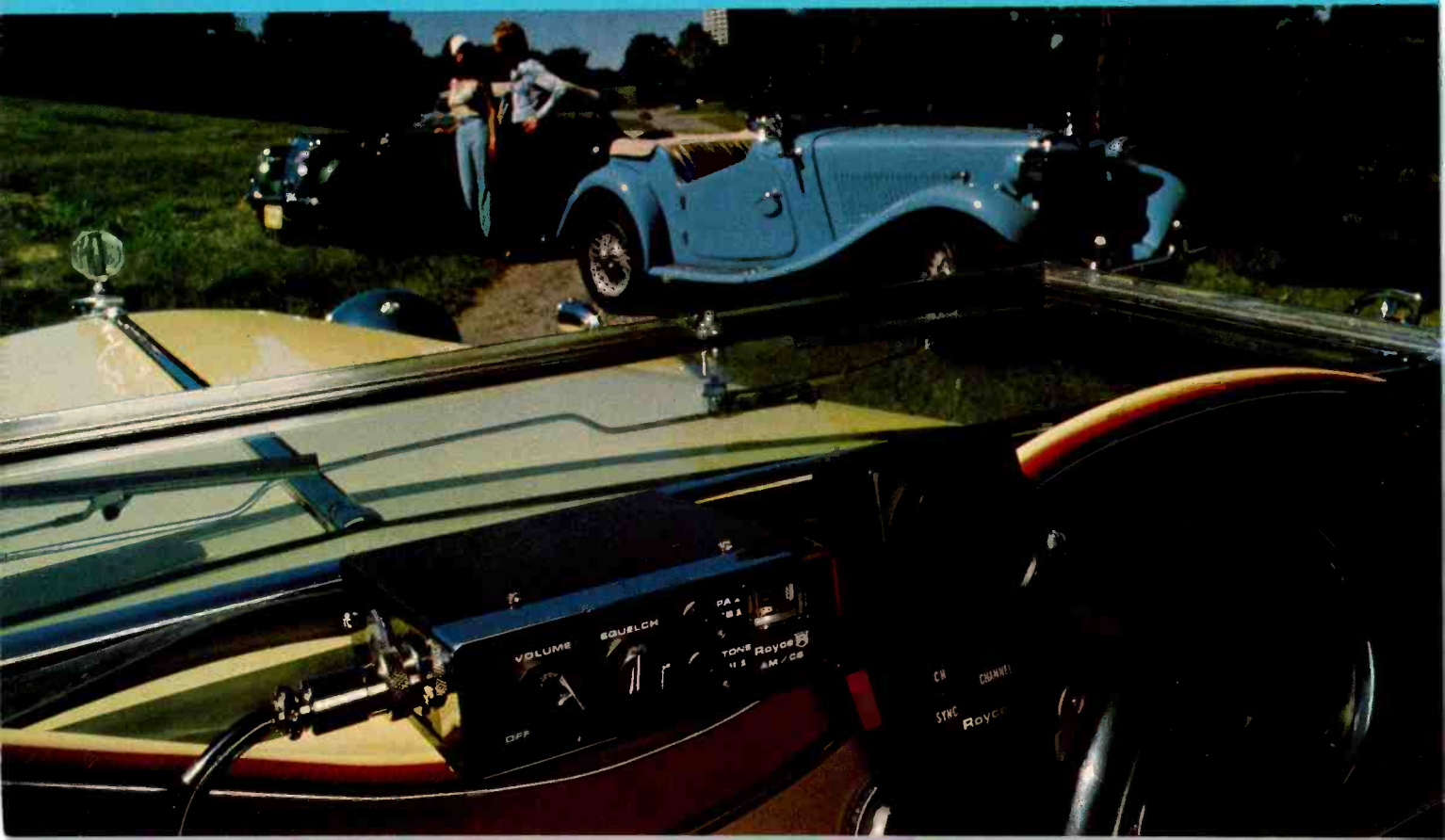
Royce



Royce Electronics Corporation
1746 Levee Road

North Kansas City, Mo. 64116

Call: (816) 842-7505 • Telex: 426-145





ON THE COUNTERS



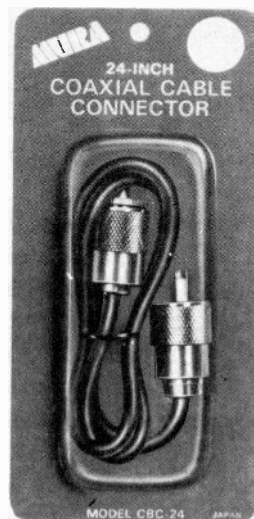
TRINIDAD AM CB BASE STATION

Every feature required for continuous heavy-duty, two-way radio operation is built into SBE's Trinidad citizen band AM base station. It features a double conversion receiver highly responsive to weak signals, adjustable squelch and volume controls, standing wave ratio sensitivity, and delta tuning for improving the reception and intelligibility of incoming signals. In transmit mode the Trinidad delivers maximum legal power, high AM modulation for optimum efficiency. It synthesizes all 23 channels requiring no additional crystals.

The Trinidad, identified as Model SBE-11CB, comes ready to plug into any 117 VAC circuit. Among its many special features is an emergency power "fail-safe" circuit, which automatically switches the SBE-11CB from 117 VAC to 13.8 VDC battery operation in the event of a power failure. Other convenience features include an illuminated triple function front-panel meter which monitors power output, relative strength of incoming signals and voltage standing wave ratio (so the operator can determine antenna efficiency without going outside and without the necessity of a separate VSWR meter).

The SBE Trinidad is housed in a beautiful walnut-finished cabinet which complements the decor of any home or office. The unit weighs 12.3 lbs. and measures 5.75"H x 17.75"W x 8.75"D. It comes complete with dynamic microphone and four-conductor coiled cord with plug.

For complete information and specifications, write SBE, Inc., Dept. P, 220 Airport Blvd., Watsonville, California 95076.



COIL CORDS AND COAXIAL CABLE CONNECTORS

Two new additions to the Mura CB accessories line are a 5-wire, 6-foot coil cord replacement and a two-foot coaxial cable connector. Both items are individually packaged for wall display in the familiar blue Mura see-thru packagings.

The Mura MC-6 is a six-foot heavy duty coil cord which is a proper replacement part for any CB microphone. The 5-wire (color-coded) cord assures compatibility for either relay or electronic switching.

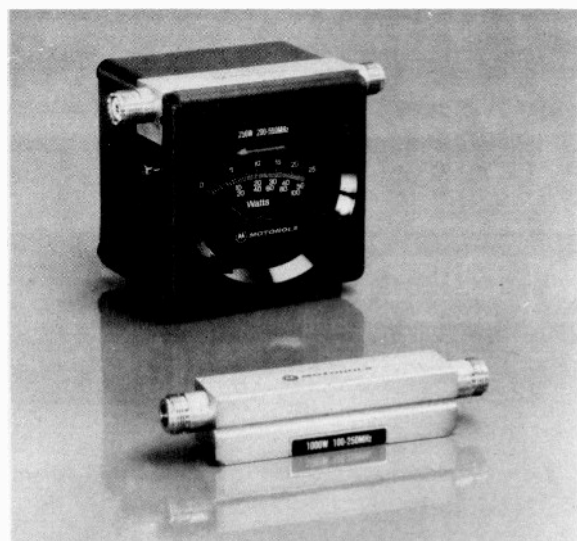
The Mura CBC-24 is a 24-inch coaxial cable, factory-fitted with standard PL-259 connectors at each end to connect any transceiver to an antenna test meter.

The Mura MC-6 Coil Cord has a suggested list price of \$2.95; the CBC-24 has a suggested list price of \$3.95. For further information, write to Mura Corporation, 50 South Service Road, Jericho, New York 11753.

WATTMETER AND ELEMENTS

Motorola Communications and Electronics, Inc., has introduced a new wattmeter, plus a complete line of "N" type and UHF connector elements.

The technician's perfect companion, the sturdy, compact wattmeter is designed for plug-in, in-line elements. The bi-directional element is simply clipped into the meter to read both forward and reverse power. Separating the meter from the element automatically damps



the meter movement for positive protection against mechanical shock during transit.

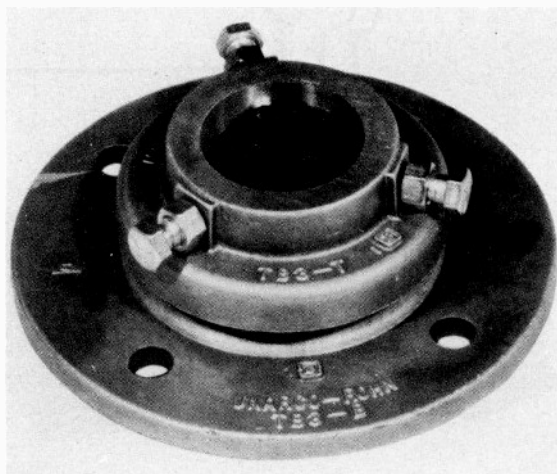
Complementing the wattmeter are Motorola's rugged elements, which are designed to resist damage from dust, dirt, moisture and droppage. The r-f cavity and sense line are an integral part of the element, as opposed to being part of the meter. This prevents variations in accuracy, VSWR (voltage standing wave ratio) and losses in the measurement system throughout the life of the element. Another user benefit of Motorola's elements is that they may be left in antenna or transmission lines, thus eliminating the need to go off the air when measuring power.

Durable leather cases provide a convenient means for carrying and storing the meter and elements. The meter case contains compartments for up to three elements. The accessory case holds up to 12 additional elements.

For further information on Motorola's new wattmeter and elements, contact Barbara Bennett, Motorola Communications and Electronics, Inc., 1301 E. Algonquin Road, Schaumburg, Illinois 60196.

Like all Sharp CBs, the new model has Phase Locked Loop Circuitry. The semi-conductors include 18 transistors, 13 diodes, 5 IC's and 3 FET's. It has an easy-to-read illuminated channel indicator with red light for Channel 9. Other features include a variable squelch control, switchable Automatic Noise Limiter, 3-position Delta tuning, a signal/RF power meter, public address capabilities, and a detachable microphone.

Contact: Sharp Electronics, 10 Keystone Pl., Paramus, New Jersey 07652.



THRUST BEARING

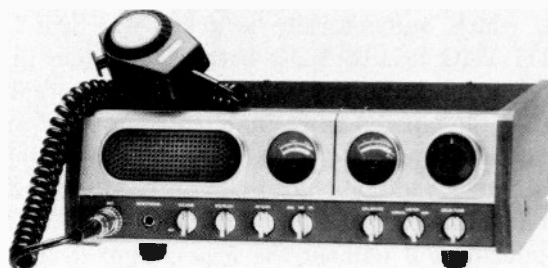
Unarco-Rohn, Division of Unarco Industries, Inc., Peoria, Illinois, has just introduced a new thrust bearing (TB-3) for mounting antennas that is superior to anything on the market today. It is of that treated cast aluminum for extra strength. The bearing incorporates 30 stainless steel ball bearings in a race that is protected from the elements permitting freer movement at all times. Three lock nuts fasten the antenna mast securely in position. This relieves the weight of the antenna on the rotor and at the same time allows an exceptionally free turning movement.

Contact: Unarco-Rohn, Box 2000, Peoria, Ill. 61601.



23-CHANNEL CB TRANSCEIVER

A 23-channel CB transceiver, CB-760A was introduced by Sharp Electronics Corporation. It is the third CB transceiver to be added to the Sharp line this year and carries a suggested retail price of \$139.95.



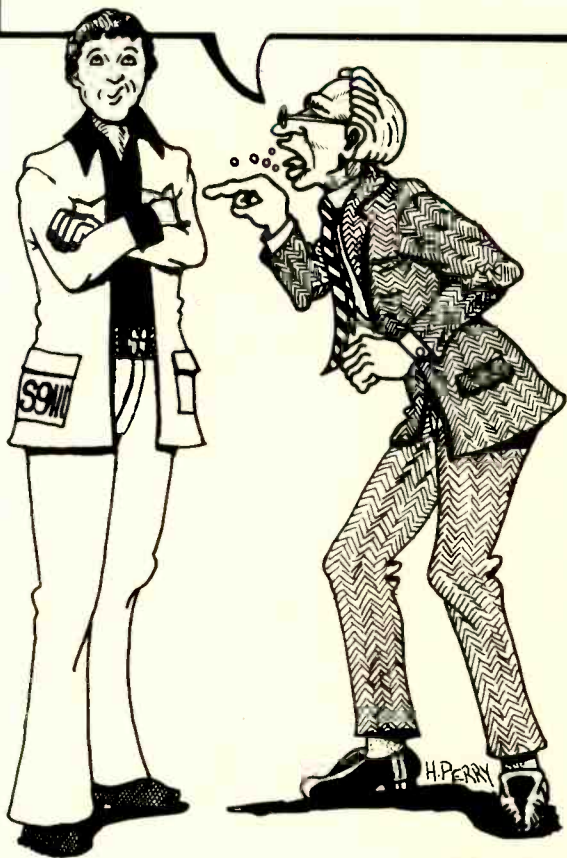
BASE/MOBILE RIG

Craig Corporation introduces its component styled, C.B. Base Transceiver, Model 4201. Two-way power allows the unit to be used either as a base or mobile station.

The 4201's RF power output stage comfortably handles the maximum four watts output limit authorized by the FCC.

(continued)

Just Because You Were There First Doesn't Make You A Professional



This challenge was thrown at us by the publisher of a brand new CB monthly, that's making its debut this month. **And you know what?**

He's right!

But when we reminded him that: **S9 is printed by** R.R. Donnelley the world's largest commercial printer and that ...

S9 is distributed by ICD (a division of the Hearst Corporation), the country's largest newsstand distributor and that ...

S9 is sold by more than three thousand professional CB retailers, and that ...

S9's publisher has been turning out magazines for slightly more than thirty six years ...

He didn't have much more to say.

CB RADIO
S9
CB RADIO

Published since 1962 by professionals

ON THE COUNTERS *(continued)*

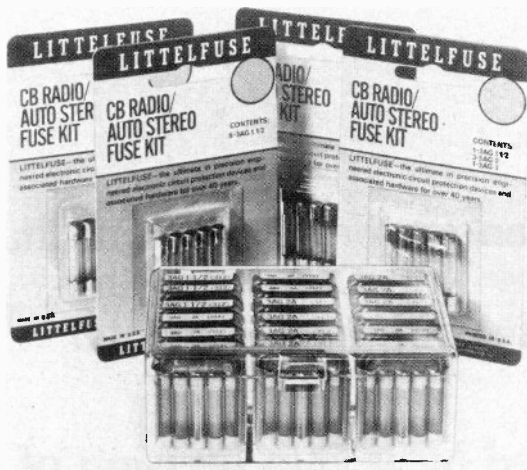
A built-in microphone pre-amplifier incorporates special frequency shaping and voice compression circuitry which assures maximum clarity and range. Dynamic compression maintains high average modulation without over-modulating. All 23 C.B. channels are crystal controlled by synthesizer circuitry to ensure accurate, on-frequency operation while transmitting and receiving.

Unique noise-blanking on the 4201 produces quiet reception without audio distortion or gaps in the sound. Automatic noise limiting reduces natural atmospheric noise for clear reception of weak signals.

Monitoring the performance of Craig's 4201 is facilitated by two illuminated front panel meters. One meter shows relative power output in watts while transmitting and "S" units while receiving. The other meter with calibration control measures modulation percentage for maximum "talk power," and standing wave ratio (SWR) for efficient antenna operation.

The highly-styled black and satin chrome finished front panel facilitates easy readability and compliments all interiors.

Suggested retail is \$169.95.



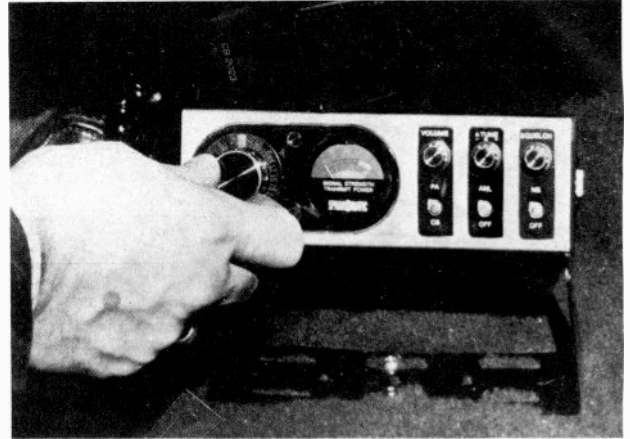
LINE OF CB SERVICING KITS

Littelfuse, Inc. has announced a line of carded CB-Auto Stereo Fuse Kits and a CB-Auto Stereo Fuse Caddy for "do-it-yourselfers," CB dealers, and servicemen. Designed specifically for retail sales, the carded fuse kits each contain five 3AG fuses used in CB radios and auto stereos and are available in four types: an assortment of 3AG 1½, 2, and 3 amp fuses, and three different "5-Pack" kits, each containing five 1½ amp, five 2 amp, and five 3 amp fuses, respectively. The fuses are bubble-packed on an eye-catching green, white, and black 3¼" x 5¼" display card.

For CB dealers and servicemen, Littelfuse has announced a new CB-Auto Stereo Fuse Caddy, containing sixty 3AG 2 amp fuses, and fifteen each of 3AG 1½ amp and 3 amp fuses. Fuses are packed five to a box. The caddy holds all the fuses necessary to service CB radios and auto-stereos and offers the serviceman

a neat, convenient way to keep these fuses organized and within easy reach.

Complete information on the new line of carded CB-Auto Stereo Fuse Kits and the CB-Auto Stereo Fuse Caddy is available from Littelfuse, Inc., 800 E. Northwest Highway, Des Plaines, Illinois 60016.



NEW CB RIG

Sparkomatic Corporation, Milford, Pa. has announced a new full feature 23 channel citizens band transceiver with emphasis on quality engineering and meticulous appearance detail.

The new CB-2023 weighs 4½ pounds and measures 2¾" H x 7" W x 7½" D. The crystal controlled unit has the legal maximum power output of 4 watts, a large illuminated signal strength and radio frequency output meter, delta fine tuning, receive and transmit lights, automatic noise limiter switch, noise blanker switch and chrome mounting bracket and hardware. In addition, the CB-2023 features an illuminated channel selector, a dynamic screw type detachable microphone and a separate PA switch.

For further information regarding Sparkomatic CB transceivers and CB accessory equipment write to Sparkomatic Corporation, Milford, Pa. 18337.

HEAVY DUTY BUMPER MOUNT ANTENNAS

Heavy duty Citizens' Band radio mobile bumper mount antennas with either 102" stainless steel or 96" fiberglass whips are now available from Antenna, Incorporated, announced Randall J. Friedberg, Sales Manager for the Cleveland-based manufacturer of antennas and antenna accessories.

The rugged mount fits most bumpers, clamping into position with set-screws to eliminate the need to drill holes. The bracket rotates to permit the proper vertical alignment of the antenna mast. No cable is furnished with the assembly, but the base accepts terminal lugs for easy installation. Included with the assembly is a

(continued)

Now from M-Tron...

A Security Blanket for Crystal Buyers

RELAX M-Tron has a plan that can make crystals the least of your worries. Our *Security Blanket* program is ready to give you:

- GUARANTEED PRICE**—a highly competitive unit cost that you can count on for the length of your “blanket” plan.
- GUARANTEED DELIVERY** of every scanner crystal you order in the shortest possible time.
- GUARANTEED QUALITY**—all M-Tron crystals carry our famous “life of the set” warranty.



Get the protection of the M-Tron Security Blanket. Contact your M-Tron Representative or call 605-665-9321 today!

 **INDUSTRIES, INC.**

P. O. Box 630, Yankton, South Dakota 57078

Now there's one source for both 8-track and CB.

J.I.L. The one that has it all!

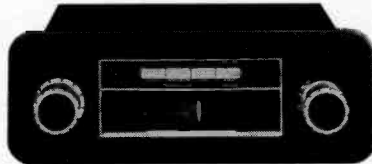
Now you can enjoy 23-channel mobile CB two-way radio communications, AM-FM-MPX radio, and your favorite 8-track stereo tapes—all with one handsome, in-dash unit from J.I.L. What's more, a unique Stand-by Switch monitors CB while you listen to the music, interrupts for CB transmissions, and returns to your original program automatically! There's a full 8-track line waiting at your J.I.L. Dealer's: in-dash or under-dash; 8-track-plus-radio or straight 8-track players; luxury or budget models. For the best in CB, for the best in 8-track, for the best in car stereo, J.I.L. has it all.



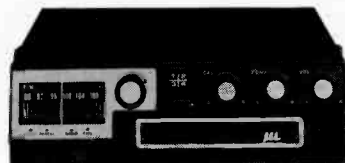
852CB
In-Dash 23-Channel CB/AM-FM-MPX/8-Track Cartridge



848
In-Dash AM-FM-MPX/8-Track Cartridge
with Automatic Tuning



841
In-Dash AM-FM-MPX/8-Track Cartridge



517
Under-dash FM-MPX/8-Track Cartridge

J.I.L. For complete information, write...
Corporation of America, Inc.

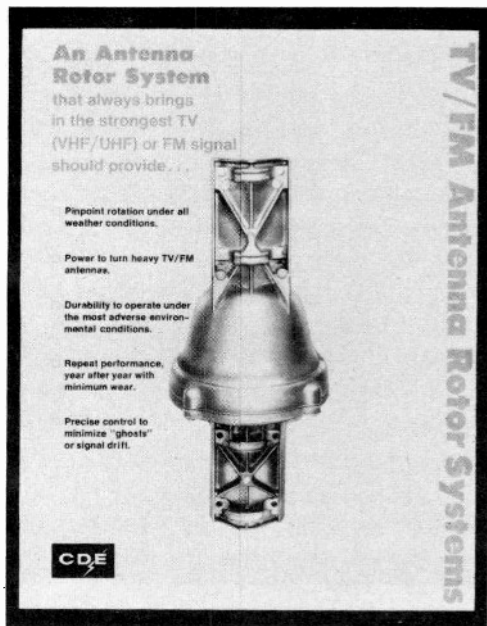
737 W. Artesia Boulevard, Compton, California 90220

ON THE COUNTERS (continued)

heavy duty chrome plated steel shock spring. The corrosion-proof spring resists the severest impact to protect the antenna in low clearance areas and minimize whip lean back.

Model 16011 features an impact resistant 102" tapered whip made of 17-7PH stainless steel. Suggested resale price is \$28.88. Model 16021 features a tapered 96" fiberglass whip. Suggested resale price is \$31.88.

For further information on the bumper mount antennas and the full line of Antenna, Incorporated products, contact Mr. Friedberg at Antenna, Incorporated, 23850 Commerce Park Road, Cleveland, Ohio 44122.



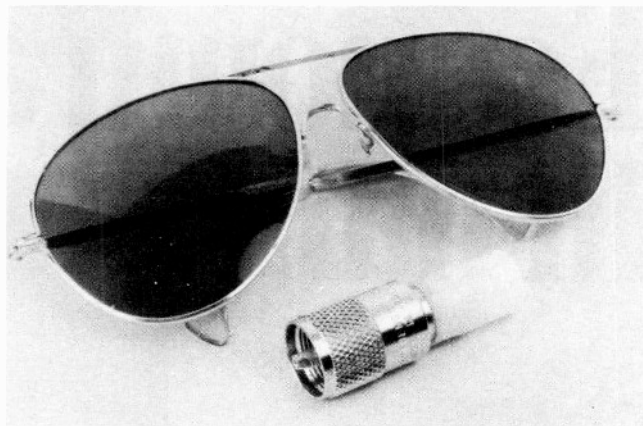
ANTENNA ROTOR LITERATURE

NEWARK, NEW JERSEY — Cornell-Dubilier Electronics has released literature describing their 360° TV/FM antenna rotor system. Four different control boxes are available from Model AR-33 with push-buttons to Model AR-40 and AR-22XL Automatic Units, to Model SA-22L, a semi-automatic unit. All these units control the CDE Rotor Bell™ which provide pinpoint rotation under all weather conditions, high tuning power, high reliability and precise control with excellent repeatable performance.

For additional information, contact Mr. William Carlson, Cornell-Dubilier, 150 Avenue L, Newark, New Jersey 07101.

POWER OUTPUT INDICATOR GIVES VISUAL CHECK OF PERFORMANCE

A new Amphenol® combination illuminated power output insulator and dummy load that provides a visual indication of CB transmitter performance has been introduced by Bunker Ramo Division, Danbury, Connecticut. Designated Amphenol Model 83-888, the new device consists of a light-terminated coaxial load mounted in a modified UHF connector (PL-259-type) body. It can be used to precisely tune the transmitter



for maximum output — the brighter the light, the greater the output.

Power modulation can also be quickly checked, since brilliance of the light increases and varies when someone talks into the microphone, if the AM transmitter is functioning properly.

In addition, Amphenol Model 83-888 prevents illegal and annoying interference with other stations while transmitter adjustments are being made. The unit can also be used to check SSB carrier balance: there will be no glow if the carrier is correctly nulled. To check for SSB modulation, talk into the microphone and the light will glow with modulation.

The new power output indicator mates with standard UHF receptacles ($\frac{5}{8}$ -24 thread). Impedance is 52 ohms nominal, and the frequency range is 0-30 MHz. Power rating is 4 W maximum; VSWR is 1.1:1 at 27 MHz.

The body is brass and the dielectric is Bakelite. Exterior plating is Amphenol's ASTROplate® non-tarnishing finish. Center contact is silver-plated brass.

For more information about the new Amphenol Model 83-888 power output indicator, contact: Bunker Ramo RF Division, 33 E. Franklin St., Danbury, Connecticut 06810.

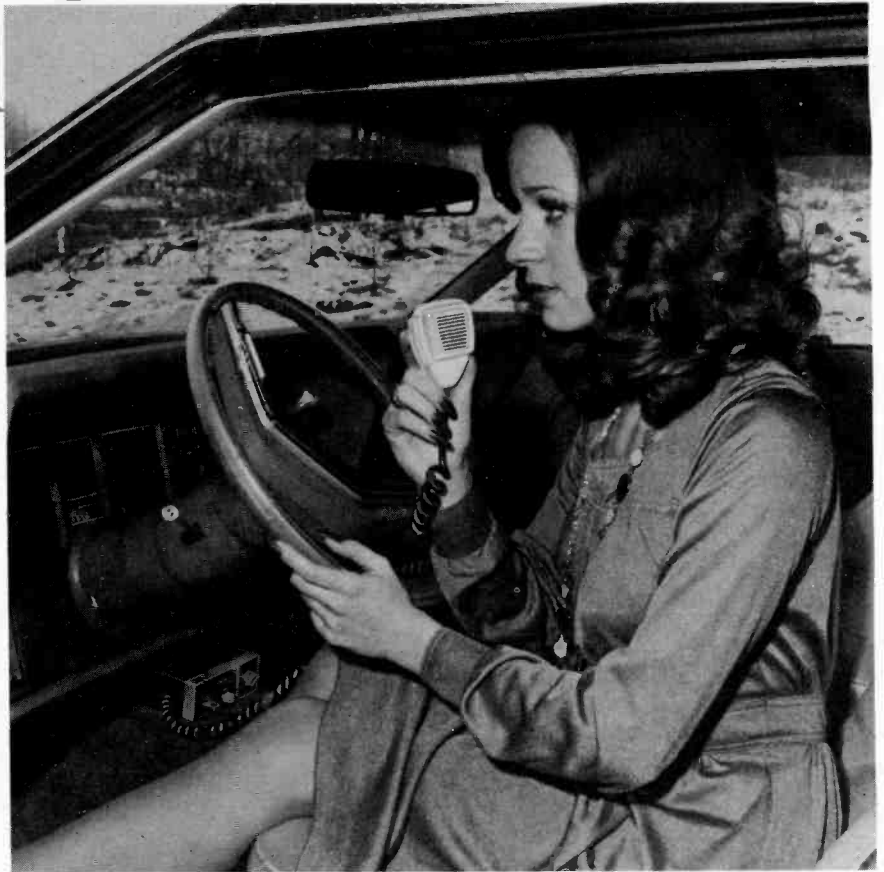


COMMANDO!

Introducing Commando Communications mini 23 channel transceiver, model CC-2340. Most versatile CB on the market today. Listed you will find its specifications and other important information.

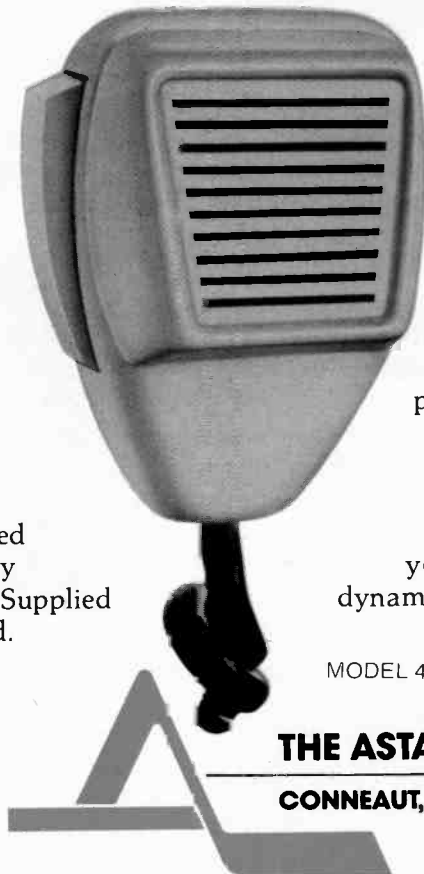
List price: \$149.95, Channels, 23, Operating Voltage: 13.8 DC \pm , Circuitry: Solid State, Microphone:

Economy and quality in hand



It's Astatic's new, low cost hand held dynamic microphone... for the economy- minded CBer.

Here's the microphone that gives you fine performance at a reasonable price. Low impedance with controlled response. Six wire cable for universal hook-up applications. . . easily converted to electronic or relay operation. Factory wired with open audio line on receive. Supplied with a 5 conductor plus shield coil cord.



Designed to fit your hand, this Astatic microphone has a tough Cylolac housing for high impact protection. Easily operated press-to-talk lever can be controlled with either hand. Available in blister package for impulse sales.

If it's high performance at low cost you're looking for, put Astatic's new dynamic microphone in your hand. Write for information today!

MODEL 400

THE ASTATIC CORPORATION

CONNEAUT, OHIO 44030

ON THE COUNTERS (continued)

Dynamic, Dimensions: 1 $\frac{3}{8}$ " H by 4 $\frac{1}{2}$ " W by 5 $\frac{3}{4}$ " D, Weight: 1 lb. 13 ozs., RF output: 4.0 W, Automatic Noise Limiter: Built in, PA-CB function, Squelch Control, External Speaker Jack, Transmit Indicator Lamp, Illuminated Channel Selector.

Contact: Commando Communications, P.O. Box 11071, Chattanooga, TN 37401.



GREETINGS!

We felt you might get a kick out of seeing a selection of humorous greeting cards specially written for (and in the language of) CB'ers being released by Paramount Greeting Card Company of Pawtucket, Rhode Island. For more information contact Jules Stuck, Vice President and Marketing Director of Paramount, 401-726-0800.



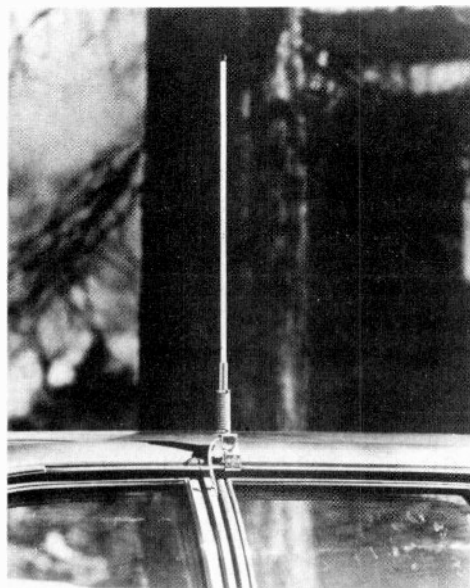
MOBILE CB TRANSCEIVER

The new Royce Model 1-650 incorporates THE WIRELESS chassis—Royce's revolutionary new innovation in citizens band transceiver design. THE WIRELESS is a manufacturing procedure utilizing automated assembly of modules on modern production lines. Each

module is automatically tuned and tested to strict computer program. There are no wires connecting modules. Not one point on the modules or chassis is soldered by hand. And, each circuit module is mated to the master board by precision assembly techniques.

The Model 1-650 features: Illuminated 1" x 1" S/RF meter; synthesized 23 channel circuit; exclusive IC audio stage with 6 watts RMS; amplified AGC circuit; three ceramic filters; dual conversion receiver plus tuned RF stage; metal case RF output transistor; positive or negative ground operation for any vehicle with plug-in DC cord; relay switching; L.E.D. transmit light; AMC circuit; fully variable squelch control; large 3" speaker; external speaker jack; custom, plug-in mike; deluxe styling; black mat camera finish cabinet with custom burl wood inset; smoked glass black-out dial with soft green channel indicator; and rugged, scuff-resistant, vinyl-clad metal cabinet.

For further information, contact Royce Electronics Corporation, 1746 Levee Road, North Kansas City, Missouri 64116.



DYNAMITE IN A TWO-FOOT STICK!

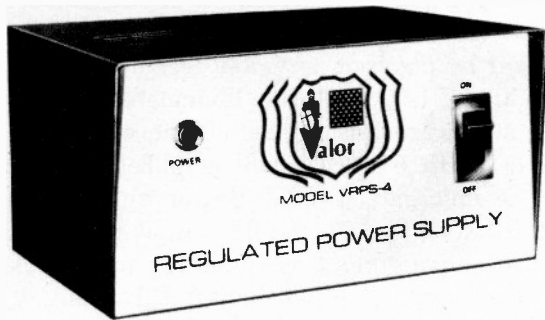
Shakespeare's exclusive low profile design is engineered as a continuous loaded 24" radiator, with coils permanently sealed in super strong polycarbonate fiberglass. Distributed current loading and exclusive inductive coupling provides positive 50 ohm impedance control.

This fully loaded quarter-wave whip can take power up to 200 watts and is available as a single or dual co-phased unit. Mighty Mike is easy to install and comes with a variety of different antenna mounting packages.

Single—Style 4090-1: Gutter Mount, Style 4090-3: Mirror Mount, Style 4090-5: Trunk Lid Mount; Dual Co-Phase—Style 4090-2: Gutter Mount, Style 4090-4: Mirror Mount, Style 4090-6: Trunk Groove Mount.

Contact: Shakespeare Antennas, 2805 Milwood Ave., Columbia, SC 29205.

(continued)



POWER TO THE PEOPLE!

Valor Enterprises, Inc. of West Milton, Ohio, introduced a line of 3 power supplies. Valor power supplies are ideal for home or office use to operate CB radios, stereos, tape decks, and other 12 volt accessories.

Valor gives you a choice of 4 amp, Model VRPS-4 or 6 amp, Model VRPS-6 regulated power supplies specifically designed to give maximum performance from mobile citizens band radios when used at home or office. Valor's new VFPS-4 power supply is designed to power 8 track tape decks, stereos, recorders, and all similar type equipment.

Every Valor power supply comes complete with an input cord, switch, pilot light and operating instructions. The ventilated steel housing is attractively finished and has rubber feet to prevent scratching on furniture or other surfaces. Output connections are easily made at the terminal board located at the rear of the unit.

All 3 models have an input of 120VAC Hz and an output voltage of 13.8VAC. The VRPS-4 regulated model has an output of 4 amps, Model VRPS-6 has an output of 6.0 amps and VFPS-4 filtered model has a 4 amp output. All models are automatically protected from overload and have built in short circuit protection. If a short should occur, all the user has to do is disconnect the output wires and the power supply is automatically reset.

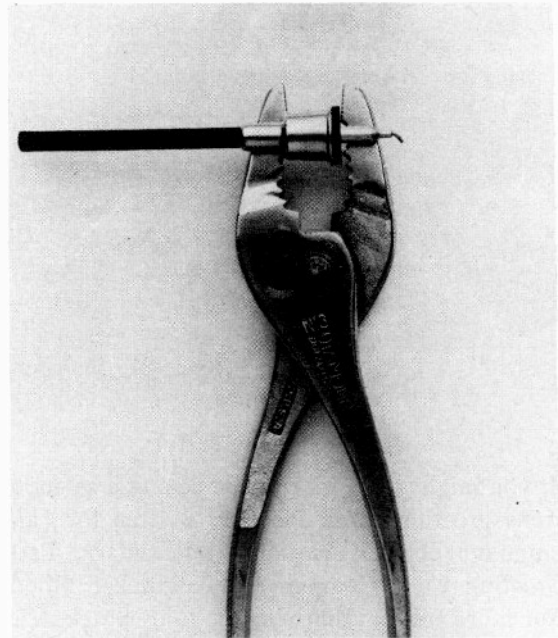
For additional information on Valor's power supplies, contact Valor Enterprises, Inc., Dept. 736, 185 W. Hamilton St., West Milton, Ohio 45383, U.S.A.

under its Fulcomm brand of personal communications equipment.

The Fulcomm CB Converter, Model 15-2307, receives all 23 CB channels through any AM, AM/FM or AM/FM-Stereo car radio and can be installed underdash in about 15 minutes. No license or special antenna needed.

The converter measures 5½" W x 1¼" H x 3¾" D and operates on 11-14 volts DC negative ground power. It is warranted for five years.

For more information contact Arthur Fulmer Communications, P.O. Box 177, Memphis, TN 38101.



THE PLIER APPLIED COAXIAL CONNECTOR UHF SERIES PLUG

Now you can save time and money by making your own repairs to your citizen's band radio equipment with the Plier Applied Coaxial Connector UHF Series Plug. It's easy to use. You can install it with an ordinary pair of pliers—no special tooling is needed.

You save time and costly repairs and you get reliable, consistent connections every time. This connector is the same type of connector that was applied at the factory but you can install it yourself quickly and easily without soldering.

Contact AMP Special Industries, Valley Forge, Pennsylvania 19482.

LAY AN EYEBALL ON THIS

Two CB'ers who toil for the *Village Voice*, a weekly newspaper in New York, got together and came up with a wild idea, a publication called *Eyeball*. According to *Blue Bonnett*, and *Fireball Mail*, *Eyeball* will give CB'ers a unique chance to know what your CB buddies look like—and to give them a peek at your own beautiful kisser. It's a quarterly publication (like, that's 4 times a year—watsamatter you didn't know that?) and will show your photo and handle. The pub-



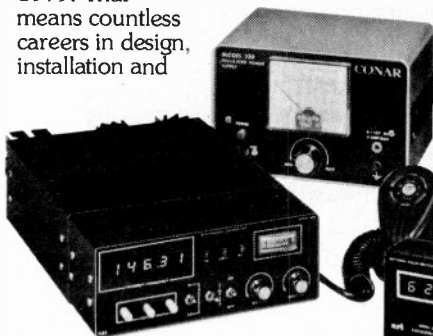
CB CONVERTER

A citizen's band converter has been introduced by Arthur Fulmer Communications of Memphis, Tenn.,

For Spare Time Income, Your Own Business or a Career... LEARN TO SERVICE COMMUNICATIONS/CB EQUIPMENT...THE NRI WAY

Career opportunities are opening up fast for the man trained in communications.

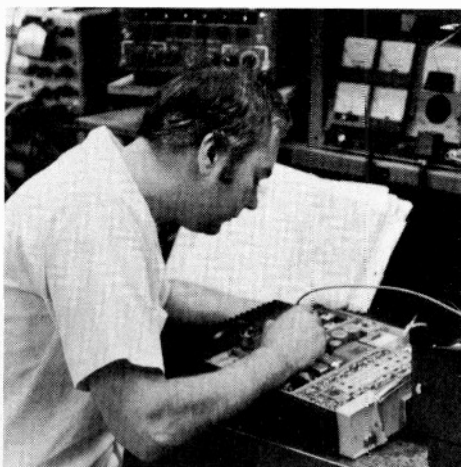
The field of communications is bursting out all over. In Citizens Band alone, class "D" licenses grew from 1 to over 2.6 million in 1975, and the FCC projects about 15 million U.S. CB'ers by 1979. That means countless careers in design, installation and



maintenance. Start training now, the NRI way, to get your FCC license and qualify for one of these openings.

Learn on your own 400-channel, digitally-synthesized VHF Transceiver.

The NRI Complete Communications Course teaches you to service and adjust all types of two-way radio equipment (including CB), using the one unit that is best equipped to train you for CB,



Commercial, and Amateur communications: a digitally-synthesized 400-channel VHF transceiver and AC power supply. This 2-meter transceiver gives you "Power-On" training. Then we help you get your FCC Amateur License with special instructions so you can go on the air.

The complete program includes 48 lessons, 9 special reference texts, and 10 training kits. Also included are: your own electronics Discovery Lab, a new Antenna Applications Lab, an Optical Transmission System, CMOS Digital Frequency Counter, and TVOM. The course covers AM and FM Transmission Systems; Radar Principles; Marine, Aircraft, and Digital Electronics; and Mobile Communications. You must earn your first class radio telephone FCC license or you get your money back.

CB Specialist Course now available

NRI now offers a special course in CB Servicing. You get 37 lessons, 8 reference texts, your own CB Transceiver, AC power supply and multimeter . . . for hands-on training. Also included are 14 coaching units to make it easy to get your commercial radio telephone FCC license—enabling you to test, install and service communications equipment.



Over a million men have enrolled with NRI

Send for the free NRI catalog and discover why more than a million men like yourself have chosen the NRI way the right way to get ahead. Read how you learn from bite-size lessons, progressing at your own speed to your FCC license and then into the communications field of your choice. There's no obligation and no salesman will call.

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If coupon is missing, write to: NRI Schools, McGraw-Hill Continuing Education Center, 3939 Wisconsin Avenue, Washington, D.C. 20016

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 - Choose from 5 courses
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ON THE COUNTERS (continued)

lication will *not* be running addresses, land line numbers or real names!

Sounds like fun! You can sign up for 5 issues for \$10. You can get your handle and that unforgettable face listed in *Eyeball* for only \$2 (think of the bargain—that million dollar face for only \$2!). Get listed and also receive the 4 issues for \$12. Send your photo and the loot to *Eyeball Publications*, 9 East 16th Street, New York, N.Y. 10003. If *Ma Bell* hasn't come to take it out, the land line there is 212-924-4338.



TEN-FOUR GOOD BUDDY

Parker Brothers has researched the facts, and the statistics show that CB *isn't* "just a fad." In fact, the sales of CB sets indicate that CB is here to stay.

Very few people haven't heard of CB radio and everyone seems to know some of the special language that goes with it. And that's what this game is all about. You are a GOOD BUDDY in an EIGHTEEN WHEELER, TOOLING down the SUPER SLAB, trying to be the first to make a BOUNCE AROUND the board.

In other words, each player is a trucker equipped with CB cards, which look like microphones that give highway directions. The special CB radio console is equipped with colorful hi and lo frequency spinners which determine the number of spaces the trucks will move on a turn.

The board is America's highways with everything from radar traps to shopping centers. And this is where truckers meet up with SMOKIES that take special short cuts to the speed traps. There's even a BEAR IN THE AIR that tries to keep the speeding down to a DOUBLE BUFFALO minimum.

Equipment includes: 2 Police cars, 4 trucks, Mike cards, 1 helicopter, Playing board, CB rig with spinners and card holder. And it all comes with EIGHTY EIGHTS AROUND THE HOUSE from Parker Bros.

The price is expected to be about \$4.99.

END THOSE CB RIPOFF BLUES—INSTANTLY!

Horrify CB thieves! Do it quickly, inexpensively, and without involved and complicated installations—do it *without* scrapping any of your CB gear and replacing with special anti-theft CB equipment! Do it by means of professional burglar alarm warning stickers which

are quickly placed in your mobile unit or base station windows. These are high quality self-stick vinyl stickers, same as supplied for commercial home/mobile burglar installations by professional installers. They have been tested for their deterrent effect and are definitely effective, either alone or in conjunction with other anti-theft measures. A set of 5 2-color stickers is rushed to you for only \$2 (enclose a self-addressed stamped envelope). Get 'em now before they get you! Available from CRB Research, Inc., P.O. Box 56-XC, Commack, New York 11725.



MOBILE-TO-BASE-STATION POWER SUPPLY

Quality sound and regulated power are the two outputs supplied by The Magitran Company's new Mobile-to-Base-Station Power Supply. The Model CB 123 features a fully regulated 13.8 V.D.C. output, and a built-in voice communication speaker.

This deluxe regulated dual-output-voltage power supply is fully line and load regulated for constant voltage output within 0.07 volts at either 13.8 or 15 V.D.C. The 15-volt "power boost" feature optimizes the power output of low rated transceivers and increases receiver sensitivity. An illuminated voltmeter gives a constant reading of the output voltage in both the normal and power boost modes.

Designed to handle even the hottest CB units, the CB 123 has a current rating of 3 amperes, continuous, and will handle a 6 ampere surge. Added protection is afforded by built-in short circuit and overload protective circuitry. The supply is equally suited for use with car stereo players and other mobile equipment.

The sound output feature of the CB 123 is enhanced by the use of a 5 1/4" voice communication speaker specially designed for optimum clarity in the voice range of 200 to 3000 Hz. The speaker and circuitry of the CB 123 are housed in an attractively styled cabinet that will fit into any home decor.

Contact Magitran Co., Moonachie, N.J. 07074.

(continued on page 134)

THEY'RE HERE!

The 17 New Channels

Looks like we called the shots pretty well on the new channels (September issue, page 145). The way it lines up, Channel 11 was dropped as the calling channel and made a regular channel; they will not permit add-on devices on existing CB transceivers to make them operate on the new frequencies; and all new sets must have a serial number engraved on the chassis. The new channels include 27.235 and 27.245 (22A and 22B) and then head straight on up 27.405 in steps of 10 kHz, it was not made clear how these new channels are to be designated with channel numbers—that is if the old 22A will now become 23; 22B will become 24, and the present 23 will become 25, and so on; or if they will

1	26.965	20	27.205
2	26.975	21	27.215
3	26.985	22	27.225
4	27.005	24	27.235
5	27.015	25	27.245
6	27.025	23	27.255
7	27.035	26	27.265
8	27.055	27	27.275
9	27.065	28	27.285
10	27.075	29	27.295
11	27.085	30	27.305
12	27.105	31	27.315
13	27.115	32	27.325
14	27.125	33	27.335
15	27.135	34	27.345
16	27.155	35	27.355
17	27.165	36	27.365
18	27.175	37	27.375
19	27.185	38	27.385
		39	27.395
		40	27.405

continue to call 22A and 22B by those names, and then leave 23 with that number—starting the new channels with number 24 (27.265). New tech standards call for a reduction in harmonic output of transmitters, and now receivers must also pass muster by FCC engineers (based upon info and measurements submitted by the manufacturer). Many CB'ers had hoped that several channels would be set aside for exclusive sideband use, but such was not the case. The new channels are open for business as of January 1, 1977. Happy New Year!! (They are also considering opening up more frequencies—but possibly in the 220 or 900 MHz bands.)

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Against ordinary antennas, a Shakespeare pretuned fiberglass antenna increases talkpower and improves clarity of CB communications.

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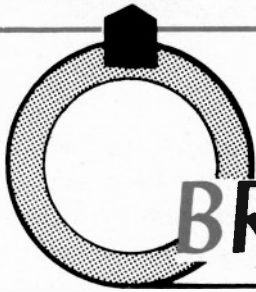
Shakespeare Company / Antenna Group, Box 246, Columbia, S.C. 29202
In Canada: Len Finkler, Ltd., 25 Toro Road, Downsview, Ontario M3J 2A6

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by *Bill Sanders,*
CLI-1849, KW-5304
SSB-295

S9's Monthly Column for Sidebanders



BREAK... LOWER SIDE

**AM "HANDLES" ARE A NO-NO ON SIDEBAND!
DO YOU HAVE SSB ID NUMBERS? NO? CON-
TACT THIS COLUMN! WE'LL FIX-M-UP! JOIN
THE SSB NETWORK—LARGEST & OLDEST NA-
TIONAL SIDEBAND NETWORK!**

BENGAL: SSB/AM AND AC/DC

Pearce-Simpson's Bengal CB transceiver can be operated either as a mobile unit or as a base station because it has dual voltage systems. And the Bengal features 89 active devices which provide top legal power and performance on both single sideband and AM.

Designed for the most active CBers, the Bengal SSB/AM features a big, easy-to-read S/RF/Modulation meter, a control to set mike gain the way you want it, Slide-O-Tune, variable RF gain control, ear-phone jack, public address control, true RF noise blanker with manual override button, external speaker jack, PA jack, easy-to-reach fuse, DC plug and AC cord, I.C. field effect transistor, diodes, and silicon transistors.

The Bengal broadcasts and receives on 23 upper sideband, 23 lower sideband, and 23 AM channels.

Suggested retail: \$429.95. Write: Pearce-Simpson, Division of Gladding Corporation, P.O. Box 520800, Biscayne Annex, Miami, Florida 33166.



TIPS 'N TECHNIQUES

Bothered by AM invaders on your local sideband channel? Here's a suggestion for cutting out the heterodyne, as used by Howie, SSB-2273, of Kentucky. Howie says he simply clarifies his rig for zero beat on the *Ancient Mary* carrier, which zaps the howl—and then goes right on with his QSO. The AM'er no longer causes a problem, but soon gets the message that maybe the AM channels might be better suited for AM communications!

Larry, SSB-997, who "drifts back and forth from Montana to Texas" in his mobile unit most of the time, passes along some thoughts for those who are into those exotic "101-E's" and their relatives. Larry says that leaving an in-line wattmeter in service at all times saves mucho time when QSY'ing for enough to require returning. Just switch over to AM, give it a quickie touch-up and you're all set to go in a jiffy—lot faster than the "official" way of doing it! (Don't forget to switch back to sidewinding!).

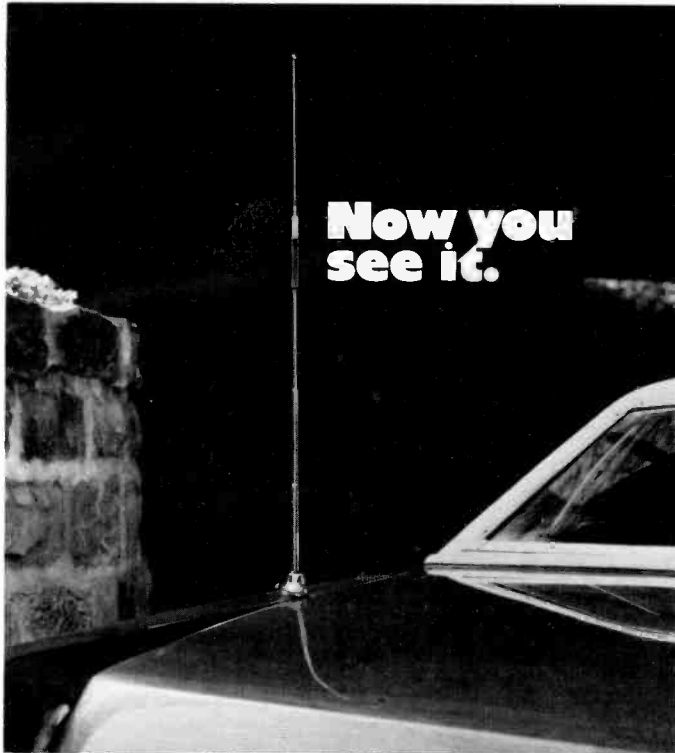
ADIOS HF?

"Don't look now," cries out Lou, SSB-7125, "but they are chopping up the HF channels with the new CB frequencies which will erode these frequencies past 27.400!" Sure looks that way, Lou—many HF fans were definitely *unhappy* about the thought *that Uncle Charlie* is going to legalize channels upstairs." Actually, this column received quite a bit of mail on this subject—a quickie-poll indicates that sidebanders and many upstairs oriented AM'ers aren't celebrating. *Downstairs*, anybody?

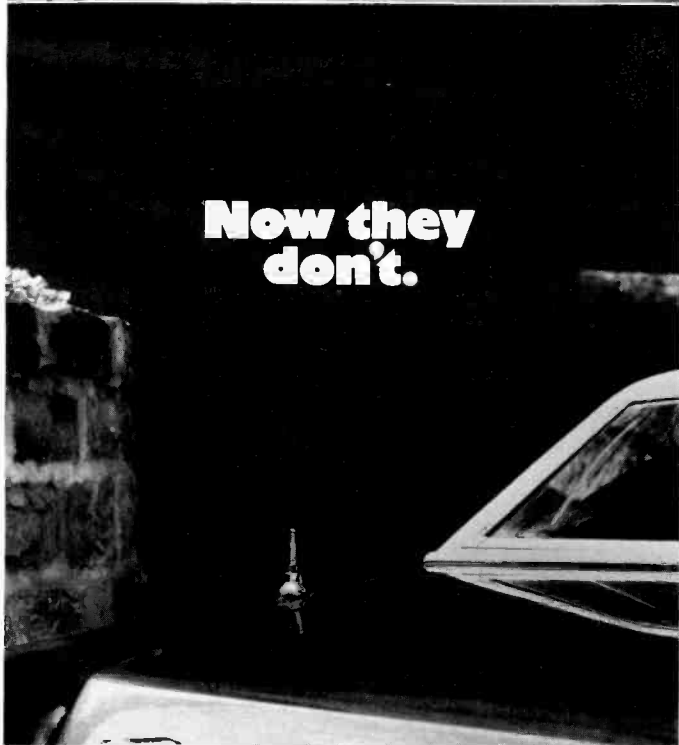
FROM HERE 'N THERE

A note from Jeff, GA-1046/NGA-1664/WGA-186, from Georgia says that there are a number of sideband groups in the metro Atlanta area where he is located. The most in-evidence group is the *Georgia Alpha* group, which is about 4-years old. They are mostly on 16-L, although it is not without it's AM problems. Also on 16-L are the *North Georgia* and *West Georgia* groups. Jeff reports the rapid popularity of sideband

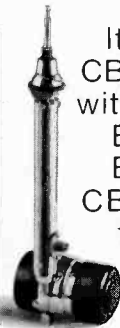
Switch to the CB antenna that beats the Citizens Bandits.



**Now you
see it.**



**Now they
don't.**



It's no wonder people are worried about CB thefts. All a thief has to do is spot a car with a CB antenna and he has his target. But he can't spot ours.

Because the TennaPower Disappearing CB Electric Antenna hides inside the fender when it isn't being used.

But there's no hiding from it when it's up. Because it performs like gangbusters.

One flick of the switch extends it fully or drops it out of sight. And even turns your transceiver's power on or off, automatically, at the same time.

Our antenna is center-loaded for better range. Its unique "skinny" coil disappears into the fender. Our motor is lifetime lubricated. Our materials are virtually corrosion-proof. And the antenna is designed to obtain an optimum SWR of 1.5:1 or better.

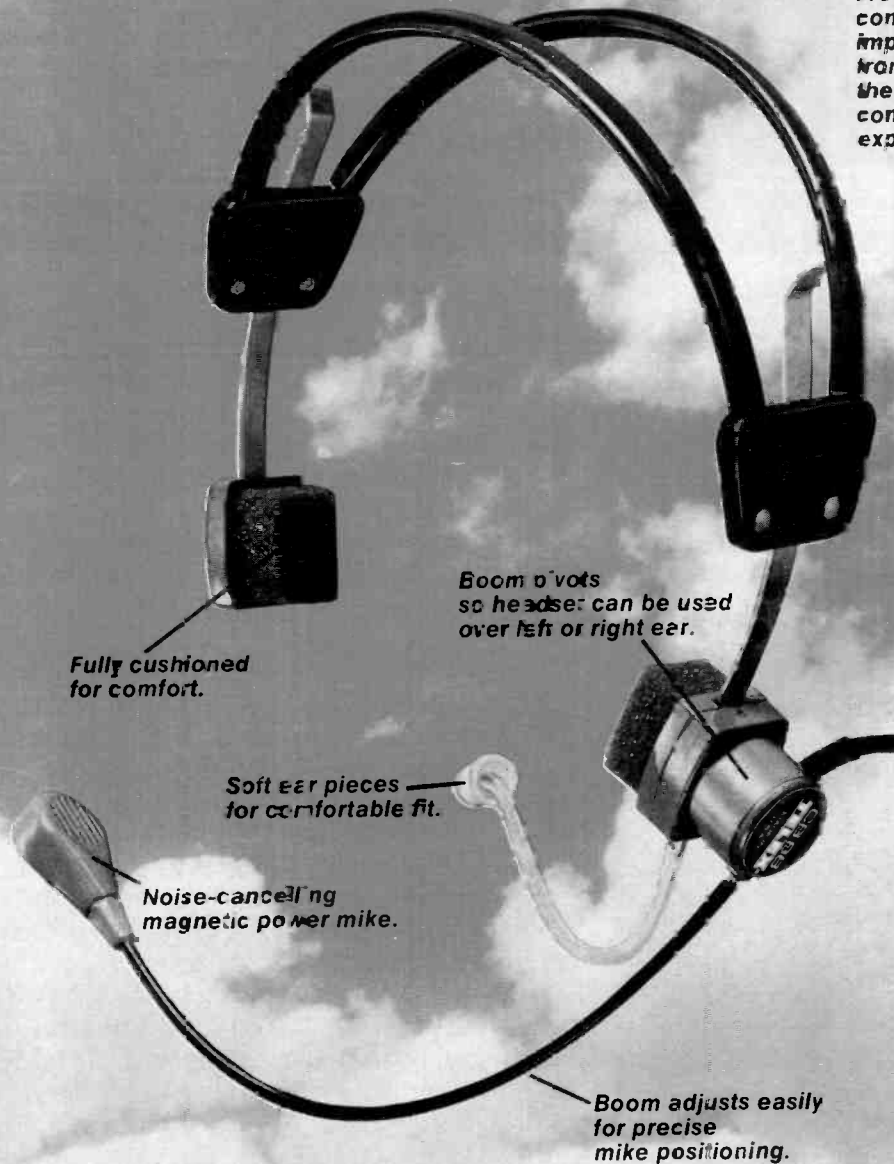
And our Disappearing CB Electric Antenna gives you this big, exclusive advantage: it's made by Tenna. We're the world leader in electric car antennas. Because we've built over 5 million disappearing electric car radio antennas for GM, Ford, Chrysler and Rolls Royce.

So buy the TennaPower Disappearing CB Electric Antenna at a dealer near you who sells CB or car stereo. You can ask him about installation or you may want to do it yourself.

Then beat the Citizens Bandits with the CB antenna thieves can't see. We think you can see why.

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Boom pivots so headset can be used over left or right ear.

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Boom adjusts easily for precise mike positioning.

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Dramatically better transmission and reception. New Telex aviation-type headset.

The first lightweight headset for CB'ers. The same style as worn by pilots around the world. So comfortable you may forget you are wearing it. Be heard better. Noise-cancelling power mike is always positioned properly. Ear piece lets you hear better. Your CB won't disturb others. And your hands are free. Try the new Telex CB-88. Made in U.S.A. You'll get the message loud and clear.



Telex CB-1200 Headset. Specially suited for high noise environments.



Telex CB-73 Double-Header. Aviation-type. Power mike and noise cancelling.

The Pilot People

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93200 St. Denis, France CANADA: Telak Electronics, Ltd., Scarborough, Ontario

BREAK . . . LOWER SIDE (continued)

in his area is in keeping with the immense popularity of sideband all over the country.

Ed "TJ," 2W750, of western Pennsylvania, complains that 16-L has its share of AM jammers in his neck of the woods. He says that the PSB (Pennsylvania Sidebanders) group is a popular local organization (PSB (c/o Bob, RD 4 Box 366R, Apollo, PA 15235). TJ asks what kind of photos we like here at *Break Lower Side*. We aren't fussy and we would really think it was fine business to see some of your stations—just make them well lit and in good focus. Polaroids are OK, but we prefer black and whites over the color shots because they seem to print better.

Margi, Buckeye 476/OH-316/OM-1842, of Ohio says that in the Tiffin area they are primarily on 16-L. Margi reminds sidebanders that running the power mike up too high not only splatters you all over the other channels, it may also be causing you to jam on-channel sideband operators off in the distance. Keep that mike turned down as low as you require, says Margi, and we agree!

Mrs. Dorothy Johnson, of Wisconsin, is just getting started in sidebanding and says that she was happy to see S9's sideband column—Dorothy feels it seems to say a lot that isn't covered anywhere else. Right on, Dorothy—we sent you the info on getting some SSB ID numbers which you requested, and wish you lots of luck!

Dick, from Towanda, Pa., tells us that he digs the column but adds that he *doesn't* think that sidebanders need additional channels—complaining that some of the antics and poor operating on 16-L should be corrected before sideband expands into other channels.

Tokey, who just got out of the U.S. Army after a long hitch has been on sideband for about a year now—and he's got a string of sideband ID numbers from groups at military bases where he was stationed (UAF-29, REN-207, etc.). Tokey is in Illinois at this time and has been having difficulty in obtaining local sideband ID numbers and wants to get them by mail if possible.

We received a very nice note from *Vermont Sideband*, better known as the *Victor Tango Club of Vermont State*. The club's president, Guyle, NY-436, hopes that our column will help to strengthen the brotherhood of 11 Meter sideband operators. He says that in his area 16-L is pretty clean. Guyle also sent along a copy of the club's very nice membership roster, currently being updated. Those Vermont operators wishing to contact this club, drop a line to P.O. Box 268, Whitehall, N.Y. 12887.

Mike, USA-1, of Bradley Beach, N.J., cautions that there is a local police officer in his area giving out traffic tickets to AM and SSB operators he catches using CB while their vehicles are in motion—a "careless driving" rap, Mike says. Mike got one of these greenstamps and is going to put up a court fight—has gotten some interest from the ACLU and newspapers. We're with you, Mike. This is a sleazy little trick which has been reported from several areas of the nation.

John, WS-630, from Bellwood, IL, says that where he modulates, *Whiskey Sierra* uses Channel 1-L, *Whiskey* is 16-L and 17-L, while *Fox Valley* is on 23-U. We'll try to keep up the good work, John.

Don, KZR6136, of Stone Mountain, Ga., says "So much confusion exists in my mind that it's hard to separate facts from fantasy," commenting that as he tunes the sideband channels he doesn't hear AM handles being used, nor does he hear much in the way of regular call signs—only strange sets of numbers used by sidebanders to identify their stations. He asks if we'll set him straight. OK, Don—sidebanders have avoided the use of the popular *handles* one hears on AM, using, instead, those distinctive sideband ID numbers. Some fellows have an assortment of numbers from which to select when operating, perhaps primarily utilizing one or two favorites, but also making use of others when communicating with members of certain clubs or networks—using the same ID numbers of the station with whom they are in QSO. Sometimes you can obtain a set of numbers over the air, many times you must make some sort of personal eyeball contact to get a set of numbers. One easy way of getting numbers is by mail—and one source is Sidebanders' Service Bureau, P.O. Box 381, Smithtown, N.Y. 11787, several years back they organized the popular "SSB" national sideband network. Upon receipt of a self-addressed stamped envelope they will send you a form for getting "SSB" network numbers for yourself. Numbers from their current series blocks (well up in the thousands) are available at no charge if applied for on their application form. They have lots of other sidebanders' goodies too, and there are also a limited number of "low" ID numbers (below 2000) available from a special reserved block. Also, they have some blocks of numbers which they have been permitting some network members to issue to other local area operators over the air. Your self-addressed stamped envelope will bring you all the info you need, whether you're an old timer, whether you're just getting started in sidebanding, or even if you're not yet a sidebander but hoping to be one in the future! We recommend joining the rapidly growing "SSB" net—join the fun!

A note from Walt, AR-137/CLI-1219, of Long Island, N.Y. offers the suggestion that it would save a lot of time and puzzling if stations seeking breaks on busy sideband channels would break with their ID's—such as "AR-137 breaking on One Six Lower," instead of just plain "Break lower side One Six." In this manner the monitor will save time sorting out the various stations on the channel seeking a break. Four or five guys on the channel all calling exactly the same way for a break only make for confusion. A point well taken, Walt!

Your support of this column is greatly appreciated and I hope that sidebanders will continue to send us information on local area activities, and also opinions on getting the most out of sidewinding gear! Some photos wouldn't hurt, either!

THE DYNAMIC DUO.

INTRODUCING THE SENSATIONAL NEW PALOMAR 21 2-WAY RADIO!

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POWER BOOSTED MIKE



Not since Batman and Robin has there been a team that worked this well together.

The Palomar 21's microphone . . . with its new gain control puts out absolute modulation. Adds so much broadcast power that you'll have to turn it down!

And the Palomar 21's exceptional transceiver . . . with crystal filter, dual conversion receiver and 60dB adjacent channel rejection that give you strong, clear transmission and reception on all 23 AM channels. Extra large Power S Meter allows easy performance monitor-

ing, even when the unit is mounted in the dash.

Palomar 21. The 2-way radio with the added power to put real PUNCH in your voice, and ZAP your message clearly to the outer limits of your range.

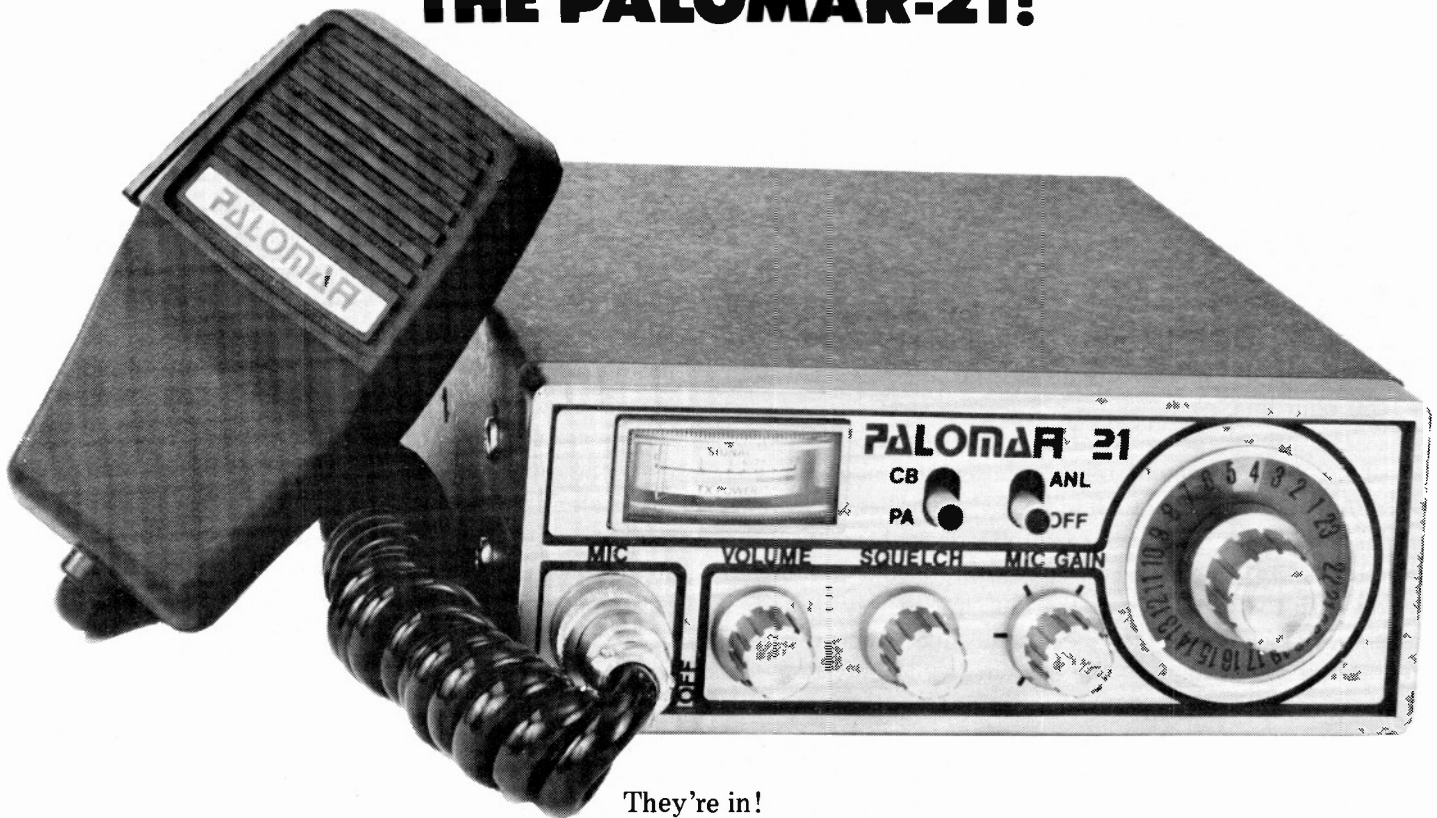


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'We're Wired for Progress'

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The sensational new Palomar-21 2-way radio.

New Super Transceiver and Power Boosted Mike.

This means you get extras like ceramic filter, dual conversion receiver and 60dB adjacent channel rejection that really delivers the reception on all 23 channels! This transceiver has got it all together!

Now the mike.

New gain control puts out the absolute in modulation.

This mike actually has to be turned down while in use.

Now all the weak-voiced CB buffs can sound like Caruso!

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Bill Orr on Antennas

PART 8: THE SWR METER

THE September antenna column touched briefly on the mysterious SWR meter, the CBers best friend and worst enemy. This column will carry the discussion a little further along and will include suggestions as to how best to use the SWR meter. As to the SWR meter; to know it is to love it, so off we go into the mysterious realm of *standing waves*.

Those readers of this column with a long memory (at least a month long) will recall that last month I mentioned that most coaxial lines intended for use with CB antennas are designated "50 ohm line" and that the CB rigs and antennas are advertised as to be used with "50 ohm line."

The use of the word *ohm* in this instance is a poor choice, as it immediately conjures up images in the mind of the CBer of Ohm's Law, complicated formulas, and other depressing complications. Moreover, the word *ohm* (as applied to coaxial lines) has nothing to do with the *resistance* of the line, but merely describes the electrical characteristics of the line in terms of the ratio of the voltage to the current in the line. Properly expressed, the ratio is always 50 in a matched antenna system, regardless of the amount of power passed through the cable. The easy way to express the ratio was to declare the coaxial cable had an "impedance of 50 ohms," since this implied the ratio could be expressed in terms of Ohm's Laws, if need be.

So there we are. The 50 ohm cable is accepted as standard and both CB antennas and station equipment are designed to be used with it. This is no big deal, provided the CBer understands the limitations imposed upon the equipment by the standardization.

THE NEED FOR THE SWR METER

If there were only one make and model of CB equipment, and only one standard antenna, and if all CBers worked on one channel, the SWR problem would be non-existent and nobody would need SWR meters (and nobody could hear *anybody*, either!) But what happens when *Brand-X* transmitter is used with *Brand-Y* antenna? And what happens when the equipment is used on 23 channels instead of only one? Can the equipment maintain the desired ratio of voltage to current of 50 in the coaxial cable?

The answer to this query is *no way!* Because an antenna is basically a *single frequency device*, either the antenna has to have a tuning control on it to cover 23 channels, or else the equipment has to have tuning controls (or otherwise be modified electrically) to allow maximum power to reach the antenna on all channels.

Adjusting the antenna for each channel is impractical and costly. Placing tuning controls on the transmitting equipment is cheap and easy—and some modern transmitters can cover all channels without any antenna tuning adjustment. So, most CB antennas are peaked at mid-channel (say, channel 11) and since the antennas are not particularly critical as far as adjustment goes, they work reasonably well over all channels.

All of this is possible *provided* the manufacturer of the equipment and the user understand that the desired voltage to current ratio in the coaxial line from equipment to antenna departs from the design value of 50, to a greater or less extent, on all channels except the mid-channel at which the antenna was fixed. *The SWR meter measures the departure from the desired voltage to current ratio.* It thus compares the electrical characteristics of the antenna system under observation with the characteristics of a "perfect" system and indicates the degree of departure.

Since the manufacturers of equipment and antennas have no idea of the combination of equipment and antennas the CBers use, the obvious solution is to provide an SWR meter so the user can check the excellence of his system and make tuning adjustments and antenna changes, if necessary, to achieve the highest degree of efficiency.

INCIDENT AND REFLECTED WAVES

In order to understand the SWR meter better, let's look quickly at the radio wave. Radio waves travelling through space have been compared to water waves made by a stone thrown into a quiet pond. The waves travel outwards from the stone in expanding, concentric circles until they meet an obstacle, at which point they are reflected back towards the stone. The forward travelling water waves (*incident waves*) and the *reflected waves* interact with each other and form inter-

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esting patterns of wave interference on the surface of the water.

Radio waves travelling along a coax line can be pictured in a similar matter. Imagine a person holding a long rope attached to a post. He can start flipping the end of the rope, creating a wave of motion moving along the rope towards the post. Upon reaching the post, the wave will be reflected back towards the opposite end of the rope. If a number of equally timed flips are given to the rope, a succession of waves at equal intervals are sent along the rope. When reflected back from the post at the far end, they meet other waves coming along whose "wavelength" is equal to that of the waves coming back. At some points the rope tends to move a certain distance upwards with the direct wave, and the same distance downwards with the reflected wave; the result is that at these points the rope does not seem to move at all, even though waves are seemingly travelling to and fro along the rope. At all other points the rope moves (or vibrates) in the resultant direction of the combined direct and reflected waves, creating what are called *standing waves*.

Going back to the stone-tossed-in-the-pond situation, a sharp eye can detect standing waves in the water from the effect of the incident and reflected waves.

Wave motion was studied by marine engineers for many years before radio waves were discovered, and some of their studies and formulas have been of immense importance in determining the action of radio waves which cannot be seen, but which can be mea-

sured and examined by indirect methods. A picture of the standing wave analogy is shown in Figure 1.

THE STANDING WAVE RATIO (SWR)

A combination of incident and reflected radio waves along a coaxial line will result in a combined wave called a *standing wave*. The ratio of the size (amplitude) of the incident (forward) wave to the reflected wave is termed the *standing wave ratio* (abbreviated SWR). The standing wave ratio may be measured by a suitable instrument, whose readings (should) tell the user a lot of useful information about his antenna system.

The SWR on a coaxial line is measured by an SWR meter and the size (amplitude) of the SWR is read directly from the scale of the instrument. The SWR is expressed by the meter as a ratio, with unity (zero reading) indicating no reflected power and infinity (full scale reading) indicating a case of maximum reflection. A typical SWR meter scale is calibrated and shown in Figure 2.

The top scale may be calibrated from 1 to 10 merely as a reference. In some instruments it is calibrated in watts of power. This power reading is accurate *only* when the SWR is unity, or at meter zero (the same thing). An example of this is when your equipment is attached to a dummy antenna. Most dummy antennas provide a very good match for the 50 ohm line, and the reflected power is extremely low. Hence, the power scale on the SWR meter (if it happens to have one) is accurate enough for most operators if the SWR reading is zero into a dummy load. (continued)

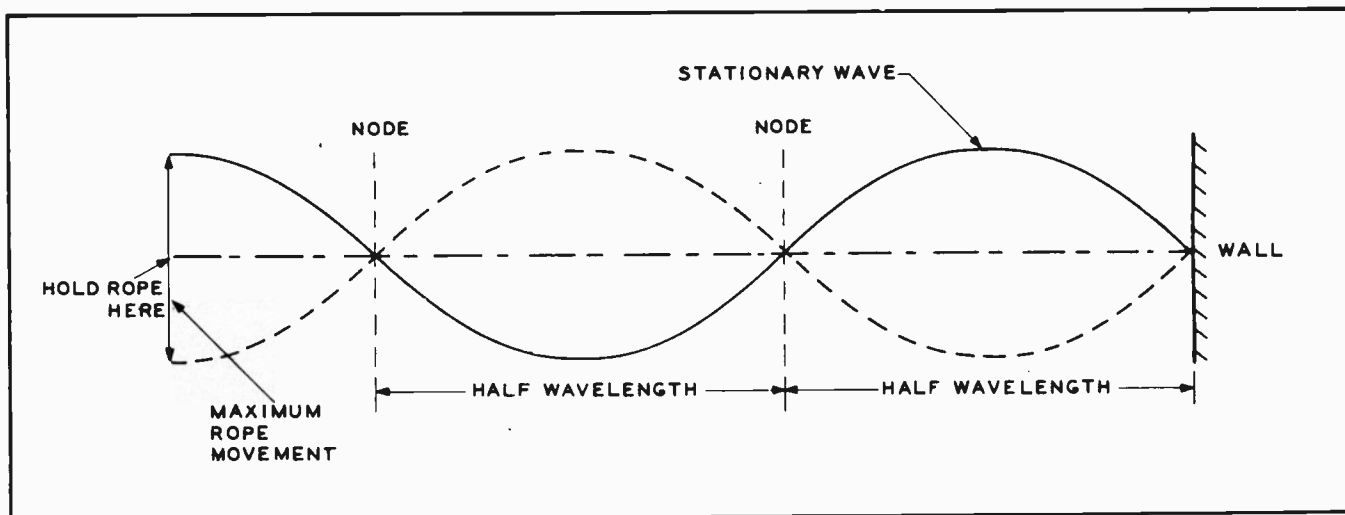


Fig. 1—RADIO WAVELENGTH—A simple case of wavelength brought about by the reflection of a wave can be observed when a rope is given a quick series of flips. A wave travels along the rope until it reaches the far end, from where it travels back along the rope to your hand, continuing back and forth in this manner until the motion dies out. By flipping the rope in the proper sequence, you can make the wave continue to run back and forth along the rope.

With a little practice, you can flip the rope in the proper sequence and a succession of waves at equal intervals will travel along the rope. When reflected back from the far end, they meet the oncoming waves whose lengths are equal to those waves coming from the far end of the rope. At some points, the conflicting waves reinforce each other and at other points the rope seems to not move at all. Points of zero movement are found along the rope one-half wavelength apart; at all other points the rope vibrates. The vibratory pattern is

called a "stationary wave," or "standing wave," as the overall wave pattern moves neither forward nor backward. The points of no movement of the rope are called "nodes." The stationary wave on the rope is trapped between your hand and the other end of the rope, and by experimenting, you can get various numbers of standing wave nodes on the rope, depending upon the rate at which you flip the end.

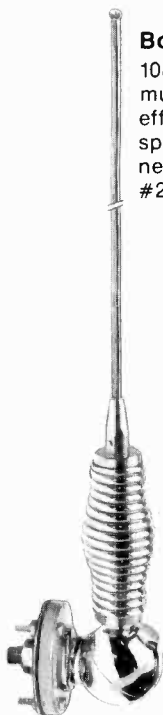
Stationary waves of this type may be set up in an electrical circuit, or along an electrical conductor by electrical impulses applied to the circuit or to the conductor. Such a conductor is called an "antenna." Shown in this picture is an antenna having a standing wave on it, with three nodal points. A half-wave-length exists between any two nodal points. In the case of a CB radio wave of 11 meters length, the distance between adjacent nodal points is about 18 feet.

(Drawing from "The Truth About CB Antennas," published by Radio Publications, Inc. Box 149, Wilton, CT 06897).

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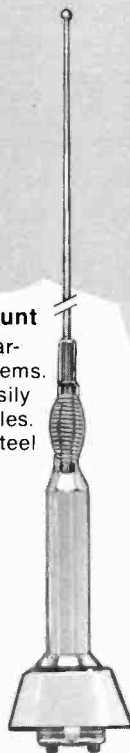
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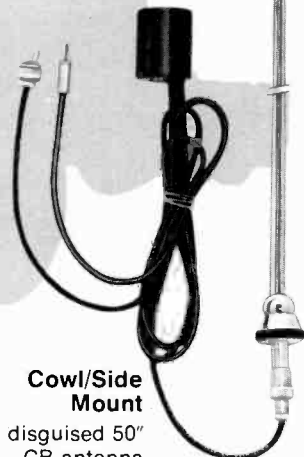
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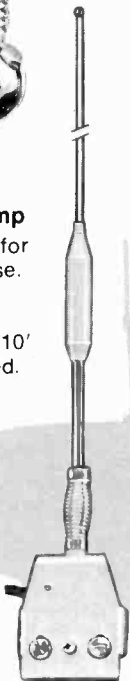
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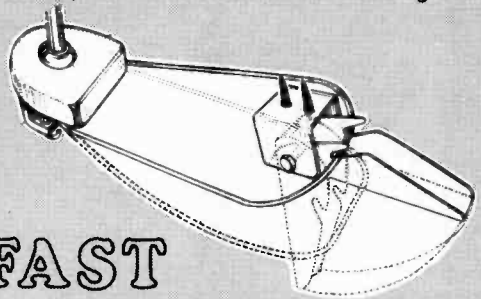


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The bottom scale of the meter is calibrated in terms of the *standing wave ratio*. With a perfect antenna system, the reflected wave is zero and the SWR is termed to be *one, unity or one-to-one*. (All of these expressions mean the same thing). As the reflected wave increases in amplitude (size), the SWR reading increases. The SWR reading, in effect, shows the degree of mismatch between the antenna that causes reflected power to appear in the coaxial line. SWR readings of three-to-one, or less, are common with most CB antennas, *the reading being the lowest at the frequency to which the antenna is tuned, or adjusted*.

ANTENNA "MATCHING"

When the so-called radiation resistance of the antenna (that realistic voltage to current ratio) is the same value as the impedance of the coaxial line (this implies the optimum ratio of voltage to current in the line) the system is said to be *matched* and all of the radio energy transmitted down the line is accepted by the antenna and radiated into space.

If the antenna does not match the transmission line perfectly (and this is the usual case), wave interference is set up at the junction of the line and the antenna and a portion of the radio energy is reflected back down the coaxial line towards the transmitter. As the degree of mismatch between antenna and coax line increases, the amount of reflected radio energy increases, just as a larger obstacle tossed into the water pond will reflect back a larger wave of water. Standing waves on the coaxial line are thus created by the interaction of the forward and reverse travelling radio

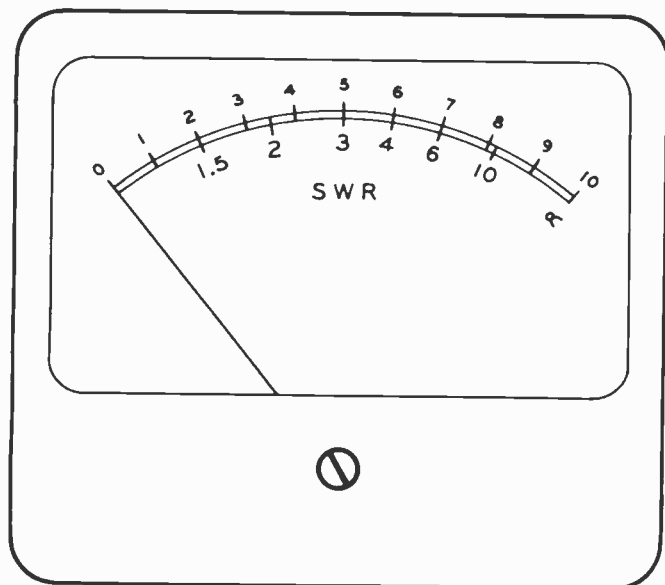


Fig. 2—TYPICAL SWR METER CALIBRATION. The top scale is merely for reference. Bottom scale is calibrated in SWR. Lowest SWR reading is at left of scale. SWR readings above 10 are usually not accurate and most meters are calibrated only to that value. SWR meter measures forward and reverse power in transmission line, but scale is calibrated in terms of SWR for easier interpretation. You can buy a good SWR meter for about ten dollars.

waves on the line.

As the reflected wave increases, the forward wave decreases, until the two are equally strong. The *total* power in the two waves, however, remains the same. The worst possible situation exists when the waves are equal, and this corresponds to the situations when the far end of the coaxial line is either short circuited or open.

THE SWR METER AS AN ADJUSTMENT AID

Most CB equipment is designed to work into antenna systems that have a modest value of SWR on the line. Some equipment have tuning adjustments to load them properly into the line, provided the SWR is not too high. Some solid state equipment has no tuning controls, but incorporates a protective electronic switch that gradually turns down the power of the equipment as the SWR on the transmission line increases. And some cheap equipment provides no tuning adjustments, and no protection, so if it is operated into an antenna system showing a high value of SWR, damage to the power transistors in the equipment may result! Zap!

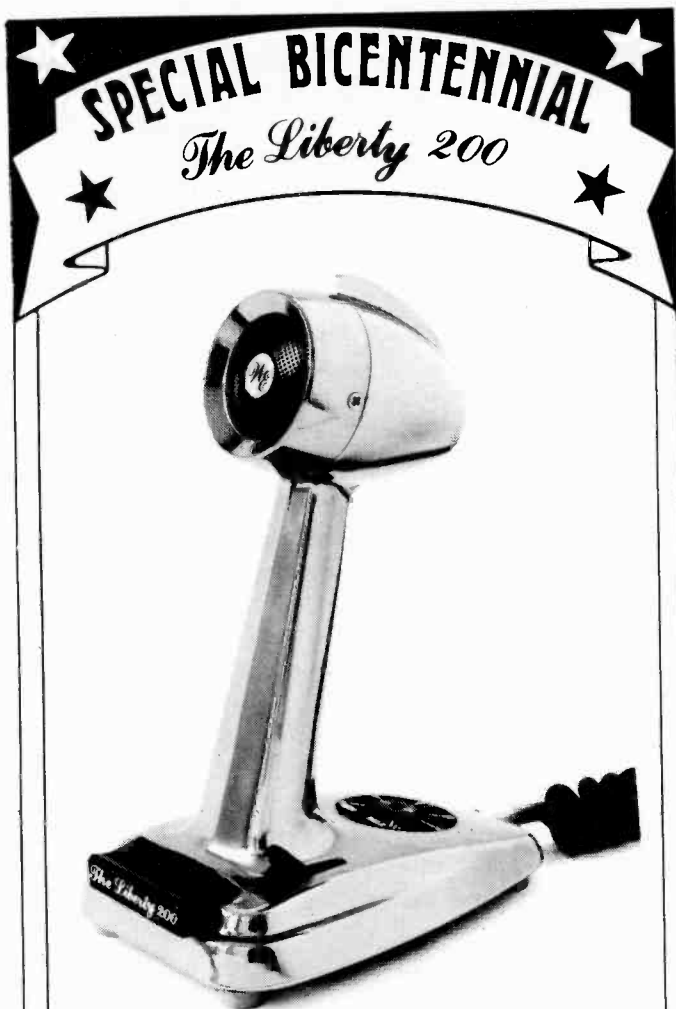
The SWR meter is a powerful tool to aid you in obtaining maximum antenna performance. At the same time, it may be used to tune your CB transmitter for maximum power output. Through maladjustment, it is possible to drop transmitter power output by as much as 90 percent, without the operator being aware of the loss of power! The proper use of the SWR meter will eliminate catastrophies of this type.

In addition to giving the CB operator a tool to determine proper transmitter tuning, the SWR meter provides a handy means of judging antenna adjustment. If the SWR on the coaxial line to your antenna is high (say, over 3-to-1), it may indicate a bad degree of mismatch between the antenna and the line. *No adjustment or tuning done at the transmitter can cure this problem, only adjustments made to the antenna can possibly lower the SWR on the coaxial line!* Incorrect antenna adjustment causes a high value of SWR on the line and this, in turn, causes a drop in the efficiency of your transmitter in many cases.

USING THE SWR METER

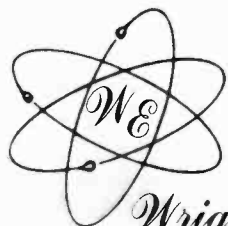
The coming and goings of the radio wave in your coaxial line can be neatly separated by the SWR meter and the power travelling in each direction in the line can be read on the meter scale of the instrument. Adjustments may then be made to the antenna, if desired, in order to reduce the reverse (or reflected) meter reading, thus dropping the value of the SWR on the coax line. *The name of the game is to reduce the reverse reading to as low a value as possible, say, less than 10 percent of full scale, or to as near-zero as possible.* Making such antenna adjustments without the use of the SWR meter is like washing your feet with your socks on—you can do it, but it ain't easy!

(continued)



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BILL ORR ON ANTENNAS (continued)

HOOKING UP THE SWR METER

The SWR meter is placed in series with your coax line, near your operating position. The position of the meter in the line is *not important*; it may be close to the transmitter, or close to the antenna. Suit yourself. Connect the output (antenna) receptacle of the SWR meter to your transmission line, and connect the input (transmitter) receptacle to your set through an extra, short length of 50 ohm coax line. RG-58 style line is just great for the job. The line should have plugs installed on the ends that match the SWR meter receptacle and the receptacle on your CB equipment. Your complete installation is shown in Figure 3. Don't try and haywire the meter in without using the proper coaxial fittings, as you'll get funny readings as the radio energy "leaks" out of the line and runs all over the place. Keep the energy inside the line where it belongs!

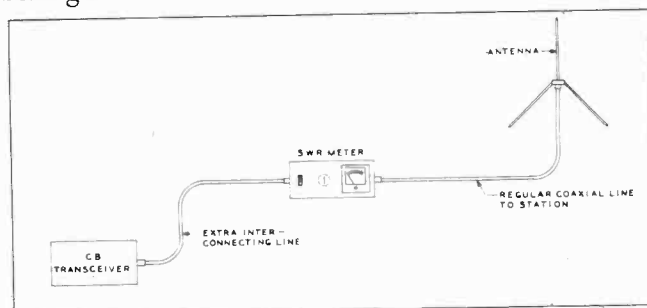


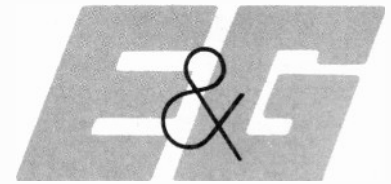
Fig. 3—TYPICAL SWR METER INSTALLATION. The instrument is placed in series with your coaxial line near the operating position. A short, extra length of coaxial line runs from the CB equipment to the SWR meter. The instrument may be left permanently in the line as a check on transmitter and antenna operation. Sensitivity control on panel of SWR meter permits use with transmitter powers up to several hundred watts.

Contrary to popular mythology, the length of the coax line from antenna to CB equipment is, in most instances, *unimportant*. The two cases where line length is important are: first, when phased antennas are used and a special matching harness is required; and second, some cheap-o CB rigs require a specific length of coaxial line to make them load up properly. If the instruction manual of your equipment does not specify a specific length of coax line to your antenna—and you are *not* using a phased antenna that *requires* a special matching harness, *forget* about the line length and make it long enough to reach from transmitter to equipment!

OK. Now you have the SWR meter properly connected in the line and can presumably follow instructions on the little printed sheet supplied with the meter. The next column will discuss the meter readings in detail and show some of the typical results you might achieve with the most mysterious SWR meter.

(Editor's note: For those readers who wish to pursue the matter further, Bill Orr's Handbook, "The Truth About CB Antennas" is available from Radio Publications, Inc., Box 149, Wilton, CT 06897. Price: \$4.95 plus 35¢ for shipping and handling).

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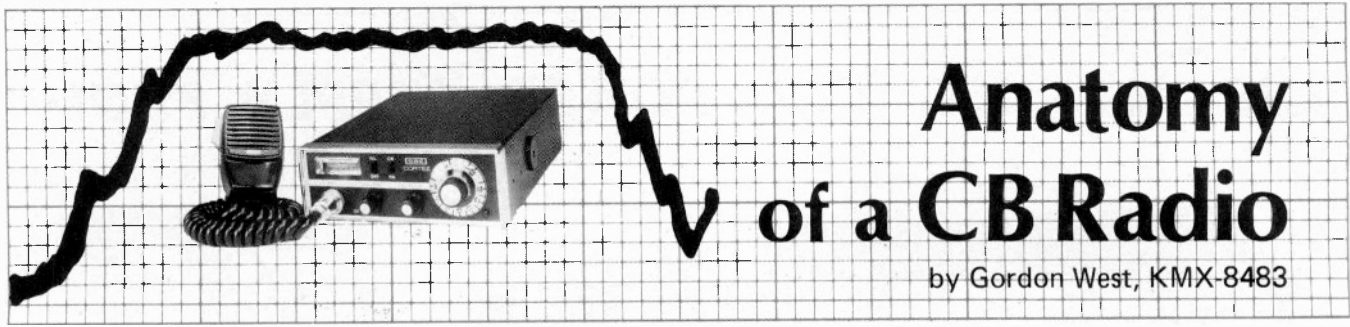
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Anatomy of a CB Radio

by Gordon West, KMX-8483

PART 8: HAND HELD TRANSCEIVERS

RECENT statistics indicate that more and more citizens band operators are finding a great convenience in operating CB from a hand held transceiver. Why do we refer to these units as "hand holds"? The reason is, "walkie-talkie" is a trademark name only to be used legally by a certain manufacturer who has that name registered—so we'll just call them "hand held" citizens band transceivers.

There are two classifications for hand held citizens band transceivers. The first classification are those very popular, inexpensive, toy hand held transceivers that are classified as "Part 15" hand held transceivers—with a power output limited to 100 milliwatts—1/10 of a watt. As you may recall, years ago these toy hand held transceivers—easily purchased in pairs for under \$29.95—used to transmit on channel 9. When channel 9 was made the emergency channel, most manufacturers switched their production over on these small toy hand holds so that they would transmit on channel 14, or channel 11.

These Part 15 units needed no FCC license because of their small amount of power output. The only restrictions were those basic ones regarding profanity, etc., as well as the restriction that the small hand held could only be used in conjunction with another small hand held, and it would be illegal to operate this hand held in conjunction with an authorized licensed class D station. If one were to use it in this way, he would need a license for his unit in order to talk to a licensed operator on the same channel.

Generally these hand holds would be used by youngsters to stay in touch up to about ¼ of a mile away—but it is not uncommon to hear reports where small Part 15 hand holds have been used up to 20 miles apart over lakes and oceans. If the band was clear, the range could be substantial if both are well elevated. Obviously, in a forest or in a city, these 100 milliwatt hand held transceivers would have a range no

greater than ¼ to ½ mile.

These units are soon to be doomed. The FCC has taken a critical look at the youngsters operating these units, and has acknowledged the tremendous amount of interference these unlicensed hand holds cause licensed operators class D citizens band. You can imagine the consternation if an older pair of hand holds were to be operated in the proximity of a REACT station—completely clobbering up channel 9.

The following is a summary of when these units will no longer be useable on the present Class D citizens band:

March 18, 1977. Manufacturers will be prohibited in shipping any more Part 15 walkie-talkies beyond this date.

March 18, 1978. Dealers and distributors will be prohibited in selling any more of these Part 15 hand holds.

March 18, 1983. The operation of these hand holds will be illegal on class D citizens band.

This means that after 1978, we will be unable to actually purchase any of these part 15 hand holds as gifts or for personal use. They will not be available for sale. If you do happen to have one now, you may continue to operate it legally up to March 18, 1983. By then it should be quite tired and almost ready for retirement! If not, desist in any operation, in that it will be illegal after that date.

Once again, I must emphasize—we are talking about 100 milliwatt hand held "toy" CB transceivers—not the more expensive ones that we'll soon discuss.

The FCC has recently announced new frequencies for these 100 milliwatt transceivers. No, they will not be able to be modified for these new frequencies, in that they are quite distant from where they now transmit at 27 MHz. It will require a new unit.

The new frequencies for 100 milliwatt hand held transceivers are as follows:

49.830 MHz	49.875 MHz
49.845 MHz	49.890 MHz
49.860 MHz	

These five channels—spaced 15 KHz apart—will accommodate the new, and probably more expensive, "toy" hand held transceivers.

Another interesting note is that these cordless telephones you see advertised are also considered Part 15 CB transceivers, in that they use, for some of their operation, a portion of the present citizens band in the F.M. mode—and these, too, will have to be off the air by 1983. For those of you that might own one of these cordless telephones, or who may be thinking of purchasing one, I am sure that the manufacturers of these fine units have taken into account that they might have to be modified.

So for those of you that are operating toy hand holds, you still have a few more years of operation, but after next year, you'll find that they will become more and more scarce.

Let's now shift our thinking to those hand held units that are not classified as "toys." These are the units that broadcast more than 1/10 of a watt, and they do require a CB license—even though they are hand held and completely portable.

These transceivers are offered by almost every leading manufacturer of citizens band equipment—and are the perfect companion to a mobile or base station—especially while hunting, camping, or fishing.

A good quality hand held will generally have both a volume and squelch control, and feature a superhet receiver. This means that the receiver is much more sensitive and extremely more selective than those found in "toy" Part 15 hand holds.

Most CB hand holds operate off of pin light batteries—usually double A batteries most commonly found in any drug store. The better quality units will accept double A Ni-cad batteries, and may be recharged up to 1,000 times or more. Generally ten double A batteries are needed—with most units operating with a basic power source, built-in, of

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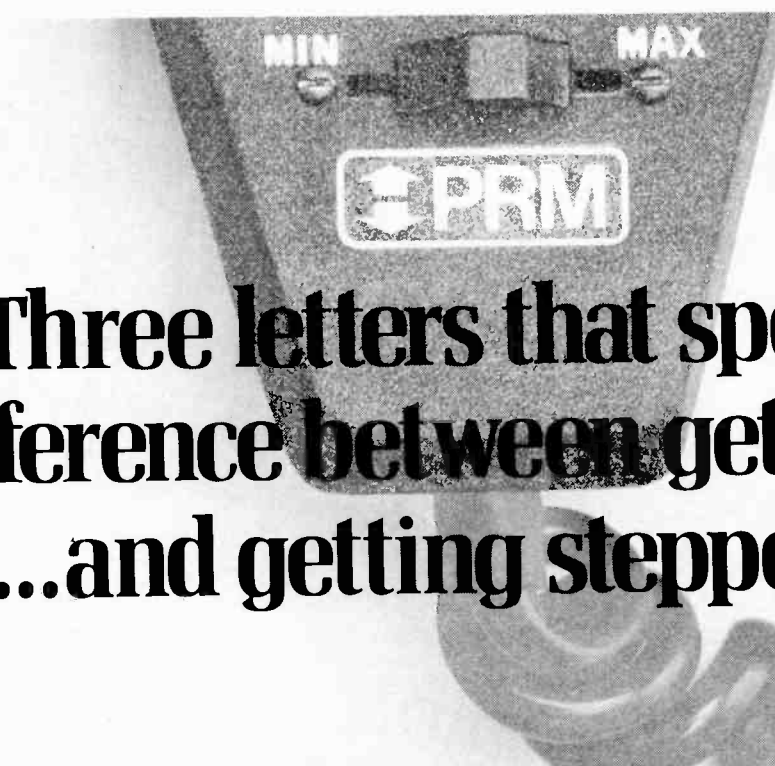
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How it works: Unlike the clean audio signals produced by test instruments, the human voice is characterized by sharp peaks. This type of signal prevents uniform amplification since the peaks will exceed the clipping point when the signal as a whole is amplified to fully modulate the carrier frequency. You know what that sounds like: splatter, garble, screech, fringe noise . . . all the sound effects that get in the way of your message.

Ordinary microphones cannot cope with this problem. PRM mikes can. The PRM circuit redistributes those sharp peaks to less-modulated areas of the signal. This Peak-Redistribution Modulation (PRM) effect produces a signal that is symmetrical and free of sharp peaks. When this signal is amplified, the result is a tremendous increase in fully modulated RF output. And, since there's far less clipping of the signal, there's also far less audio distortion.

There are three PRM microphones to choose from: the variable-gain PRX-100 (pictured); the fixed-gain PRX-200; and the PRX-300, our PRM base-station mike. All three define a new standard of excellence in their class.

PRM microphones by Mura will soon be available from all leading CB dealers. If your local dealer doesn't have them in stock yet, ask the guy whose audio is wall to wall from ten miles away where he got his.

PRM microphones: made exclusively by

*U.S. Patent No. 3,060,389 and Foreign Patents

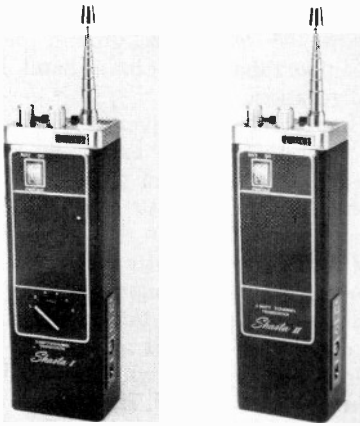


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ANATOMY OF A CB RADIO (cont'd)



12.5 volts. Obviously, if you utilize ten alkaline double A cells, the unit will operate at 15 volts, and you'll notice that your power output will be slightly greater than if you use Ni-cads, which are generally rated at only 1.2 volts. Both will operate the unit satisfactorily.

Most hand held transceivers have a built-in meter—and this meter many times will serve in three different ways. When the unit is turned on, the meter sometimes will indicate “s” units of signal reception. On better units, a flick of a switch will immediately indicate your battery level. And on transmit, that same meter will immediately indicate as to whether or not power is being delivered to the transmitter section. It's a good idea to ensure that a hand held contains some sort of metering circuitry so you have a positive indication that the unit is indeed working and both transmitting and receiving properly.

The next item we'll look at in the class D hand held will be the channel capability. The most expensive units—and most versatile units—contain all 23 channels. Crystals are almost always included in this package so you need only to secure the proper FCC license, charge the batteries, and go on the air on any one of the 23 channels. Many manufacturers produce units that have less than 23 channels—which might very well serve the majority of needs in single, or dual channel operation. Some have one channel, with a crystal supplied for channel 11 or 14, the majority have at least two channels, and some have 3 or more channels, with the “king” of hand helds having all 23. It's up to you as to how many channels you might choose—but ensure that the crystals are readily available for those units that have less than 23 channels.

If you are looking at a three channel hand held, chances are that the manufacturer will supply one channel already—usually channel 14. It will be up to you to choose and install the remaining two channels. Ensure that crystals are

readily available for those two additional channels! Generally, every manufacturer has his own crystal requirements, and seldom are crystals easily interchangeable among units. It would be a good idea to have channel 9 installed in the hand held so in case of emergency, you could always reach a REACT station or other emergency monitoring service that might be on the air in your area. It certainly would not be the first time a hunter has called in to REACT to say he is lost, and needs assistance in locating his base camp!

The next consideration will be the amount of power the hand held will transmit. We know it's going to be over 1/10 of a watt, in that it is not a Part 15 “toy” hand held. The FCC limit is now 4 watts output, but I must warn you, at that amount of output, the battery consumption is quite high!

Here is an idea as to what some of the power outputs do to your small batteries within your hand held. A 1 watt input hand held will generally deliver at least 1/2 watt output to the antenna. This will generally consume about 3/10 of an amp from your batteries. You could probably operate all day with this type of unit and not have the batteries go dead.

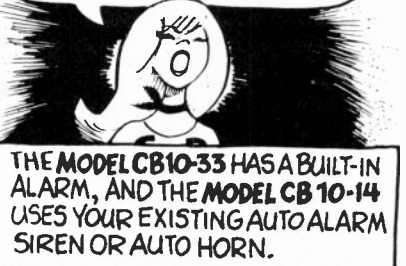
A 2 watt input transceiver will generally yield greater than 1.2 watts output at the antenna. At this power level, your batteries on transmit will be asked to deliver 1/2 amp of current.

A 5 watt input hand held transceiver will generally yield anywhere between 3.5 and 4 watts output. Now here is the bad news—it will consume over 1.2 amps on transmit, and you could probably only operate this unit in the high-power position for about 5 to 6 hours before the batteries would be quite depleted.

As you can see—you've got to make a choice and find a happy medium between power output and battery consumption. Generally a 2 watt input unit will give you just about all the range that you need, and could expect, from a hand held transceiver. Any increase in power output is hardly noticeable by the station at the other end of the radio circuit. Remember, when used with the telescoping antenna, the hand held transceiver is operating into a very poor “load” and range will be minimal. That's the price you have to pay when using the telescopic antenna—and the range is even worse if you choose to use a rubber “ducky” antenna.

A recent introduction of a new unit for hand held communications by SBE, Inc. is a hand held transceiver that has a switch for both high-power and low-power. On high-power, the power input

CB SUZY SEZ



MAGITRAN COMPANY
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ANATOMY OF A CB RADIO (cont'd)

is 5 watts, and on low power, the power input is 3 watts. For close-in communications, the 3 watts will probably be more than adequate, but when communications begin to become weak, the operator simply needs to switch to the higher power for slightly extended range. In the lower power position, the operator is greatly conserving his batteries.

The less expensive hand helds will utilize the speaker in the unit as its microphone as well. Although this conserves on components, it generally yields a very "muddy" modulation sound. The more expensive units have a separate microphone built in to the case, and these units generally deliver good clean modulation.

Let's now take a look and see some of the additional features one might find in a hand held transceiver. First of all, almost everybody has a jack on the side for an earphone. This is great when the noise level becomes high in the area that you're transmitting and receiving—such as in a factory.

Another useful jack will be the external power jack. Let's say you wish to operate the unit when seated in your car. Instead of wasting the batteries, simply plug into your cigarette lighter, plug into your external power jack, and the unit will operate nicely off of your 12

volt battery. Check the instructions carefully on this type of operation, in that the less expensive units sometimes become "hot" in relationship to your vehicle's ground system.

Another extremely useful jack on a hand held is the external antenna jack. No, this is not the type that you are accustomed to when you plug in your coaxial cable—that is an SO 239 jack that accepts the PL 259 connector off your coax. On hand helds, they simply

don't have that much room to place a large jack, so they give you a "mini-jack" that accepts a "mini-plug" that usually has an adaptor from the small cable to RG-58U cable. When operating a hand held on an external antenna, your range will be greatly increased! In fact, try your hand held on a base station antenna, and you may note some interesting range achievements! However, you may be assured of picking up "bleed over" in that most hand helds do not have the same receiver selectivity as a good base or mobile unit.

Sometimes hand helds will offer a jack for external microphone. I know what you're thinking now—wouldn't it be nice to operate the hand held from your belt with an external microphone resting on your hunting jacket vest! Good idea—much like regular police hand helds—but unfortunately, citizens-band hand helds usually do not accept a push to talk microphone. What you'd have to do is manually "key" the transceiver on your belt as you simultaneously hold the microphone to your mouth. It's not quite as simple as operating the push to talk switch directly on the microphone in that there is generally no relay to change the antenna circuit over within the hand held itself.

Finally, take a close look at the hand held you might be considering to purchase and see what other additional features are available on that unit. Look especially close as to how the unit is constructed—if it should rain, is it going to easily become soggy and quit working? In addition, does the unit appear "rough" enough to take the rigors of a backpacking trip? Generally, the more money you spend on a hand held, the better performance and reliability you will receive from that unit.

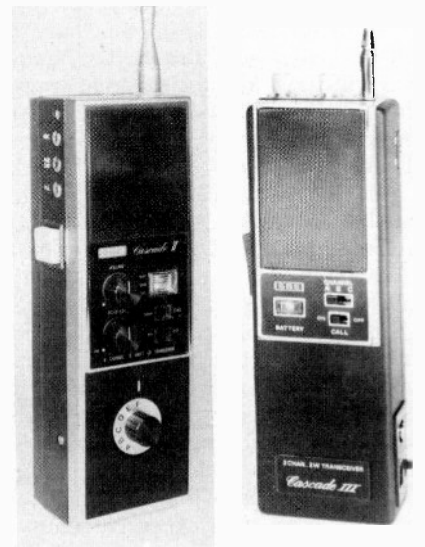
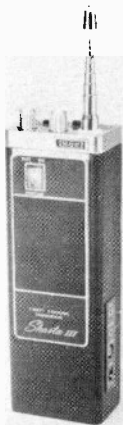
Hand held range? Let's start from the lowest power and work up. Let's assume we have two hikers trekking across a barren desert on a typical day that the "skip" is in. With two "toy" hand helds (Part 15 hand helds), the maximum range would probably be, between two hand held units, 1/2 to 1 mile. If they used one watt hand helds, they might achieve 3-mile range. If they use 2 watt input hand helds, the range might go up to 4 miles. If they use 5 watt input units, the range might approach 7 miles. As you can see, range is hardly proportionate as to input power. If you want more range, operate the unit on an external antenna.

Take that same hand held and operate it in conjunction with a base station, or with a mobile station, and you'll generally find that your range may even be doubled. Operate that hand held with another hand held—both utilizing mobile antennas—and you

may find triple the range! As you can see, range greatly diminishes when the built-in telescopic antenna is utilized because of the poor "ground plane" conditions that exist in a hand held configuration.

Hand held transceivers can provide the operator with an extremely versatile and portable means of reliable communication if their basic range expected is not exceeded. Given the proper care, and a fresh set of batteries, hand held transceivers can communicate over surprising distances, at times. Sometimes at night when there is no skip, it's possible to communicate with another hand held 20 miles distant! There have even been cases where two 5 watt hand helds have communicated up to 50 and 60 miles from mountain peak to mountain peak. And that isn't bad, at all!

Evaluate your present communication system—whether it be base, mobile, or a base and a mobile. See where a



top quality hand held might fit in, and then take a good look at all of the many varieties that are available. Remember, that same hand held with an external antenna can operate almost as effectively as your present mobile unit or base station remembering that the receiver may not be quite as selective. Power output in watts is the same whether it comes out of a hand held, a mobile, or a base station. It may sound a bit clearer through a mobile and base than your hand held, but nonetheless, you should be able to get through if your batteries are up!

Hand helds in times of emergency are invaluable—so if you have a set today—take a look and ensure that the batteries are fresh, and they are ready to operate when the next time arises. I think you'll find your CB hand held an extremely valuable tool in staying in touch the next time you need portable communications.

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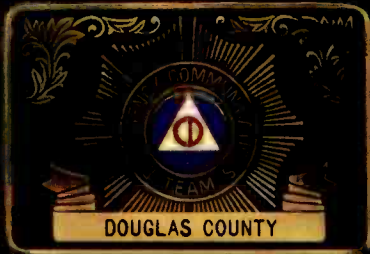
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TOMCATTING with “Tomcat!”



Across The Channels With
S9's Editor, Tom Kneitel (Tomcat/ KEZ5173)

SOME cottonpicker kept repeating “Break One Five Break Break” over and over, hoping that someone might “give him permission” to use the channel, which was totally inactive at the time. Eventually he received a reply. Someone came back and told him to take a *Break-a-tion!* . . . Any of you people out there business-oriented? Got a letter from old time CB'er Thomas Francis (used to be known as 2Q0495 way back when) who has a very clever device for anti-theft locking a CB rig into a vehicle. The device is patented and Tom would like to sell the patent. Those seriously interested in the possibilities of buying the device, contact Tom at 15 Park Row, New York, N.Y. 10038 . . . Took a run up along *Interstate 95* into New England to do some 4-wheeling in the backwoods of Maine and while on the way I ran Channel 19 in the mobile unit. Turned up many interesting things and people, not the least of which was trucker *Bedbug*, pushing an 18-wheel Allied Van rig out of Milwaukee. After an interesting exchange of transmissions we located a truck stop and chewed over some lunch together. Ya get to meet some of the nicest people on the channels! . . . While in New Hampshire I latched on to the *Jersey Tomato*, in New England on vacation—by an odd coincidence we were both headed to the same CB Jamboree about 75 miles distant in Massachusetts—small world! . . . Speaking of CB'ers descriptive names for roads, *One Miserable Skunk* from Allentown way passes along some Pennsylvania road names: Philly's Schuylkill Expressway called *Sure Kill* by the locals; the dangerous and winding Rte. 209 in northeast Pennsy is the *Ho Chi Minh Trail*; truckers stuck in the perpetual traffic jams on Rte. 22 (at the PA/NJ border bridge) call it the *Constipation Highway!* Anybody got more of these? . . . Overheard on Channel 9: “*Potato Chip* base, your mobile's calling, I'm stuck in traffic, will be home for supper about 30 minutes late.” This shout brought an angry reply from a very official sounding Channel 9 monitor

(who walked all over *Potato Chip* base's reply to her mobile): “10-30! Get off this channel, your call isn't an emergency!” Response from *Potato Chip* mobile: “Guy, if you had to live with her and she didn't know you were gonna be 30 ticks late for chow—you'd sure think it was one helluva 10-33!” . . . My mail indicates that a great many CB'ers were genuinely interested in *Betty First Mama Ford's* encounter with CB radio, although I think that it was generally felt that there were certain aspects of *First Mama's* interest in CB which probably were motivated by the fact that it is an election year. In such times the candidates and their immediate families usually circulate amongst the masses and do things that you or I would do—like going to Hispanic areas to eat corned beef or whatever, or talking on CB! All in all, CB got some good news coverage out of it, although whether CB had any effect one way or the other on *First Papa's* future is impossible to measure. But *First Mama* did do her homework about CB and I felt she good naturedly presented herself to the press with a fairly good understanding of CB and some of its problems, taking into account the fact that it is not too probable that she sits in the Lincoln Room after supper shooting a few DX contacts with the good buddies in *Skipland!* One reader wrote to me to say that he received a letter from *First Mama* (in response to one he had written to her about CB), but that he thought her answer was unsatisfactory because her use of a bit of CB lingo made it look as if she was “talking down” to CB'ers and “trying too hard to be one of the in-crowd.” Well, I figure that the guy who wrote to her in the first place was aiming to be part of an in-crowd himself! I don't really know what he expected to get back from her in the first place. The only sour note in the whole matter was the one single CB publication which generated one of the most hilarious tirades in CB publishing history, wildly (but I suspect *seriously*) trying to build a federal case out

TOMCATTING WITH TOMCAT *(continued)*

of *First Mama* getting an instant CB license while so many others have to wait long weeks for one. In actual fact, *First Mama* received a type of permit known as a Special Temporary Authorization, standard operating procedure for the FCC to issue on a moment's notice for parade control operations, conventions, and other special events—they issue about 60 of these per month. They are *not* regular 5-year type CB licenses! All have a special "KUY" callsign prefix. Oh well, even if she did show up to get a regular CB license and could have figured out how to get to the head of a bureaucratic waiting line without waiting, who would have blamed her—there isn't one prospective CB'er in a 1,000 who wouldn't have done the same if they had the chance! You think not? Next time you stand on the end of a 75-person Motor Vehicle Bureau line, think about what you'd do to swap places with the cat at the front of the line! But I think most CB'ers took the whole matter in its true perspective and some good was done for CB radio—and certainly it gave us all something to jaw about for a while! . . . While driving through Kentucky I eyeballed a motel sporting a massive CB beam on its roof—a sign out front boldly announcing: WELCOME CB'ers! C'mon in and modulate a while! No extra charge to hook your rig to our Moonraker; or use our SSB base station at slight additional charge!" . . . Trivia Department: seems like everywhere I look I see the "Official National CB 10-Code" printed and reprinted in everything from CB publications to club newsletters. Betcha didn't know that this particular version of the 10-Code is the creation and Copyrighted property of S9 Magazine, appearing first in our pages back in 1964! Probably before most of those reprinting it now ever heard of CB radio! Might be nice if every now and again some of those who are reprinting this version of the 10-Code tossed in a little credit line for S9! . . . More Trivia Department: Did you know that the *very first* CB lingo dictionary was published in the July, 1962, issue of S9 Magazine! Yup, 14 years back it was all there for the reading, right in the pages of S9! Now I hear that the publishers of one recent listing of CB words are threatening the publishers of another recent CB dictionary for ripping off *their* words. Hmmmmm! Shall we all go back and see where most of these words got their first start? . . . On rare occasions I sort through the stacks of papers in the office and come across all manner of interesting goodies, everything from QSL cards to manufacturer's flyers, offers, spec sheets, 10-Code cards and the like—even old promotional handouts from the early days of S9. Well,

not long ago S9 moved into a larger room within the company office complex and I had to attack the various piles of papers. I really came across a lot of stuff. Maybe some of it you'd like to have, while the supply lasts—although I can't promise what it will contain. Hey, the price is right: namely *FREE!* If you want a handful, send me a stamped, self addressed envelope (at least a #10 or larger) with at least 24¢ or 35¢ postage on it and I'll scratch up some of this stuff for you! Last time we did this a few years back, I was deluged with requests—many people sent, along with their stamped self-addressed envelopes, a buddy pack of QSL cards for me to distribute out to other readers. If any of you want to send along a selection of QSL's, that's bodacious! I'll be happy to spread 'em around with the rest of the paperwork! . . . "Insiders" Note: There are a couple of handfuls of outrageously interesting and colorful people in the CB field, what I call "in" people. One of them is ol' Pat, at PM Electronics (410 Oakwood Road, Huntington Station, N.Y. Tel. 516-423-3614). Besides the fact that Pat's got more beams on the roof than a space control outpost, aside from the fact that he's always got some sort of interesting gizmo or gadget to explain, he has a knack of solving the most annoying CB problems a guy can throw at him. He's also got plenty of CB and Ham gear (hey, if you're Ham bound, Pat can supply those hard-to-get *Yaesu* rigs) . . . Last June TV broadcasters griped to Uncle Charlie that CB'ers were creating "catastrophic" interference to TV reception and the public was raising hell about it. The FCC said that they were aware that CB might cause some interference on TV Channels 2 and 5 but nothing too serious. No, the TV people complained, CB'ers were jamming *all* channels from 2 through 13. That's a good one! Looks like they didn't realize that a TV set that is being hassled on only 2 or 5 is probably the result of a CB rig (as the FCC pointed out) but one that is blocked on *all* channels does so because there is a problem with the *TV set, not with the CB rig!* TV set either doesn't have an adequate antenna system, or else it was simply poorly designed and cheaply built. Underneath all of this lies the fact that the TV broadcast industry finds it hard to admit that rather than sitting and watching Summer reruns of shows which weren't too great the first time around last Winter, their audience (the same people which they claim are screwing up TV sets) abandoned the boob tube to modulate on CB channels! CB is better than TV—they don't like that because they've lost a big chunk of TV audience. Obviously only *one* answer will do—it's the fault of CB'ers, so the FCC should crack down on CB'ers to get

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TOMCATTING WITH TOMCAT *(continued)*

their viewers back for them! Sour grapes!!! . . . *Captain Spaulding* (The African explorer?), a CB'er from an expensive suburb of Chicago tells me that if a public utility wants to erect a service structure in his area—such as an electric substation, a sewage treatment plant, a telephone relay office, water pumping station, etc., that the zoning regulations force the public utility to design the building to look like a private residence and landscape it—so as not to mess up the looks of the area. He says that some of these “fake” private homes look really jazzy. None look as good as a new one put up by the water company, since it has a mailbox out front, (plastic) flowers in the window boxes, and the roof topped off with a TV antenna and also a *beautiful 5/8-wave CB base station antenna!* . . . Several readers wrote to say that the story we ran last July about “Channel Jumpers” was prompted by a scare campaign the FCC is effecting, and that they are not really going after off-frequency operators. The *ol' Tomcat* can't sit out there and hold everybody's hand. Anybody who feels that it's only an FCC scare is welcome to ignore it and go right on doing whatever they were doing before S9 ran the story! My feeling is that the FCC had no business tempting CB'ers by announcing the future availability of many of these channels only to get many operators so turned-on with enthusiasm that they just couldn't wait—only to be greeted by *Uncle Charlie* and his greenstamp book. Just plain cruel and unwarranted! . . . REINCARNATION DEPT.: Do you believe in reincarnation—y'know, when ya' get a new name and a second time through the mill? Well, here's a good one—a reader in the *Cactus Patch* sent me a copy of a story on old time FCC Commissioner E. K. Jett, who was

one of the first planners of the CB service. The story appeared in one or another of the zillions of new CB publications to flood the scene in recent months (I disremember which for the moment, months ago I lost the ability to distinguish one from the other). Now here's where reincarnation comes in, my *Cactus Patch* correspondent said that the story looked vaguely familiar so he started digging through old magazines. Said he found a story bearing the same title, on the same subject, and with what he felt were too many “very” similar paragraphs to be a coincidence. Turns out, he says, to be a *barely* modified and updated version of a story I wrote back in October, 1961! Except it was given a new author's byline for it's reincarnation. There is still hope for tomorrow! . . . Of the many CB books which have come upon the scene, one of the best I've come across is Doubleday's (Dolphin Books) *CB BIBLE*, by Porter Bibb, Peter Livingston, and Michael Marcus—an enormous amount of work obviously went into the book and it shows on every page! If you buy only one book for your CB library—the *CB BIBLE* would be a good candidate! . . . *Big Brigham* told me that a good-buddy he knows picked up a *great deal* on a used sidwinder rig at a coffee break, except when he got it to the home 20 and looked inside he found that it was an empty cabinet—well, not totally empty, it had a brick inside of it to make it *feel* like a base station rig! . . . ULTIMATE SOLUTIONS DEPT.: I got a double-L from *Ming the Merciless*, a west coast 18-wheel operator who tells me that while driving on the East-West *Greenstamp* in Indiana he was passed by a 70 mph 4-wheeler station wagon. As the 4-wheeler passed him a youngster unravelled a folded up sign and held it in the rear window. It read: “ARE THERE ANY BEARS AHEAD? SHAKE “YES” OR “NO.”

Tomcat!

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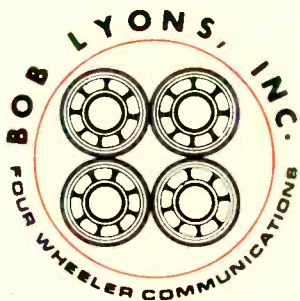
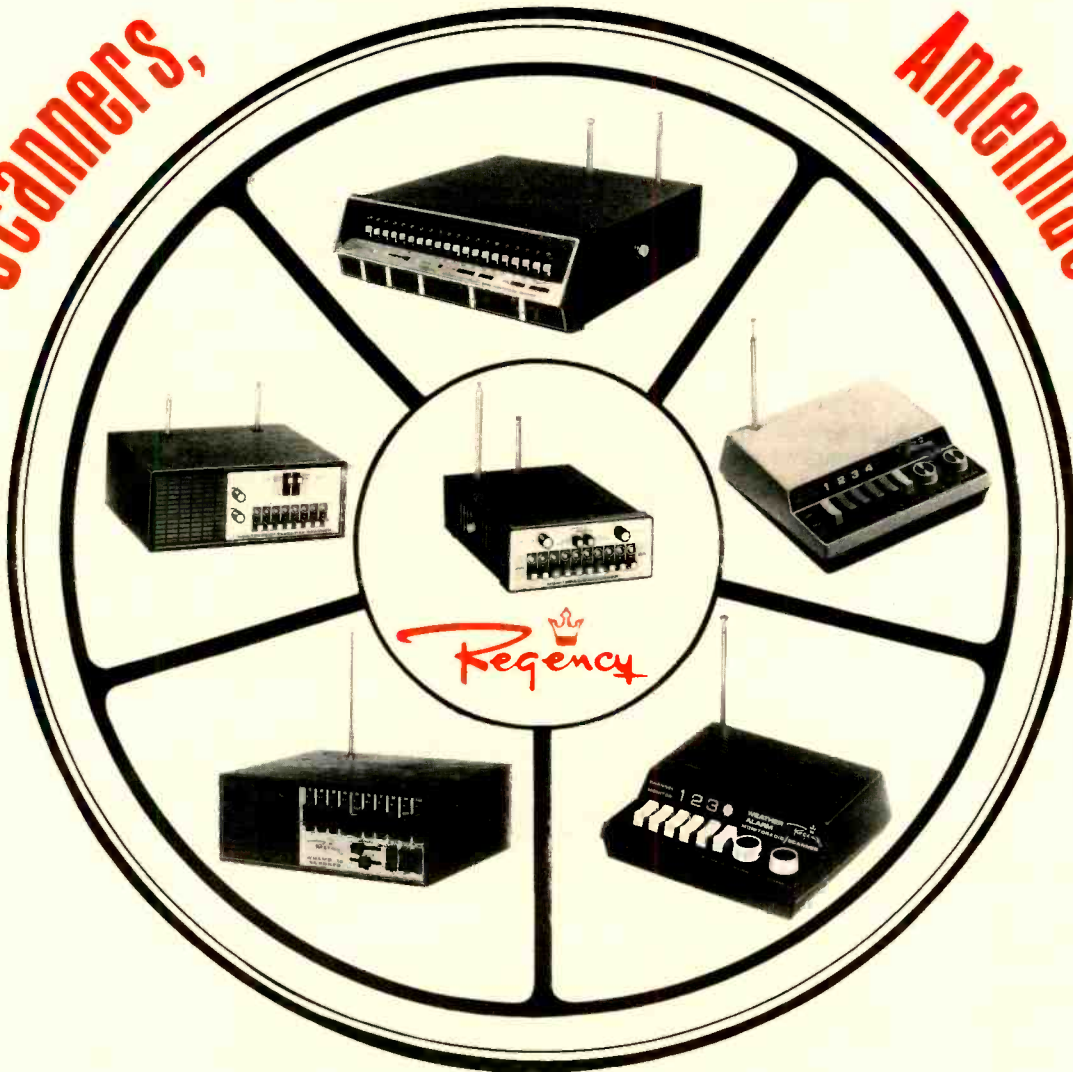
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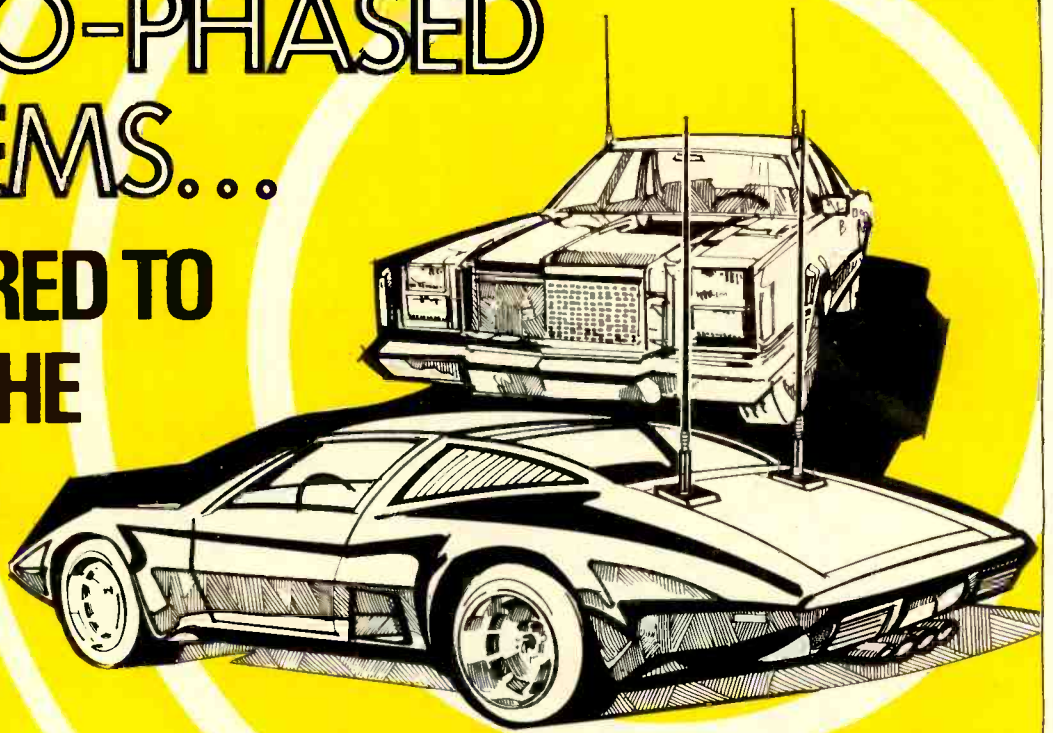
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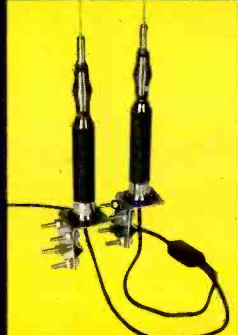
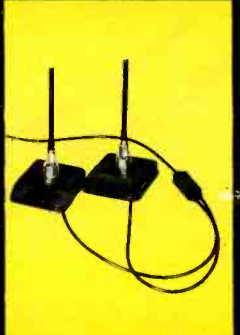

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(B)

Fig. 2.28A—A basic series parallel circuit before simplification. B—After calculating the parallel equivalents the circuit is simplified to a basic series circuit.

$$I_T = \frac{E_{\text{applied}}}{R_T} = \frac{24}{200} = 0.12A$$

As shown in Fig. 2.29B, the electron flow is the same throughout the series circuit and so it is now possible to determine the individual voltage drops as follows:

$$E_{R1} = I_T \times R_1 = 0.12 \times 95 = 11.4V$$

$$E_{R_{eq}} = I_T \times R_{eq} = 0.12 \times 25 = 3V$$

$$E_{R_{eq}} = I_T \times R_{eq} = 0.12 \times 80 = 9.6V$$

As we learned earlier, in series circuits, the sum of the voltage drops must equal the source voltage. The sum of 11.4, 3 and 9.6 volts is 24 volts and so the calculations check out so far.

The next step is to expand the circuit back to the original shown in Fig. 2.28A and note the voltage drops calculated above. This is shown in Fig 2.30. It is now possible to calculate the current flow through each resistor in the network. The current flow through R_1 has to be the total current because there simply is no other path. Thus I_{R1} is 0.12A. In the parallel network of R_2 ,

$$I_T = \frac{E_{B1}}{R_T} = \frac{24}{200} = .12a.$$

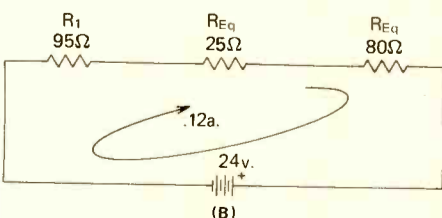
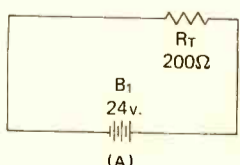


Fig. 2.29A—Basic calculations on the simplified circuit necessary to find I_T . B—Basic approach necessary to find the individual voltage drops across each of the series resistances.

R_3 100

Remember, R_2 , R_3 and R_4 are in parallel and therefore the same voltage drop must appear across each resistor in that parallel group.

$$I_{R4} = \frac{E_{R4}}{R_4} = \frac{3}{50} = 0.06A$$

When all the currents recombine they must add to I_T as shown below.

$$I_T = I_{R2} + I_{R3} + I_{R4} = 0.03 + 0.03 + 0.06 = 0.12A$$

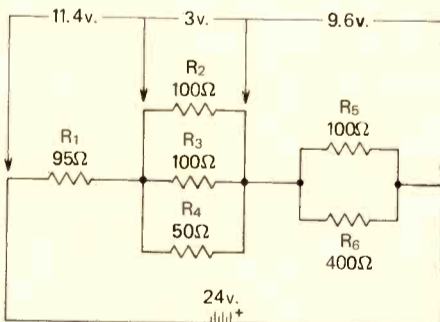


Fig. 2.30—Expanded circuit showing the individual voltage drops. Note that they total up to the applied voltage, 24V.

To find the currents through R_5 and R_6 , we follow the same procedure.

$$I_{R5} = \frac{E_{R5}}{R_5} = \frac{9.6}{100} = 0.096A$$

$$I_{R6} = \frac{E_{R6}}{R_6} = \frac{9.6}{400} = 0.024A$$

$$I_T = I_{R5} + I_{R6} = 0.096 + 0.024 = 0.12A$$

Knowing the voltage across each resistor and the current flow through each resistor it is also possible now to solve for the power dissipation of each resistor using $W = E \times I$ or any of the other forms of this formula.

Parallel-Series Circuits—Another form of compound circuit consists of a group of series circuits placed in parallel as

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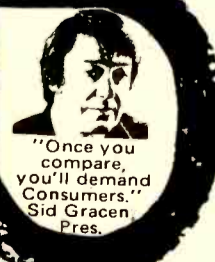
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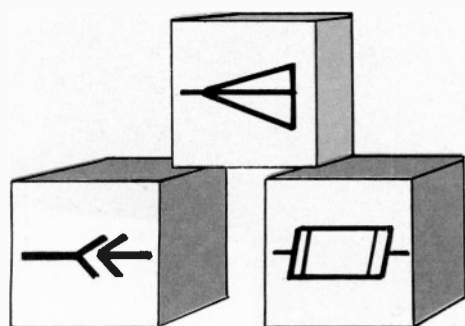


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PART 8: Compound Circuits

It is possible to combine the series and parallel circuits described earlier into circuits called series-parallel or parallel-series. These circuits are also referred to as compound, combination or complex circuits. In practice, the compound circuit will be encountered a bit more often than either the series or parallel circuit. The major problem is recognizing them when they are part of a large schematic diagram or when the resistances are combined with other components such as diodes or

transistors. If the compound circuit is made up of resistances only, it will not be too hard to recognize and analyze that circuit.

Series-Parallel Circuits—A typical series-parallel circuit is shown in Fig. 2.26. By examining the circuit you can see that it consists of two groups of parallel resistances connected in series with a single resistor, R_1 . The electron flow leaves the negative terminal of the battery, point A, flows to point B, through R_1 to point C. At point C the electron flow branches into three separate paths, through R_2 , through R_3 and through R_4 . At point D all three current paths recombine and then separate again into two paths, through R_5 and R_6 . At point E the two paths recombine and the electrons return to point F, the positive terminal of the battery.

The total current flow in the circuit, I_T , can be expressed as:

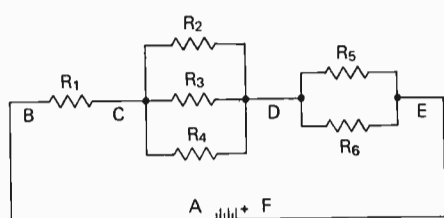


Fig. 2.26—A typical compound circuit often called a series-parallel or complex circuit.

$$I_T = I_{R1} = I_{R2} + I_{R3} + I_{R4} = I_{R5} + I_{R6}$$

How these currents can be measured by individual meters is shown in Fig. 2.27A.

The voltage distribution in the series parallel circuit can be measured as shown in Fig. 2.27B using three individual voltmeters. It should be clear when you examine the drawing that it is basically a series circuit and so the voltage relationship may be expressed as:

$$E_{R1} = E_1 + E_2 + E_3$$

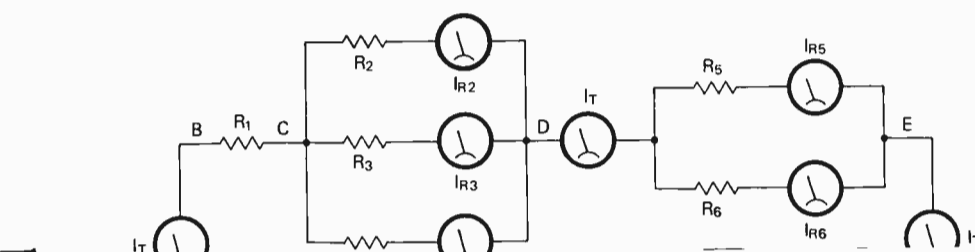
Solution of Compound Circuits—When solving series-parallel circuit problems, the first objective is to find the total resistance of the circuit. To do this the very first step is to find the equivalent resistance for each group of parallel resistances. For the circuit of Fig. 2.28A, we must first determine the equivalent resistance of the parallel network consisting of R_2 , R_3 and R_4 .

$$R_{eq} = \frac{1}{\frac{1}{R_2} + \frac{1}{R_3} + \frac{1}{R_4}}$$

$$= \frac{1}{\frac{1}{100} + \frac{1}{100} + \frac{1}{50}}$$

$$= \frac{1}{0.01 + 0.01 + 0.02} = \frac{1}{0.04} = 25\Omega$$

The next step is to solve for the equivalent resistance of the parallel



BASIC RADIO (continued)

shown in Fig. 2.31A. Electrons leave the negative terminal of the battery and flow through the first branch. The value of I_1 is determined by the total resistance of that branch. There is an electron flow through branch 2 and branch 3. The total flow is the sum of the flow in each branch.

To find I_1 the current flow in the first branch, we must first find the total resistance for that branch. Since the branch is a series circuit R_T may be found from:

$$R_T = R_1 + R_2 + R_3$$

$$= 20 + 5 + 25$$

$$= 50\Omega$$

$$I_1 = E/R_T = 50/50 = 1A$$

For branch #2, following the same procedure, we have:

$$R_T = R_4 + R_5$$

$$= 50 + 150$$

$$= 200\Omega$$

$$I_2 = E/R_T = 50/200 = 0.25A$$

For branch # 3 we have:

$$R_T = R_6 + R_7$$

$$= 25 + 75$$

$$= 100\Omega$$

$$I_3 = E/R_T = 50/100 = 0.5A$$

The total current drained by this compound circuit is the sum of the current in each branch. Thus:

$$I_T = I_1 + I_2 + I_3$$

$$= 1 + 0.25 + 0.5$$

$$= 1.75A$$

With the total current known, R_{eq} for this circuit may be determined by Ohm's Law.

$$R_{eq} = E/I_T = 50/1.75 \approx 28.57\Omega$$

This may be checked by solving for R_{eq} using the individual branch resistances, 50, 200 and 100 ohms.

$$R_{eq} = \frac{1}{\frac{1}{R_1} + \frac{1}{R_2} + \frac{1}{R_3}}$$

$$= \frac{1}{\frac{1}{50} + \frac{1}{200} + \frac{1}{100}}$$

$$= \frac{1}{0.02 + 0.005 + 0.01}$$

$$= \frac{1}{0.035} \approx 28.57\Omega$$

Kirchoff's Laws

Without knowing it, you have been working with Kirchoff's Laws but we simply have not identified them. These laws are used whenever you have to

perform a circuit analysis such as we have just done for compound circuits. In 1847, Gustave R. Kirchoff added two important concepts to Ohm's Law and these concepts are defined as Kirchoff's Law. The first, called the Current Law, states that the sum of all the currents flowing into a circuit junction is equal to the sum of all the currents flowing out or away from that circuit junction. Therefore, as shown in Fig. 2.27A, the current flowing into point C (the junction) must equal the current leaving point C to flow into R_2 , R_3 and R_4 .

Kirchoff's second law, the voltage law, states that the sum of the individual voltage drops around a complete circuit is equal to the applied voltage. This was illustrated in Fig. 2.27B.

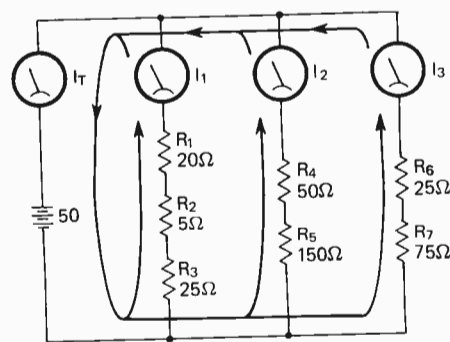


Fig. 2.31—A parallel-series compound circuit showing the current paths and relationships.

These two laws need no additional proof as we proved them several times in our discussion and analysis of series, parallel and compound circuits.

Conductances

When working with resistive circuits it is sometimes more convenient to think in terms of how well the circuit conducts rather than how well it resists. Conduction (referred to as *conductance*), therefore, is the opposite of resistance and is its reciprocal. To find the reciprocal of any resistance value we simply divide that resistance into one. Thus:

$$G = \frac{1}{R}$$

where G is the conductance whose unit is the *mho*. (Note that this is ohm spelled backwards) and its symbol is an inverted Omega, Ω). For example, let's find the conductance of a 50 ohm resistance.

$$G = 1/R = 1/50 = 0.02 \Omega$$

If you take a good hard look at the formula for 3 or more resistances in parallel you can see that each resistance value is converted into its reciprocal, added, and the reciprocal taken again to convert back into resistance. (cont'd)

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Experiment #8—Compound Circuits

Materials:

Resistors 1.2K (2 each), Resistor 3.3K, Perfboard
Fahnestock Clips, 4/40 Hardware, VOM

The object of this experiment is to test, verify and reinforce the concepts of compound circuits and Kirchoff's Law.

Procedure:

Resistance

1—Wire the circuit shown in Figure 1A. The pictorial for that circuit is shown in Fig. 1B. **DO NOT CONNECT THE BATTERY YET.**

2—Calculate the total resistance of the circuit as explained in the text and enter the value. _____

3—Measure the total resistance (without the battery in the circuit) between clips 1 and 3 with the ohmmeter and enter the resistance value. _____

Compare this reading with the calculated value of Step 2. They should be very close.

Voltage

4—Connect the 9V battery to the circuit and measure the two voltage drops.

$$E_{R_1} \text{ and } E_{R_2} = \text{_____ V}$$

$$E_{R_3} = \text{_____ V} \quad E_{B_1} = \text{_____ V}$$

The sum of these two voltages should equal the battery voltage verifying Kirchoff's voltage law.

Current

5—Calculate the total current flow using the applied voltage E_{B_1} , measured in step 4 above and R_T measured in step 3. $I_T = \text{_____}$

6—Break the circuit at clip 1 by removing the negative battery lead from the clip. Insert the milliammeter between the battery lead and clip 1 as

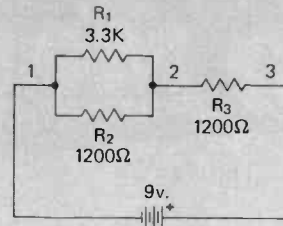
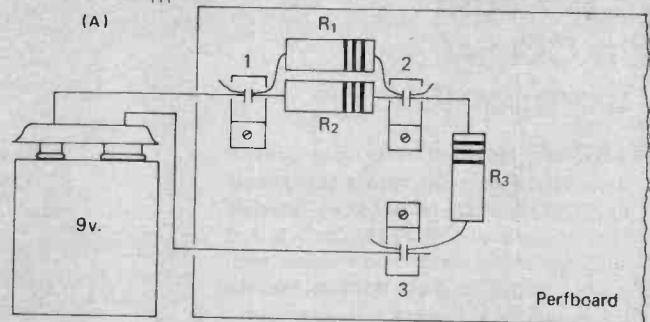


Fig. 1A—Basic series-parallel circuit to be wired on the perfboard. B—Pictorial of the current shown in 1A.



shown in Fig. 2A. The meter reading will be I_T , and should equal the value calculated in step 5 above. I_T measured = _____

7—Reconnect the battery lead to clip 1 and now lift one end of R_1 , 3.3K, from Clip 2. Insert the milliammeter in the circuit as shown in Fig. 2B. Read the current flow and enter the value in the space provided. $I_{R_1} = \text{_____}$

8—Reconnect R_1 to Clip 2 and then remove R_3 from clip 2. Connect the milliammeter in series with R_2 in the same manner as was done for R_1 and measure the current flowing through R_2 . $I_{R_2} = \text{_____}$

According to Kirchoff's current law, I_{R_1} and I_{R_2} should equal I_T . Add the two and check the sum against I_T measured in step 6. $I_{R_1} + I_{R_2} = \text{_____}$

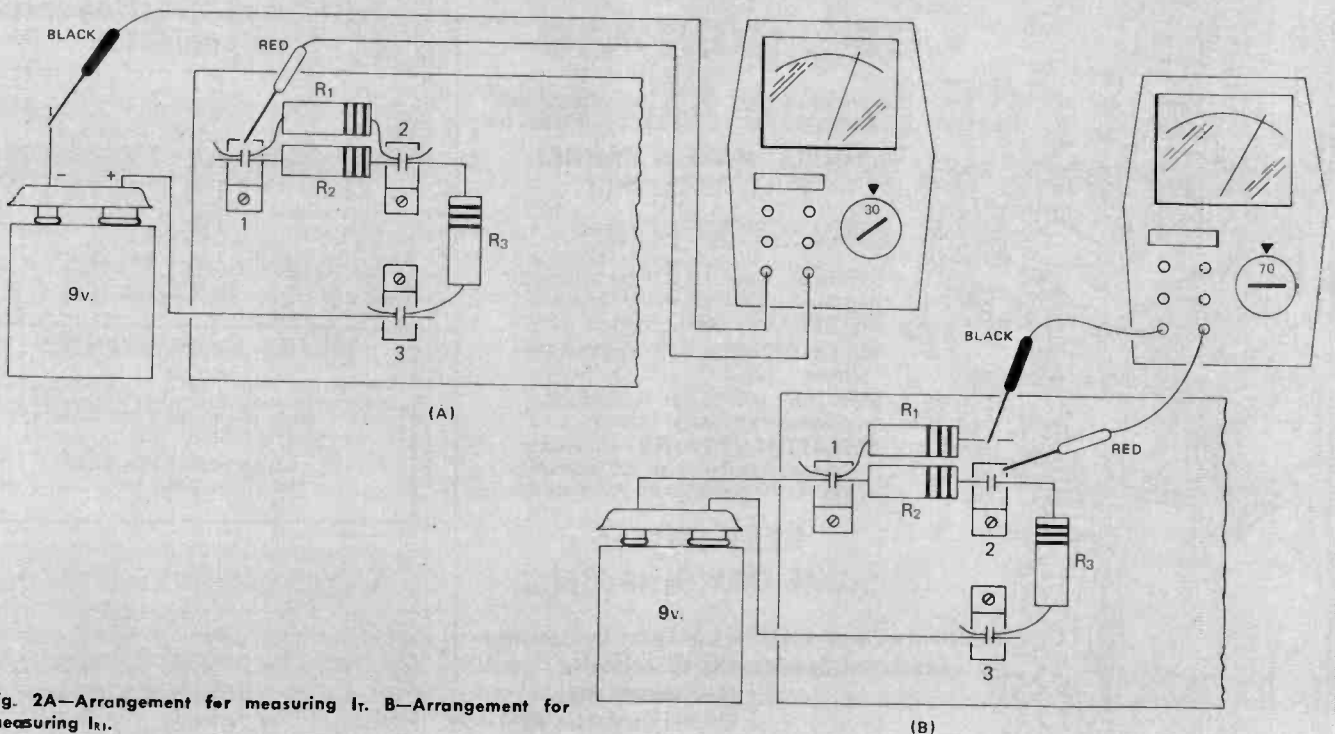


Fig. 2A—Arrangement for measuring I_T . B—Arrangement for measuring I_{R_1} .

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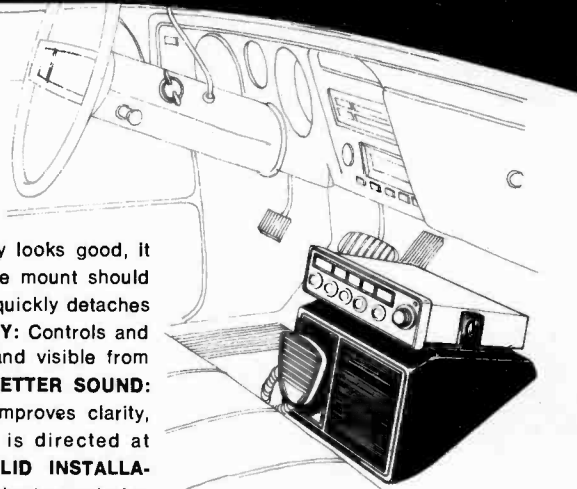
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BASIC RADIO (continued)

For a better understanding of reciprocals, you can read this short section below. It isn't urgent but can help your understanding.

When two numbers are multiplied and answer (product) equals one, the numbers are called reciprocals of each other. Some examples are:

$$0.5 \times 2 = 1$$

Thus, 0.5 and 2 are reciprocals of each other.

$$0.4 \times 2.5 = 1$$

Therefore, 0.4 and 2.5 are reciprocals of each other.

When given a number that you must find the reciprocal of, you need only divide that number into one. For example, to find the reciprocal of 2 we proceed as follows:

$$1/2 = 0.5$$

If the reciprocal of 2 is 0.5, then the reciprocal of 0.5 *must* be 2. Check:

$$1/0.5 = 2$$

Reciprocals will be encountered again when we study alternating currents in future installments. Next month will start our discussions with magnetism which will lead into inductance and transformers, both very important components of electronic equipment.

Suggested Reading:

Schrader, Robert L., *Electronic Communications*, 3rd Ed. New York: McGraw Hill, pp. 37, 41-44.

Tepper, Marvin, *Basic Radio*. Vol. 1, 2d Ed. New Jersey: Hayden. pp. 94 to 96.

**Self Check Questions are
on page 113**

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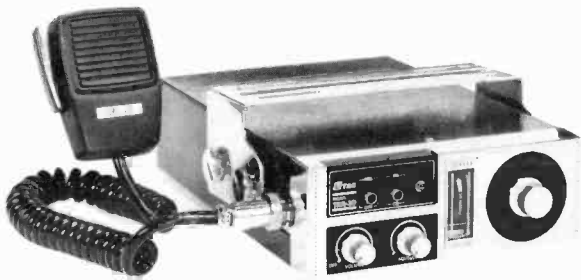
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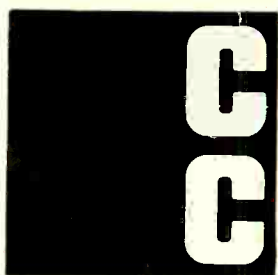


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THE INTERNATIONAL ASSOCIATION OF CBers®



TEN REASONS WHY YOU SHOULD JOIN THE IACBers

1 MONTHLY NEWSLETTER

The newsletter will contain matters of interest to the novice as well as the sophisticated owner. Technical as well as general interest stories on what CBers across the country are saying and doing. Buyers guide tips as well as club developments will be covered.



2 LOBBYING IN WASHINGTON, D.C.

to assure CB owners and operators that their rights are heard.



3 A NATIONAL PUBLIC AFFAIRS PROGRAM

to educate the public to the rights of CBers.



4 ENROLLMENT IN THE NATIONAL HIGHWAY SAFETY PROGRAM.

The International Conference of CBers will work with Police Benevolent Associations (200,000 law enforcement personnel) to make our highways safer for all citizens and help to report crime and accidents to police throughout the land. Our members receive a special decal (recognized by police nationally) signifying their involvement and procedural instructions should they come upon an accident or crime. Our national highway safety program is the *only* recognized by police nationally.



5 THE INTERNATIONAL CO-OP SAVINGS PLAN.

Now you can enjoy substantial discounts on all nationally advertised merchandise. You receive a catalogue with literally thousands of products — including CB Transceivers and accessories — all at fabulous discounts and *only* to club members.



* Special Merchandise Bonus Coupons . . . worth more than the membership fee . . . may be used by members only. Redeemable for discounted brand name merchandise. You will receive additional coupons during the year.



* Low Cost Group Travel . . . for *members only*. Dream travel packages to the greatest vacation spots in the world at prices you'd normally pay just to get there. Our trips include air fare, taxes and accommodations at the finest hotels.



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* Special Services . . . for *members only*. Now in the planning stages . . . CO-OP HEALTH CLUBS equipped with gym equipment and sauna baths. We're even planning a number of stocked fishing and game preserves. Complete set of IACB credentials including official membership card and decal.



6 NATIONAL THEFT PREVENTION PROGRAM.

In cooperation with police organizations throughout the country now for the first time a nationally instituted program to register *your* equipment, prevent theft and help catch the criminal. Here's how it works . . . On your equipment you engrave your social security number (For those who do not own a "stop theft" electric engraver, we will send you one. Plugs in anywhere — retail \$9.95 — to club members \$5.95.) With your application advise us of Social Security number. Should your equipment be stolen, you notify us and working with police locally and nationally we'll try to track it down.



7 INTRODUCTION TO IACB AFFILIATED LOCAL CLUBS

in your area . . . or help in starting your own club.



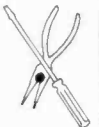
8 ANNUAL AWARDS

given to members for outstanding achievements in crime reporting and assistance, Accident reporting and assistance, outstanding individual or club contributions to the general welfare.



9 CB RADIO REPAIR COURSE.

Here is an in-home radio repair course for the novice or pro. Easy to study and available at substantially lower rates to club members. Once completed you should be able to earn considerable extra money as a radio repair technician.



10 THE COST OF INDIVIDUAL MEMBERSHIP . . . \$10 PER YEAR

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Self Check Questions

1—Redraw the circuit shown in Fig. 2.26 and assign the following resistance values: $R_1 = 10$ ohms; $R_2 = 10$ ohms; $R_3 = 10$ ohms; $R_4 = 5$ ohms; $R_5 = 25$ ohms; $R_6 = 25$ ohms; battery voltage 25 volts

- A) Calculate $R_{\text{effective}}$
- B) Calculate I_{Total}
- C) Determine the current flow through each resistor.
- D) Determine the voltage drop across each resistor.

2—If, in the circuit of Fig. 2.27A, I_T measures 3A, I_{R2} measures 1.2A and I_{R3} measures 1.05A, what is the value of I_{R4} ?

3—If, in the circuit of Fig. 2.27B, B_1 is rated at 40V, E_1 is 15V and E_3 is 12V, find the value of E_2 .

4—Define conductance.

5—What is the conductance of a 4K resistance?

6—What is the resistance of a device that has a conductance of 0.0075 mhos?

- 1-A) $R_{\text{eff}} = 25\Omega$.
- B) $I_T = 1A$
- C) $I_{R1} = 1A$
- $I_{R2} = 0.25A$
- $I_{R3} = 0.25A$
- $I_{R4} = 0.5A$
- $I_{R5} = 0.5A$
- $I_{R6} = 0.5A$
- D) $E_{R1} = 10V$
- $E_{R2} = 2.5V$
- $E_{R3} = 2.5V$
- $E_{R4} = 2.5V$
- $E_{R5} = 12.5V$
- $E_{R6} = 12.5V$
- 2—0.75A
- 3—13V
- 4—The case with which a resistor conducts. The reciprocal of resistance.
- $G = 1/R$
- 5—0.0025 mhos
- 6—133.33 ohms

Answer Key to Self-Check Questions

Interference MANUAL

A while back S9 put out a dandy (and handy) manual about detecting and eliminating TV Interference, Power Line Interference, Mobile Noise. It was a smash success and we sold out the print run in short order—we thought! A recent inventory of our stock room disclosed that we still had one half of a precious carton of these books remaining. So, hop to it all you who have been bugging us about this book—here's your chance to snap up the few remaining copies of this publication, which has now become a rare classic! Pre-inflation prices, too. *Only \$1, plus 25 cents postage—first come, first served, while they last!*

NOISE ELIMINATION MANUAL
c/o S9 Magazine
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5

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(if you aren't already doing so)



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5. You'll make our editor very happy. And there's nothing more important than having a happy Tomcat (that is, if you're going to keep a Tomcat on the premises, as we do.)

So indulge yourself. S9 is the CB magazine that doesn't quit when it comes to giving CBers all the scoop on what's happening out in the CB world. Do it now! Today! Before you forget!!!! After all, spreading joy is what CB's all about, now, isn't it?

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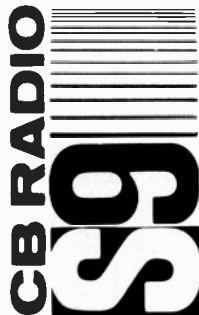
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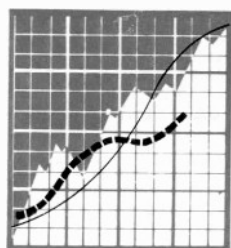
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their place...retailing
magazines do too...in their limited
capacity... **but** what you need
to sell your message is a magazine
that covers...



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That's it in a nutshell. You need **CB Radio Marketing**, the only monthly magazine that gives your distributor and your dealer the editorial guidance he needs to grow and prosper.

Compare **CBRM's** editorial content with that of either the "merchandising" or "retailing" magazine in the CB field. Frankly, it puts the others to shame. Only **CBRM** guides your customer on how to advertise, how to regulate inventory, how to run a service shop, how to run a better business. Compare **CBRM** with the others, and ask yourself which magazine you'd read if you were a CB dealer or distributor. We know you'll choose **CBRM** because it's got better content and more of it.

And then compare ad page rates. You get 22,000 CB trade coverage for only \$710 per page on a 12 time basis. That's many hundreds less than the cost for merchandising or retailing magazines.

And wouldn't you expect the best value in a CB trade publication to come from Cowan Publishing? After all, our **CB RADIO/S9** is the largest and best CB consumer book in the field!

End of message

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Only Ringo has exclusive power ring tuning for a true 3.75 dB gain. Power ring gives a perfect match to use all available transceiver power. Ringo amplifies signals through full length capture area and low angle "horizon focus pattern."

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CR-1

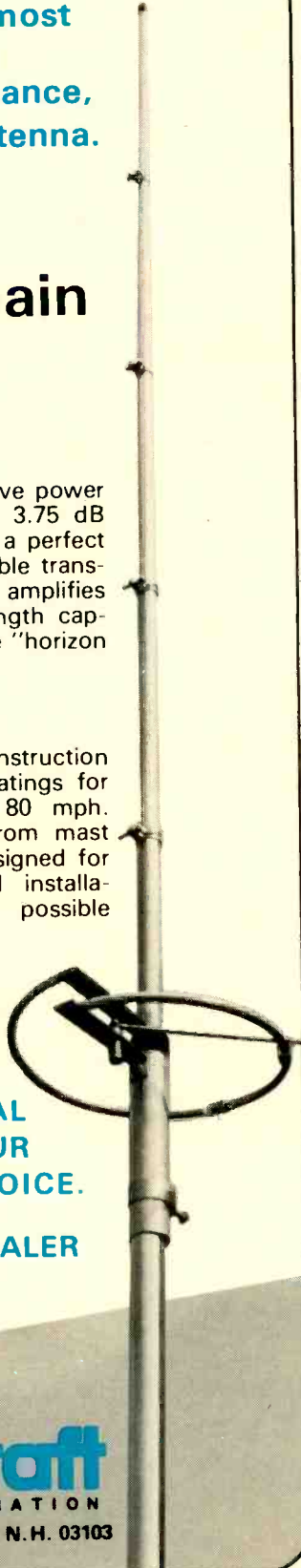
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COMING EVENTS!

If you wish your Jamboree or Coffee Break listed in this column, the information must be sent to S9 at least 4 months in advance.

OCTOBER

Second Annual CRFV Bicentennial Jamboree, October 1st-3rd, Prince William County Fairgrounds, Manassas, VA. For more info, contact: Ronald C. Lemnah, 4309 Pickett Rd., Fairfax, VA, 703/323-9511 or Betty Piercy, 7611 Huron Dr., Gainesville, VA, 703/754-4243.

Virginia-Carolina CB Radio Club, Inc. 14th Annual CB Jamboree, October 2nd, Eden Fair Ground, N.C. Contact the club at Box 242, Eden, NC 27288.

Annual Coffee Break, Oct. 2 & 3, VFW Hall, Vandalia, MO. Sponsored by Prairie Rangers CB Club. For more information contact Marvin Dillon, 209 W. Arlington, Vandalia, MO 63382.

1st Annual Coffee Break, Oct. 3. Location of the Coffee Break is Iroquois Shore Rd., and Rafalgar Rd. For more information contact Galaxy 700 Club, P.O. Box 863, Oakville, Ontario, Canada.

Apple Creek CB Radio Club Jamboree, October 3rd, Sangamon County Fairgrounds, S.E. Gate, New Berlin IL. For information contact Blaine Williams: 435-9246 or Jane Suttles: 435-5491.

4th Annual Coffee Break, October 3rd, Community Bldg, Transfer, PA. Sponsored by Tri-County REACT. For information contact Darrell Lewis, 1545 Cranbrook Drive, Sharon, PA 16146. 412-347-7500.

Coffee Break, Oct. 10. Held at Kalamazoo County Center Bldg. Sponsored by the Kalamazoo Citizens Band Association. For more information contact, Gene Shrout, P.O. Box 31, Comstock, MI 49041.

5th Annual Coffee Break, Oct. 10, American Legion Post Home, Rt. 50, Cambridge, MD. Sponsored by Chop-tank REACT Team #2189. For more information contact Mr. Levin Niblett, Sr., 415 Kent St., Cambridge, MD 21613.

Bi-Centennial CB Jamboree, October 10th, Owensboro Sportscenter. Sponsored by Kentucky-Indiana Citizen

Band Radio Club. For information, write to them at PO Box 145, Owensboro, KY 42301.

1st Annual Coffee Break, October 17th, Mount Anthony Union High School, Bennington, VT. Sponsored by Tri-Stater's CBers. Contact: Richard Grogan, 20 Royal Pine Villa, Pownal, VT 05261 or call 1-802-442-3468 after 5 p.m.

Electronic Jamboree/Show, October 17th, Tappan Zee Inn, Rt. 59, Mountainview Ave., Nyack, NY (Exit 11, N.Y. Thruway). Dealers contact for info: American CB Radio Club Inc., P.O. Box 321, Bronx, NY 10469.

CB Fair, October 23 & 24. Chautauque County Fairgrounds, Dunkirk, NY. Sponsored by the Fredonia Jaycees. For more information contact: Alan Shaw, 98 Temple St., Fredonia, NY. Phone: (716) 672-2393.

Jamboree, Oct. 22-24, Charlotte Motor Speedway "World 600". Sponsored by Concord Citizens Radio Club Inc. For more information contact Dottie Neal, 127 Crescent St., Kannapolis, NC 28081.

Third Annual Coffee Break, October 23rd, 24th. TeePee Campgrounds, U.S. Rt. 6, 6 miles west of Coudersport, PA. Sponsored by Potter County Ridge-runners CB Club. For more information contact Arlene Butler, RD1, Box 37A, Roulette, PA 16746. 814/544-7767.

Bicentennial Coffee Break, Oct. 24, Guernsey Sales Pavilion, RT 30 East & RT 896, 6 miles east of Lancaster, PA. Sponsored by Lancaster County React Team Inc. For more information contact REACT, P. O. Box 1033, Lancaster, PA 17604.

NOVEMBER

5th Annual Jamboree, November 20 & 21, held at the Convention Hall, South First St., Gadsden, AL. For more information contact, Alabama CB Assoc., Inc. Rt. 1 Box 589A, Rogersville, AL 35652. Phone: (205) 247-0374.

Grand Strand REACT 1st Annual Jamboree, November 20th-21st, Convention Center, Myrtle Beach, SC. For more info, contact: Jane Lee, Rt. 1, Box 84A, Longs, SC 29568. Phone: 803/399-6656.

DECEMBER

9th Anniversary Christmas Party, December 12th, Community Building, North Main St., Marion, NC. Sponsored by Radio Patrol Emergency Service and Community Watch, Inc. For more information contact them at Rt. 3, Box 68, Marion, NC 28752.

big buster mobile antennas

TRUCK BUSTER

Fiberglass co-phased mobile whips with nickel plated, west coast style, jiffy mirror mounts. These are complete package systems including antennas, mounts and co-phase harness with connectors all preassembled.

CM-423 co-phased mirror mounts with 48" TOP BUSTER WHIPS

CM-424 co-phased mirror mounts with 48" TUNABLE WHIP

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CM-405

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Our 48" Fiberglass tunable tip mobile whip with 10' cable and jiffy mirror mount.

CM-406

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Our 48" flexible solid fiberglass shaft top load. It has a high Q coil individually tuned on antenna for peak performance.

CM-401 Top Buster whip

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Our solid fiberglass shaft antenna with sealed radiator. It is flexible to prevent breakage, resists corrosion and gives top performance. Stainless steel tuning tip, only 48" high.

CM-402 Top Buster tunable whip

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I will pay a \$1,000 reward as compensation for a like new or mint Lionel train engine Number 5344 if accompanied by the original full scale freight cars or red "rail chief" passenger cars that were originally catalogued with this engine. The engine mentioned above is also referred to as the "scale Hudson", and sometimes is referred to by the Lionel catalog number 700E, although that number doesn't appear on the engine itself.

I will also pay top cash for any of the following pre-WWII Lionel engines in really fine condition:

250E Hiawatha # 255
 # 256 # 260E # 263

Many prewar Lionel engines are worth hundreds of dollars to a true collector, and thousands of these engines gather dust in attics and basements across the country. I'm willing to pay hard cash to get them for my collection.

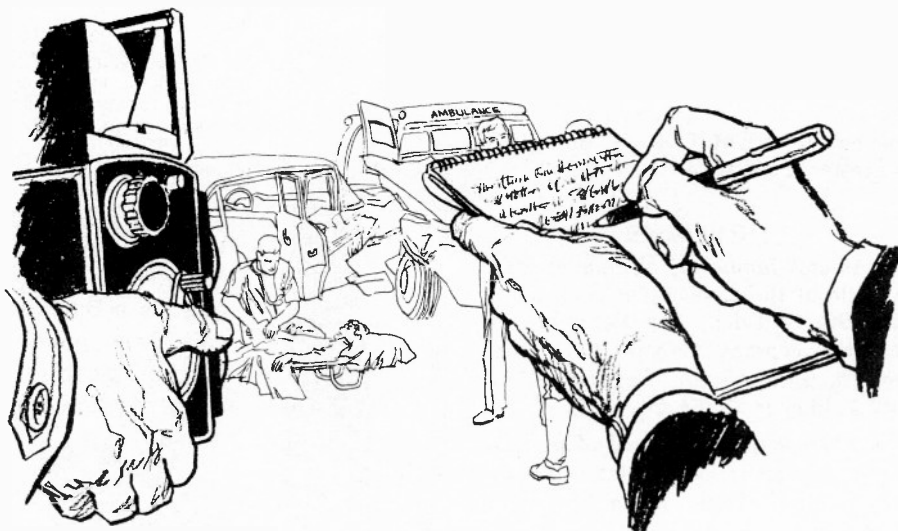
If you have **any** old Lionel trains or accessories, please get in touch with me. But please, make certain that you list the numbers on the side of the engine or cars, since this is the key to determining the collector's value.

Dick Cowan
 CB Radio/S9
 14 Vanderventer Avenue
 Port Washington, N.Y. 11050
 Phone: (516) 383-6200

I Hope I Find You

by Duster

11:15:06 "Yup, that's right Tripper, that's a big 10-4 . . .
 11:15:12 . . . (Heterodyne) . . . right about that. I hope
 11:15:15 he does get caught. Hey did you hear what Mr.
 11:15:20 . . . and did he get *mad!* I'm . . .
 11:15:30 . . . after school." "10-4 Bell,
 11:15:35 I . . . right." "Hey Tripper, sounds
 11:15:40 like somebody in there." "Yeah right, let's
 11:15:45 pick 'em up!" "Yeah, (ring) OK. Just a sec while I get
 11:15:50 this L.L. Hey Bob, it's John—oops, I mean Sandfish—
 11:15:55 and he's been copying the mail. He says you're OK but my
 11:16:00 signal's a little weak tonight and . . . "Please give
 11:16:05 me a break . . . Breaker 10-33, 10-33 please!" "OK
 11:16:08 just calm down breaker, what's the rush? Oh, by
 11:16:10 the way Bell, about what you said, I just don't know
 11:16:15 I mean, it could have been anybody, you know."
 11:16:20 "Breaker—for heaven's sake break.
 11:16:25 There's an accident at the corner of Union
 11:16:30 and 234th, and a women went through the
 11:16:35 windshield. Please call the police and an ambulance."
 11:16:40 "_____" "_____"
 11:16:45 "How about it?" "_____" "_____" "Hey!"
 11:16:50 "Break!" "_____" "_____"



The woman died. The doctor said, "If only we could have gotten to her just 2 minutes sooner." She was someone's wife, someone's mother, someone's sister, someone's daughter . . . and someone could have saved her life. I hope I find you Tripper, or Bell, or even Sandfish. Yup, I hope I find you.

See **BENNIES**



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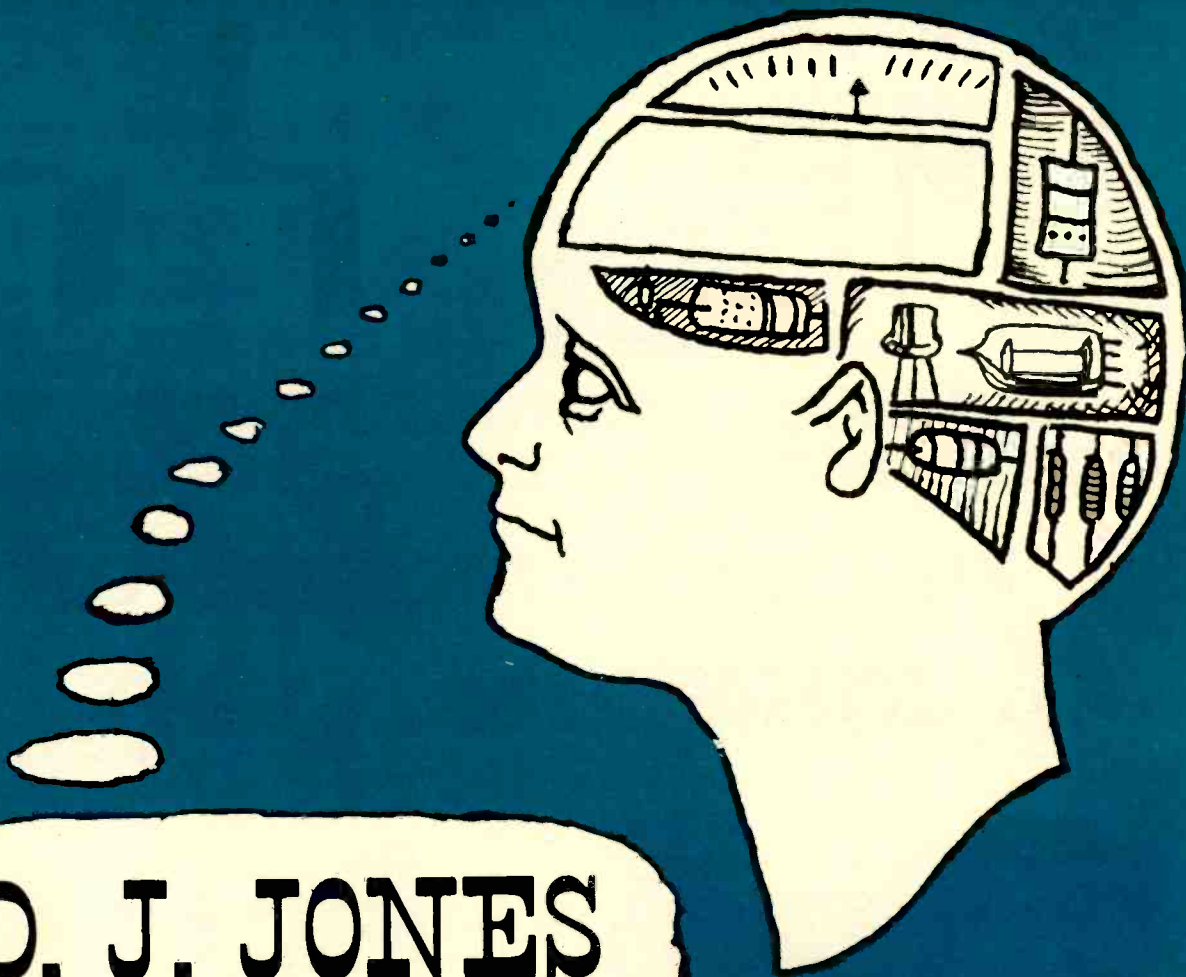
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D. J. JONES

by INVADER (Chris)

This is a story I am about to tell
About D. J. Jones who is now in hell;
A man so dedicated I could write a book
Of his frequent ventures into the FCC outlook.

My story begins in a very little town
Where this man wore the DX crown,
From east coast to west, to the shores of
Singapore
He talked all night till it all was a bore.

Then one night started his plight
When D. J. Jones used his brain to its might,
With linear amps and his best turntable
He created a station using ten mile of cable.

He played his records from seven thru eleven
I swore it could be heard even in Heaven,
From the Beatle's concert to the Cosby Hour
His potent signal darted from the tower.

"Greetings CB'ers," came his dubbed voice
Thru so many channels that they had no choice
But to track him down using the loop
And beat him silly taking turns in the group.

They poured in their cars with the DF's sniffing
In front of his house, a rat they were whiffing;
A rock thru his window gave him the idea
That the lump on his head meant his listeners
were here.

They forced into his house with fiery rage
And around him made like a human cage,
With all arms jugged outward, his face
bloody red,
They let little Sally kick him square in the head.

Little is there to say of where he was born
But at least we know that his house is gone,
And behind some flowers can be read a stone
"Here Lies the Bones of D. J. Jones."

Channel Master's POWER WING...

it may well send
the CB mobile whip
the way of the
buggy whip!

Power Wing — the revolutionary new 16" antenna that out-performs 42" whips.

Spectacular Styling — The exciting look of the Power Wing is at the heart of its superior performance. More antenna surface provides higher gain.

Capacitive Top Loaded — featuring a high "Q" grooved core coil design. More efficient power than currently used inductive coil loaded whip antennas. Provides maximum radiating efficiency, better patterns and superior current distribution.

Safe Low Profile — Only 16" from wing to base. Won't bump against trees, garage doors, low ceilings, etc.

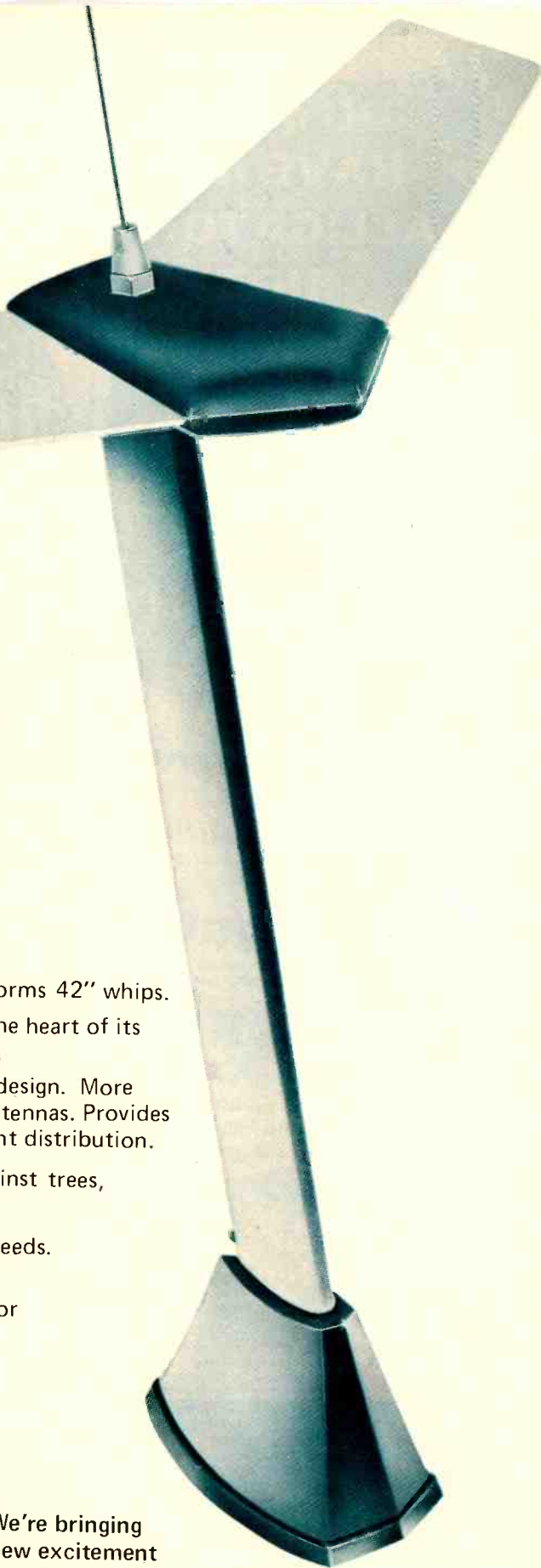
Rigid, Aerodynamic Design — Won't flex or detune at highway speeds. Wind tested at 120 miles per hour.

Theft Proof — Easily removable without disturbing connections for storage or car washes.


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to CB antennas

Channel Master **CB**

DIVISION OF AVNET, INC., ELLENVILLE, N.Y. 12428



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RIG?**



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AND NO
EARS!**

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match your mouth...
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MODEL: 10-10



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(a full 20DB gain)**
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WASHINGTON OUTLOOK

OBSCENITY-INDECENCY LEGISLATION

The Commission proposed to Congress, through the Office of Management and Budget, comprehensive legislation on the dissemination of obscene or indecent material by radio communication and cable television.

(Radio communication includes both radio and television, as well as CB, amateur radio, and other safety and special radio services.)

The FCC said its action was necessary because of recent court decisions in the First Amendment area and technological advances in the communications industry that outdated existing statutes.

If adopted by the Congress, the proposed legislation would amend the Communications Act of 1934 to make it a criminal offense for any person to disseminate obscene or indecent material by means of radio communication or cable television, and the FCC would be empowered to impose various administrative sanctions for such dissemination.

The term "obscene" is defined in keeping with recent decisions of the Supreme Court to mean a patently offensive representation or verbal description of various acts of sexual intercourse, masturbation, or lewd exhibition of a human genital or excretory organ, which appeals to the prurient interest of the average person applying contemporary community standards and which lacks serious literary, artistic, political or scientific value.

The term "indecent" is defined as a representation or verbal description of a human sexual organ or function that is patently offensive under contemporary community standards.

The proposed legislation would make it a defense to an action brought for dissemination of indecent material if such material was distributed for a per program charge or in any other manner as to minimize the risk of exposure to children under age 12 or to

persons who choose not to be exposed.

The Commission noted that, for the first time, the statute would extend the proscription against obscenity and indecency to cable television. In so doing, the Commission was careful to shield cable television system operators from criminal liability for programming distributed over cable "access" channels, over which they have only limited editorial control.

However, the Commission would retain the option of taking administrative action against a cable system operator who failed to take reasonable steps to ensure that such material was not distributed.

In any event, those persons with editorial control over "access" programming—persons who provide program material to a cable system—would be subject to criminal liability, the FCC said.

The FCC said its proposed legislation was warranted because of the "numerous substantive differences between radio communication and cable television, and other forms of communication."

It concluded that since these media come directly into the home and occupy such a large percentage of time of so many persons, "they play too important a role to be allowed to disseminate morally offensive material absent stringent safeguards designed to protect children and nonconsenting adults from exposure."

The Commission noted that the electronic audience was in a sense captive, since this form of communication was "in the air" and avoiding exposure required an affirmative act—"The listener or viewer must change the station; turn off the receiver, or leave the room and even then, he has been subjected to some offensive material."

The FCC stressed that this reasoning was especially applicable to juvenile audiences since they often lack the ability to intelligently select appropriate programming. (continued)

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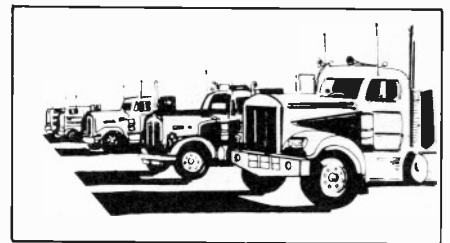
SPECIAL ACCESSORY: 12 ft. Extension Cable allows you to adjust SWR at the antenna.



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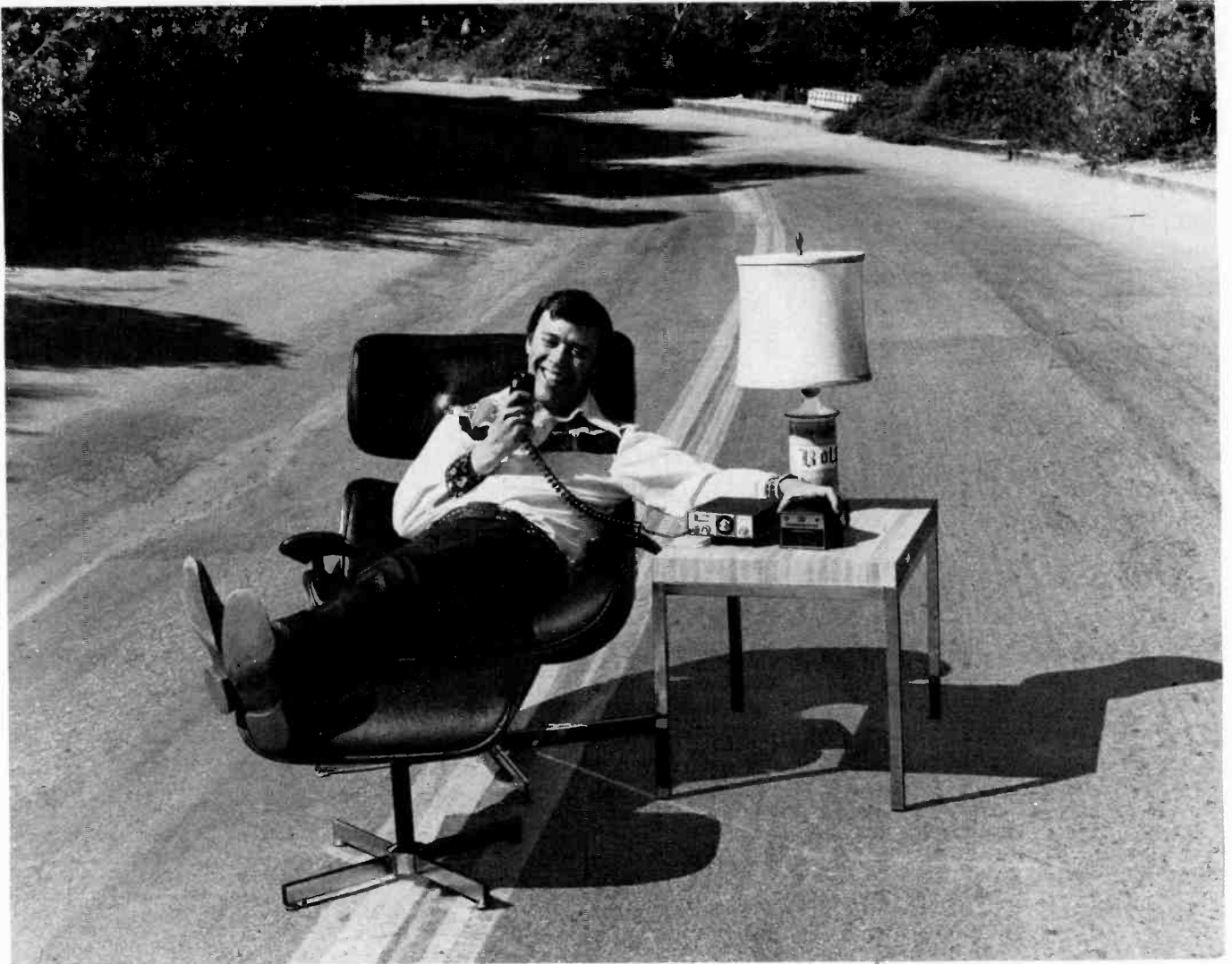


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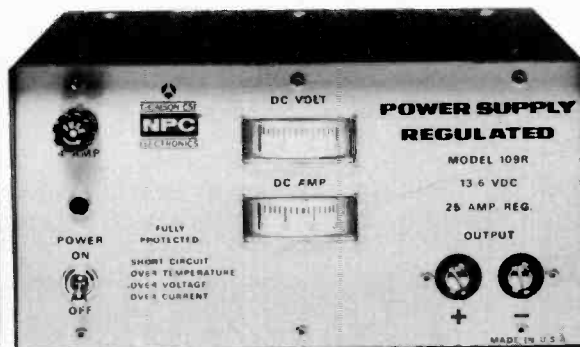
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WASHINGTON OUTLOOK (cont'd)

RULES ON IMPORTATION OF RADIO DEVICES

The Commission has adopted rules setting out the conditions under which radio frequency (RF) devices (e.g. receivers, transmitters including CB transmitters, microwave ovens, walkie talkies, etc.) subject to FCC regulation may be legally imported into the United States.

The new rules were jointly devised by the FCC and the U.S. Customs Service to further implement the cooperative operation of enforcing the importation requirements.

The FCC's marketing rules are designed to control the marketing of radio frequency devices having an interference potential. Such devices may not be imported into the United States, or shipped, or sold in this country unless they comply with technical standards established by the Commission.

Noting that many devices subject to FCC rules were still being imported into the United States without the required FCC equipment authorization, the FCC on September 19, 1974, initiated a rulemaking proceeding in which it proposed rules to establish a more efficient system for enforcing the marketing regulations.

Until formal rules governing importation could be adopted, the U.S.C.S. agreed to the present interim procedure under which the customs officer must first determine whether a particular device must in fact have an equipment authorization (type approval, type acceptance, or certification—the three equipment approval procedures used by the FCC) and then determine whether such an authorization has been issued by the FCC.

Under the new rules, an RF device or RF subassembly (chassis or other essentially completed device that requires the addition of cabinets, knobs, speakers or other similar minor attachments to complete the device for marketing) must be accompanied by a completed FCC Form 740 certifying that the RF device or subassembly meets one of the conditions for entry:

- entry and release when equipment authorization is required;
- entry and release when equipment authorization is not required;
- entry for test and evaluation;
- entry for export;
- entry for Federal government use;
- entry for personal use;
- entry for repair or further fabrication.

FCC Form 740 requires the following information: the port of entry; the import vessel or carrier; date of entry; description of equipment and quantity;

trade name; model or type number; FCC identifier; and manufacturer's name and address; plus a declaration that an equipment authorization has been issued by the FCC or does not require an equipment authorization, but complies with FCC technical requirements and the condition under which the device is being brought into the U.S.; the importer's name, address and signature; or name, address, and signature of the cosignee.

The importer of a RF device must attach an appropriately completed FCC Form 740 in duplicate to the entry papers of each shipment of each separ-

rately identified RF device or subassembly subject to FCC technical or equipment authorization requirements.

FCC Form 740 are available for distribution on or about October 1, 1976, from FCC District Offices and U.S.C.S. offices.

The new rules which amend Part 2, become effective November 1, 1976.

CERTIFICATION OF 27 MHZ WALKIE-TALKIES

Manufacture of voice-operated low power communication transmitters operating in the 27 MHz band under the interim provisions of Section 15.115 of



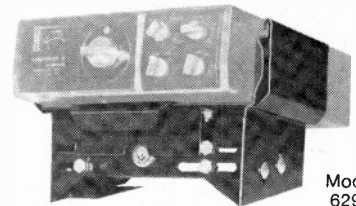
MOUNTIE GUARDS YOUR CB RADIO!

MOUNTIE, a revolutionary new locking mount for CB and HAM radios, fastens securely to your car floor or car hump . . .

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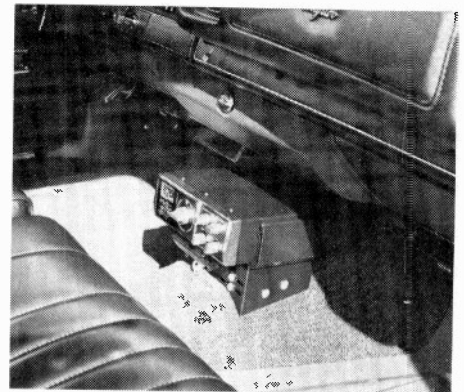
Fits most CB radios. For extra protection, radio unit unlocks and slides out easily.

Kit includes complete mounting hardware.

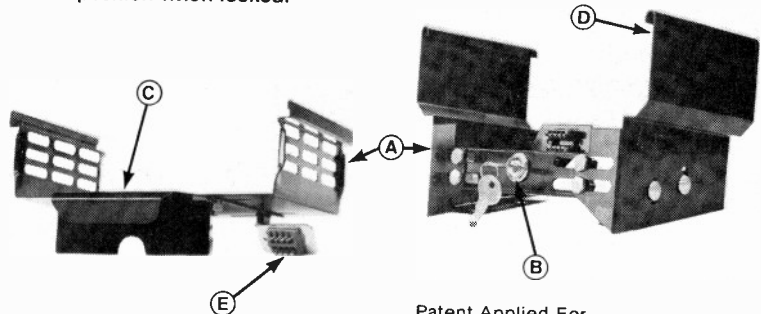


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Model 629C
\$29.95
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- (A) 2-piece unit fabricated from heavy gauge steel.
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- (C) Locking hook holds unit securely in position when locked.
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- (E) Available with plug-in connector having 8 gold-plated contacts.



Patent Applied For

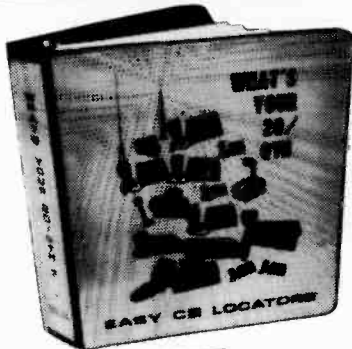
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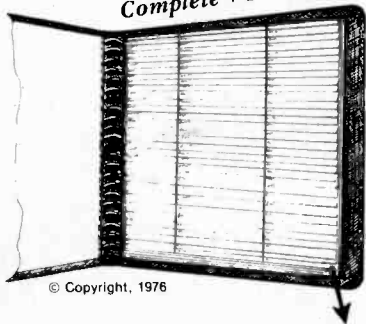
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the rules must cease on or before
March 18, 1977. October 1, 1976 has
been set as the deadline for filing ap-
plications for certification of these
transmitters.

In the Report and Order released
February 12, 1976, in Docket No.
20119 (41 FR 7394), the Commission
shifted low power voice operated com-
munication devices from 27 MHz to 49
MHz. A time schedule was established
to allow for the orderly shift of the 27
MHz devices to the new band at 49.82-
49.90 MHz. Manufacture must stop on
March 18, 1977, marketing on March
18, 1978 and operation on March 18,
1983.

In addition to meeting specific tech-
nical requirements, the low power
transmitter must also be certificated
by the Commission before it can leg-
ally be marketed. (Certification is a
procedure under which the applicant
—usually the manufacturer—submits a
report of measurements to the Com-
mission demonstrating that the equip-
ment does in fact comply with the ap-
plicable technical requirements.)

Because the manufacturer requires
lead time in which to manufacture the
equipment, assuming that measure-
ments are made on a prototype model
and it takes 30-60 days to process the
application, grants of applications for
these transmitters received after Oc-
tober 1, 1976 would not be realistically
useful, since manufacture must stop
March 18, 1977. Additional process-
ing time will also be required if the
Commission receives a rush of these
applications, causing further delays in
manufacturing time. To avoid these
problems, a deadline of October 1,
1976 is set for the acceptance of ap-
plications for certification of a low
power voice-operated communication
transmitter operating under the interim
provisions of Section 15.115 of FCC
Rules.

Applications received after October
1, 1976 will be returned without action.

REPORT ON MOTOR VEHICLE IGNITION INTERFERENCE

The FCC has released a staff report
on "Motor Vehicle Ignition Radiation
with respect to the SAE Standard
J 551(c)."

The standard which is being used
on a voluntary basis by the automotive
industry seeks to ensure that electro-
magnetic radiation from motor vehi-
cles does not seriously interfere with
radio frequency communications or
other electronic devices.

Previous reports (FCC/OCE RS 75-
05 and R-7302) demonstrated that de-
gradation to reception exists in the
land mobile services due to radiation
from motor vehicle ignition systems.

This latest report (FCC/OCE RS 76-03) was made to determine on an individual basis the percentage of vehicles in a large sample that exceeded the standard, and which vehicles caused degradation to land mobile reception. The report was prepared by Frank Lucia, Martin Liebman, and David Desrosiers of the FCC's Office of the Chief Engineer.

Among the conclusions reached in the report is that a considerable number of vehicles with radiation below the SAE J 551(c) limits caused degradation to land mobile reception the percentage of vehicles causing interference was 50 percent higher with the antenna located 3 meters from the road (typical distance between vehicles in traffic) than 10 meters (standard measurement distance); and a large percentage of all motorcycles caused degradation.

Additionally, it was found that a group of twelve 1976 factory-fresh American made automobiles caused degradation similar to that found in Report R-7302, supporting the conclusion that degradation from the cumulative effect of a group of vehicles is not peculiar to on-the-road vehicles.

Copies of the report may be obtained at Room 7202, 2025 M Street, N.W., Washington, D.C. 20554.

REVOKED LICENSES

The Commission, by its Safety and Special Radio Services Bureau, ordered the following licensees to show cause why their licenses should not be revoked for violation of Section 1.89 of the rules by failing to respond to official communications:

Paramus, N.J., Richard P. Bracciodieta,
KHT-2405.

Arlington, Va., Frank M. Fishburne,
KFT-3462.

Spokane, Wash., Gary B. Farnworth,
KGS-8511.

New Fairfield, Conn., Robert L. Barbour,
KIU-9978.

West Hollywood, Fla., Giulio L. Nardi,
KYN-3025.

Brentwood, Md., Fred R. Matheson,
III, KYV-3984.

Malden, Mass., Christopher Melanson,
KTE-0155.

New Bedford, Mass., Brenda L. Medeiros,
KWD-4360.

San Leandro, California, Stanley C. Somers, licensee of Citizens radio station KRA-0810. Ordered that the license be revoked for willful violation of various sections contained in Part 95 of the rules including section 95.83(b) by Communicating or attempting to communicate with a station over a distance of 150 miles.

(continued)



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WASHINGTON OUTLOOK (cont'd)

Gretna, Louisiana, Raymond D. Fernandez, licensee of Citizens radio station KFM-9390. Ordered that the license be Revoked effective June 29, 1976, for willful violation of various sections contained in Part 95 of the rules including section 95.83(a)(1) by using a Citizens radio station to engage in radio communications as a hobby or diversion.

The Commission, by its Safety and Special Radio Services Bureau ordered that the licenses be revoked for violation of Section 308(b) of the Communications Act of 1934 and Section

1.89 of the Commission's rules by failing to respond to official communications:

Commerce City, Colorado, James W. Hoag, KJR-5873.

Denver, Colorado, Lenora F. Denney, KHM-1745.

NOTICES OF APPARENT LIABILITY

The Commission, by its Field Supervisors, on behalf of the Safety and Special Radio Services Bureau, issued Notices of Apparent Liability to Monetary Forfeiture on various dates to the following radio station licensees in the Citizens Radio Service for willful viola-

tion of various sections contained in Part 95 or a repeated violation of Section 1.89 of the Commission's rules:

Avondale, Louisiana, Frank L. De Latte, \$100, KSZ-9589.

Gretna, Louisiana, Frank E. Osborn, \$100, KJO-2355.

Kenner, Louisiana, Martha C. Breaux, \$100, KYD-7153.

Metairie, Louisiana

Crains Paint Service Inc., \$100, KGE-5771.

Morris W. Digner, \$100, KYL-2843.

Gerald S. Miller, \$150, KFQ-2745.

Paul V. Guarrella, Sr., \$100, KWZ-2853.

New Orleans, Louisiana

Frank C. O. Halloman, III, \$150, KEH-3300.

Arthur A. Ross, \$50, KWS-4480.

Clarence F. Tillman, \$100, KIQ-7560.

River Bidon, Louisiana, August V. Cristira, \$150, KIW-5118.

Camp Hill, Pennsylvania

Howard R. Coss, \$50, KWB-0065.

Charles F. Lafferty, \$50, KXR-7009.

Scott W. Webb, \$50, KJL-5034.

Enola, Pennsylvania, William E. Wittle, \$50, KWX-6801.

Harrisburg, Pennsylvania, John Melins, \$50, KSU-4606.

Highspire, Pennsylvania

Earl E. Jacobs, \$50, KTW-1532.

Ronald L. Keller, Sr., \$50, KTF-7514.

Lemoyne, Pennsylvania, Irwin T. Furlong, \$50, KIW-1092.

Mechanicsburg, Pennsylvania, Joseph J. Whiten, \$50, KTV-3827.

Middletown, Pennsylvania, Harry R. Witman, \$50, KGW-2634.

New Cumberland, Pennsylvania

George J. Ancheff, \$100, KXJ-9053.

John E. Long, Jr., \$50, KIB-9173.

Fred R. Siegfried, \$50, KJW-2138.

Shiremanstown, Pennsylvania, Ronald I. Staley, \$100, KCZ-1721.

Steelton, Pennsylvania, Lynn D. Shirk, \$50, KWX-0966.

York, Pennsylvania, Clifford S. Smith, \$100, KWB-9515.

Sepulveda, California

Carl R. Farley, \$50, KJL-3247.

Kristopher M. Means, \$50, KXI-2890.

William P. Walch, \$100, KEG-2132.

Arnold Wolf, \$100, KTX-8544.

Simi Valley, California, Vasile J. Morar, \$50, KWU-7541.

Sunland, California, Walter K. Culverhouse, \$50, KWM-3594.

Sun Valley, California

Anthony J. Russe, \$50, KHK-1358.

Errol D. Taylor, \$50, KSJ-9173.

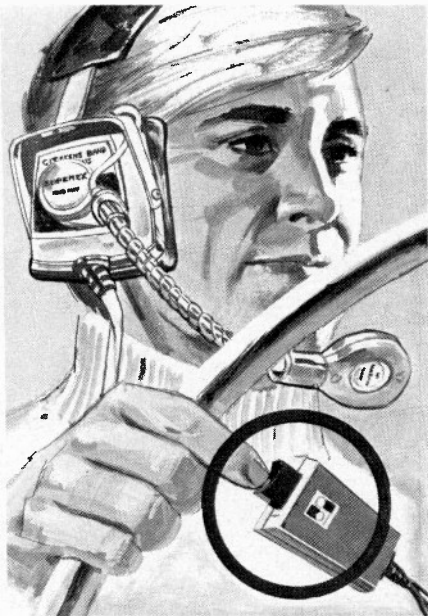
Alfred W. Titus, \$100, KJN-2129.

Sylmar, California

Richard J. McDonald, \$100, KCC-9718.

Richard E. Raper, \$50, KWE-9508.

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The Safety Mic lets you concentrate on the driving, with both hands always on the wheel. The microphone switch mounts on the turn-signal lever or the gear shift; push-to-talk button activates the 500-ohm microphone. The headphone is voice-engineered and impedance-matched; features automatic gain control to prevent blasting.



The new Twin-Visor speaker clips right to your visor, out of the way, yet close enough to override external noise without overloading your amplifier. The Twin-Visor contains two speakers and the sound is carefully voice-tailored to let the message come through clearly.

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 Roger M. Ayers, \$50, KWH-3162.
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 Danny L. Phillips, \$50, KBA-8555.
 Ray J. Walters, \$50, KDR-5403.

Van Nuys, California
 Brian A. Babcock, \$50, KSQ-6496.
 Kenneth S. Bradshaw, \$50, KIZ-1930.
 Nancy Cairns, \$50, KWX-1756.
 Jack L. Dictor, \$50, KJP-6883.
 Howard Engstrom, Jr., \$50, KST-3990.
 Jerry R. Feldman, \$50, KDG-0988.
 John F. Foley, \$100, KSE-4889.
 Craig M. Harrison, \$50, KZC-3796.
 Robert Jonte, \$100, KHP-8791.
 Durward W. Myers, \$100, KWJ-6682.

Ventura, California, Kathleen L. Lango, \$50, KER-2310.

Woodland Hills, California, Steven G. Hammer, \$100, KIP-3211.

Salt Lake City, Utah, David K. McDaniel, \$100, KEK-1003.

Sun Valley, California, Robert E. Bennett, \$100, KHM-6419.

La Crescents, California
 David J. Hark, \$50, KEV-2678.
 Paul M. Kert, \$50, KJS-9683.
 Lloyd D. Moore, \$50, KDK-8233.
 William J. O'Neill, Jr., \$50, KJF-0598.
 David K. Taylor, \$50, KCC-7631.
 Ronald R. Wardle, \$50, KTH-3327.

Mission Hills, California
 William F. Collins, \$100, KBQ-3149.
 Alfred S. Davis, Jr., \$50, KJS-7319.

Montrose, California, Boyce L. Cowgill, \$50, KGK-6832.

North Hollywood, California
 Australia L. Allen, \$100, KWC-3201.
 Donald E. Coker, \$50, KCP-5750.
 Robert Cook, \$100, KDJ-7179.
 Paul A. Naubauer, \$100, KGY-5664.
 Jim W. Rosenberg, \$150, KHR-5630.
 Steven S. Wallace, \$200, KXO-3167.

Northridge, California
 Richard F. Miller, \$50, KZB-7846.
 Nicholas E. Pardue, \$100, KGZ-7727.
 Albert E. Sobel, \$100, KJV-5990.

Ojai, California, Richard S. Batterfield, \$50, KMP-9908.

Pacoima, California
 James P. La Rocque, \$100, KJO-7471.
 Laurain H. Vincon, \$100, KEX-3091.

Panarama City, California
 Larry W. Hill, \$150, KJX-5210.
 Gary A. Hollander, \$100, KGO-6487.
 Phillip Rubin, \$100, KIV-3503.

Reseda, California
 Nicholas J. Lanagna, \$100, KOX-5828.
 James W. Moser, \$100, KWT-1236.
 Keith C. Shepherd, \$50, KBZ-5655.
 Clayton F. Yansey, \$50, XCL-7584.

Renton, Washington, Charles Reed, KFW-2286.

York, Pennsylvania, Stahl Engineering, \$100, KGM-6161.

Hialeah, Florida, William H. Stafford, \$50, KTX-5816.

Garland, Texas
 Chester E. Herron, \$100, KHY-4851.
 Elwood V. Vaughn, \$100, KEH-7156.

Harlingen, Texas, John R. Reger, \$50, KFG-1323.

San Antonio, Texas
 George C. Gullong, \$50, KYW-4425.
 Memory B. Thompson, \$50, KBU-2343.

Sandia, Texas
 James P. Villegas, \$50, KHE-3316.

Altadena, California Terry E. Hall, \$50, KWJ-2439.

Arleta, California
 Glen M. Elroy, \$100, KVF-5492.
 Vincent L. Lind, \$100, KSV-3778.

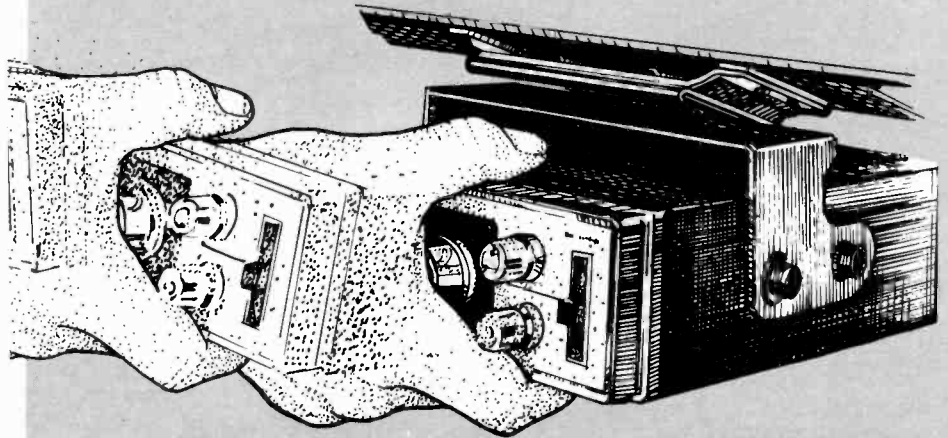
Burbank, California, David R. Wehmeyer, \$100, KBK-6332.

Canoga Park, California, Ronald D. Levine, \$50, KTC-1991.

Chatsworth, California, Richard R. Grove, \$50, KDA-6620.

Culver City, California, Gary B. Brewer, \$100, KHU-3795.

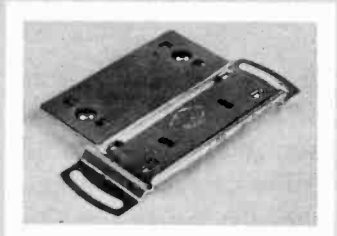
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Encino, California, Roger M. Hall, \$50, KID-2568.

Glendale, California

Edwin M. Andreani, \$50, KIS-6587.
Nita R. Kooistra, \$50, KZY-0715.

Granada Hills, California

Louis E. Contreras, \$50, KJV-4611.
Louise A. Loney, \$50, KFF-0475.
Patrick S. Ludwig, \$100, KFQ-2850.
Oscar J. Meyer, Jr., \$50, KJL-8498.
James A. Murphy, \$50, KWU-9498.
Adrienne R. Winsker, \$50, KDH-3634.

Hollywood, California, John W. Skaria, \$50, KGP-4071.

La Canada, California

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Richard D. Judd, \$50, KFV-2531.

La Crescents, California, Frank J. Cihlar, Jr., \$50, KFH-7630.

Bedford, New Hampshire, George H. Donovan, \$100, KWW-5218.

Manchester, New Hampshire, Richard G. Powell, \$50, KHP-6892.

Kansas City, Kansas, Gerado E. Gonzalez, \$150, KWQ-4444.

Brooklyn, New York, William C. Randall, \$50, KTO-1385.

Whiteland, Indiana, Michael D. Mies- sen, \$150, KZJ-6487.

Hampton, Virginia

George R. Sparks, \$150, KFO-8058.
Jack A. Vaughan, \$100, KQI-0991.

Newport News, Virginia, Jerry R. Oxen- burg, \$150, KJR-5752.

Norfolk, Virginia

John E. Faulconer, \$150, KSU-4906.
Thomas A. McElvy, \$100, KSK-6238.

Bernard D. Strolmeyer, \$100, KFW-1358.

Baker, Louisiana

Nat D. Bankston, \$100, KBO-7458.
John E. Bergeron, \$150, KDT-8100.

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Hilany M. Turner, Jr., \$200, KWV-8795.

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Jack K. Coffee, \$150, KIP-4798.
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Henderson, Texas, Joe M. Green, \$150, KYH-3973.

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Upland, California
Curtis W. Lott, \$50, KBY-3440.
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Thomas M. Finnegan, \$50, KSX-6792.

Robert E. Hemstreet, \$50, KXO-1865.

Sacramento, Calif., Kenneth R. Foster, \$50, KSO-4318.

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George D. Locke, \$100, KCU-0872.

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Tomcat's Mailbag

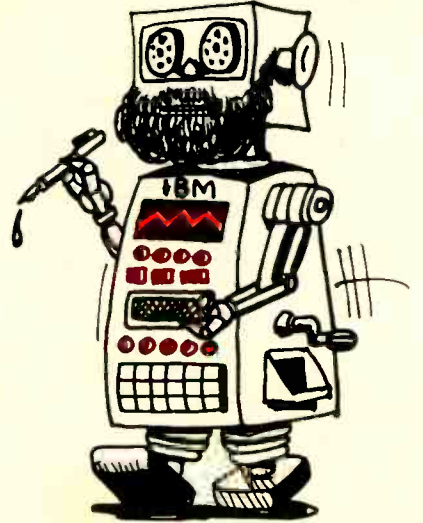
By S9 Editor
Tom Kneitel



It's a pity that so many CB clubs are torn apart by petty feuds. My idea is to start a CB friendship club, all new candidates for membership would have to bring along at least two friends to vouch for them. It's a new approach, and I'm inviting you, Tomcat, to be a charter member. How about it?

W. E. Hendryx,
Diamond Bar, Calif.

Golly, if I had two friends I'd sure take you up on that offer, W.E.!



I want complete privacy in my CB communications. My theory is to get a CB rig and somehow invert the audio output, so that the high frequencies of the voice go out as low frequency and vice versa. Is this a feasible idea?

The Bionic Mouth
Hurst, Texas

Why not use the land line? Or learn to speak Lithuanian?

For a long time now, I've been nursing a pet peeve. What do you suggest is the best way to handle it?

Montana Milton
Eureka, Mont.

Use gloves, change his sand box once a week.

Is there any specific FCC regulation against using two different CB rigs simultaneously on different channels to transmit stereo?

Hopscotch Harry,
Bangor, Me.

I can't find one—but I'm sure that as soon as you try this stunt Uncle Charlie will be a your 20 with at least a dozen.

How large an electric motor would I need to replace a 289 Ford car engine? It's an idea I have for killing ignition noise. How much would it cost?

Sal Priscione
Brooklyn, N.Y.

First check into the price of the extension cord.

Are you really alive? Someone told me that Tom Kneitel died many years ago and that an IBM computer writes all of your stuff.

Yellow Jellybean,
Tucson, Ariz.

Sorry, I am not programmed to answer your question.

Now that I think about it, I find that I need your column like I need a third armpit.

Wes Hirsch
Kissimmee, Fla.

Pity. Just the other day I mailed you an armpit.





My cousin bought a boat and I'd like to hear him talking while he's fishing. How can I tell if my scanner picks up the marine band?

Monty Ullinger,
Bremerton, Wash.

If you hear them playing The Halls of Montezuma, it's probably the Marine Band.

I've written an inspirational poem, "The Prayer For CB'ers," which I'm sending along for your opinion—please don't print it at this time, just let me know what you think and how it made you feel.

Ronnie Ellen Flanders,
Owensboro, Ky.

This poem which begins, "O Father of all those at microphones," and describes "those stout hearted and marvelous beings," hangs on my wall and is used here regularly for its inspirational value. I read it every Monday morning because it gives me the strength to go on to face a week of my Publishers' jokes—which I can assure you couldn't be worse than this poem.



Through the years I've read a lot of magazines looking for a column like yours.

Rick Emerson,
Thunder Bay, Ontario

Never could find one, eh? Well guess your stuck with mine.

I'm just getting started in Shortwave Listening and I'd like to know what you consider a good frequency for hearing rare DX stations.

Len Hollister
Scottsbluff, Ark.

Oh, maybe you hear one or two a year, it's really hard to get those rare ones with any more frequency than that.

CB Radio has many and varied codes to help people communicate under different circumstances. Now, if this is recognized as a cause that eventually brings distress to people because of misunderstanding, misrepresentation, and misinterpretation, don't you think that the public should be enlightened?

H. Medaris III
Berkeley, Calif.

By all means.

Do you know if it is true that a CB rig can stop you from getting picked up by a police radar unit? I heard that if you hold down the mike button as you pass the radar you don't show up on their meter as speeding. Is this true?

Arrowhead,
Minneapolis, Minn.

Sure, but only if you aren't driving above the speed limit.

I have written to you three times but you have not used my question in your column. Is it because I didn't make my question clear?

Carl Crenshaw,
Stone Mountain, Ga.

No.



Here's a knotty problem that you'll have to settle. There's a baseball sized fingerprint on the face of my color TV picture. One opinion is that it's a shot deflection or convergence yoke, another is that the bond between the faceplate and picture tube is starting to separate, and someone else claims that it's a defect in the laminating gelatin on the front of the color tube. What do you say?

Fred Clements,
Circleville, Ohio

Are you sure that a guy with greasy baseball-sized fingers didn't touch the set?

I live out in the boondocks where CB contacts are hard to come by. I saw something called a "Super Signal Orbiter Long Range Full Coverage Deep Fringe Directional Array Antenna." Would this help?

Chicken Feed
Keene, North Dakota

I don't know if it will help, but with a name like that it couldn't hurt.

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ON THE COUNTERS

(from page 72)



CB T-SHIRT

Now, CBers can tell the world what "Handle" they have chosen to be known by and sport a colorful T-Shirt at the same time. The CB T-Shirt is now being marketed nationally by direct response and mail order advertising. It features a 3 color (red, yellow and black) silk-screened graphic: "10-4 you got the . . ." This phrase is used regularly by CB radio operators preceding the statement of their CB "Handle."

The phrase is followed by the wearer's own CB "Handle" in 2" high red letters, applied to the shirt directly below the graphic. A completed shirt makes a complete statement which, in effect, duplicates that which would be said over the air.

CB T-Shirts are offered in a full range of child and adult sizes. (Child 2-4, 6-8, 10-12 and 14-16; Adult S, M, L, XL). Shirts are high quality cotton/polyester blend that won't shrink. Silk-screening will not wash out. Lettering is also colorfast.

Each CB Shirt sells for \$4.95 complete with any handle (no limit to the number of letters or numbers in the handle). There is also a 55¢ charge for shipping and handling. The total price of \$5.50 is quite reasonable when the quality of the shirt and the fact that it is customized are considered.

Shirts may be obtained by direct mail by sending \$5.50 (Illinois residents must include 25¢ state sales tax) check or money order to: CB SHIRT, P.O. Box 400, Winnetka, Illinois 60093. Orders should include shirt size, CB "Handle" spelled clearly and, of course, name, address, city, state and zip code. No C.O.D. orders will be accepted.

GOT YOUR EARS ON?

Radio Shack has introduced a collection of songs of the open road, the big rigs, and the men that drive them, on its new Realistic recording label.

The stereo album, *Put The Hammer Down*, features "Movin' On" and "White Line Fever" by Merle Haggard, C. W. McCall's "Convoy," "The White Knight" by Cledus Maggard, Red Sovine's "Phantom 309, I'm a Truck" and "Nitro Express" by Red Simpson, "Tombstone Every Mile" and "Long Lonesome Highway" by Dick Curless and Glen Campbell with "A Place in the Sun." *Put the Hammer Down* is priced at \$2.99, and is also available on 8-track tape and cassettes for \$3.39.

Available at Radio Shack stores and dealers in all 50 states.

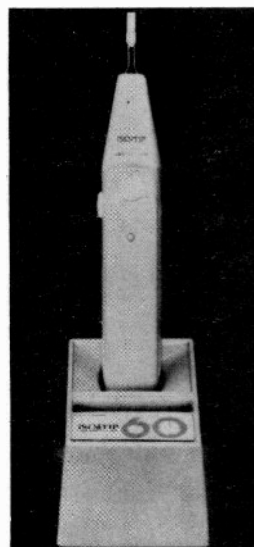


CB 5" P.A. HORN SPEAKERS

Electronic Industries "Broadcaster" P.A. horn features heavy gage durable metal bell in professional charcoal color, weatherproof 5" speaker with 1.5 oz. alnico magnet—8 watts nominal 15 watts maximum power handling—8 ohm impedance. Adjustable base. Self displayed in full view deluxe package. Also available in plain carton as Model 102A.

For complete literature and the name of Electronics Industries representative in your area, write Electronics Industries, Inc., 333 Taft Drive, South Holland, Illinois 60473.

1 HR. RECHARGING TO CORDLESS SOLDERING

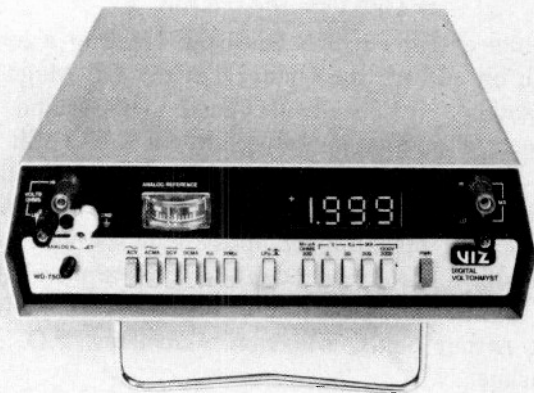


Wahl Clipper Corporation introduced its "Iso-Tip 60" Cordless Soldering Iron. The low voltage, battery operated ground-free unit is the first that can be recharged from "dead" to "full" in one hour; and Wahl considers it to be the most significant advance since the company pioneered cordless soldering in 1972. With "60," the user can enjoy virtually uninterrupted service from a single unit, and cordless soldering becomes practical for heavy-use applications.

The Iso-Tip 60 Cordless Soldering Iron has the capacity

for up to 125 or more electronic joints on a single charge. It can, however, be kept at a constant "full" charge simply by resting it in the recharge stand between joints. The iron is equipped to accept a very fast charge when the battery is down, then switch to a trickle rate for maintenance purposes. An LED indicator shows when the charge is full.

The standard kit, no. 7800 from Wahl, includes the Iso-Tip 60 Cordless Soldering Iron; recharging stand; a fine tip; a chisel tip; an instruction booklet. Any of the 16 Wahl snap-in soldering tips are usable with the new "60."



DIGITAL MULTIMETER

VIZ Test Instruments Group, Philadelphia, Pa., has added the first digital multimeter to the line of test instruments it acquired from RCA.

The WD-750A VoltOhmyst,[®] priced at \$267 (dealer optional price), offers features found in multimeters priced much higher. An exceptionally bright 3½-digit ¾" LED display makes the VoltOhmyst DMM easy to read even in the most brightly lit areas. A built-in analog meter makes peaking and nulling much easier than with other digital meters. The unit is powered by either 120V ac or by its own built-in rechargeable long life nickel-cadmium battery.

The multimeter has six dc and six ac voltage ranges covering from as little as 1mV to 1,200V (rms for ac). There are five current ranges from 1µA to 1A and six resistances ranges from 1ohm to 10Megohm. Resolution is about 0.1% full scale, input impedance is 10Megohm, and accuracy is comparable to the best laboratory-type instruments.

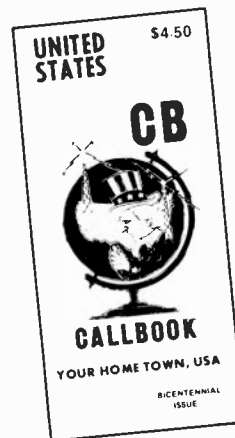
The WD-750A has a low-power resistance range for measuring resistance in circuits with semiconductors, and its autopolarity feature saves the time and difficulty of deciding which test lead should be connected to a measurement point.

Well marked pushbutton function selectors make operation fast and easy. Built-in overrange protection ensures that the meter will not be damaged by an inadvertent high voltage or current.

The unit is shielded from stray RF signals by its rugged, bump-resistant vinyl-clad steel case (10½" x 3¼" x 11"). A combination carrying handle and tilt stand makes the instrument easy to use and easy to

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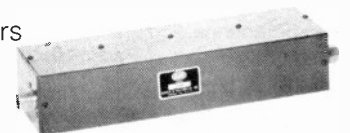
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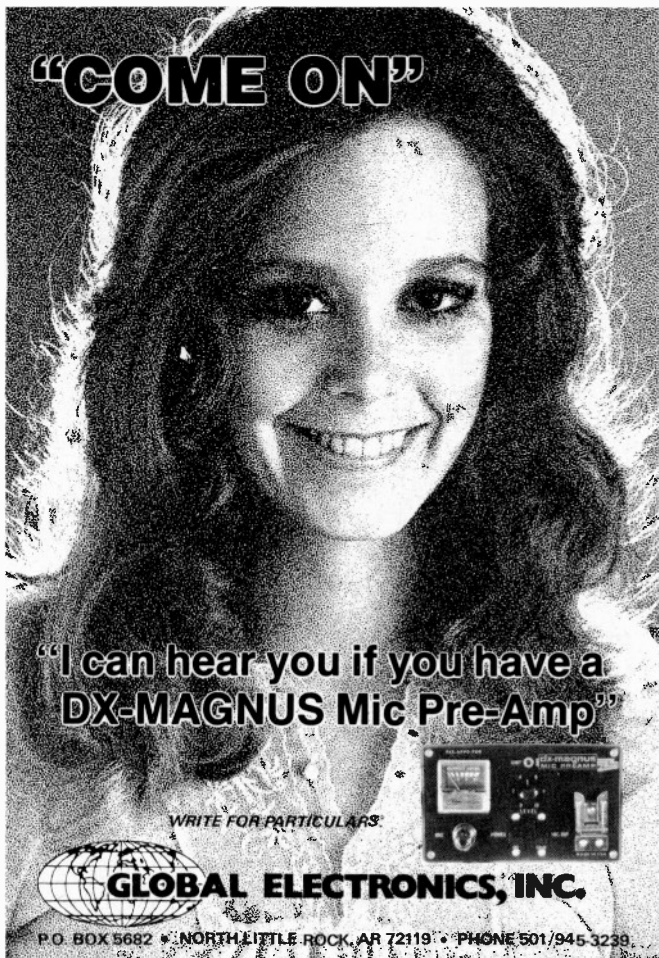
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ON THE COUNTERS (continued)

carry. And because it has its own self-contained recharger, there is no cumbersome line-cord recharger to get in the user's way. The instrument is self-zeroing and provides internal adjustments for periodic recalibration to ensure long-term accuracy.

Further information, on the WD-750A digital Volt-Ohmyst, including the names of nearby VIZ distributors, can be obtained from Robert Liska, VIZ Test Instruments Group, 335 E. Price St., Philadelphia, Pa. 19144.

A LOADED MAGNAM

A mobile antenna which has been creating a lot of talk both on and off the channels is the CB Magnam. It's an antenna specifically designed to withstand the worst possible environmental conditions while still delivering the highest performance. The whip is a stainless steel job, 54 inches in length, ending in a hermetically sealed in high impact epoxy and stainless steel encased coil. A variety of mounting bases are available. Cost is \$59.95, and distributor inquiries are invited. Contact Arthur Schik, Magnam Associates, P.O. Box 384, Nashua, N.H.



SIGNAL GENERATOR TESTS CB TRANSCEIVERS

A new AM signal generator featuring a stability rating of 4×10^{-7} ppm/week has been introduced by Tel-onic Altair for testing and adjusting 27 MHz band Citizens Radio Service transceivers.

The instrument, marketed for application in CB manufacturing for production, QA, and engineering facilities, features a front-panel control for step-selecting all 50 allocated channels.

An incremental control permits between-channel selection of frequencies ranging from -5 kHz to $+5$ kHz of center frequency. Minimum frequency increments of 50 Hz are obtained by a variable dial from -1.5 kHz and $+1.5$ kHz, while a built-in meter is employed for full coverage of ± 5 kHz with 200 Hz increments.

A fixed incremental frequency control of -1 kHz to $+1$ kHz, which is the modulation frequency in the single sideband (SSB) system, is selectable with front panel switches.

Phase lock circuitry controlled by a reference frequency provides a degree of stability equal to that of a crystal oscillator, according to the manufacturer. Spurious signals which usually accompany this type of circuitry are suppressed by a unique circuit configuration and effective shielding techniques.

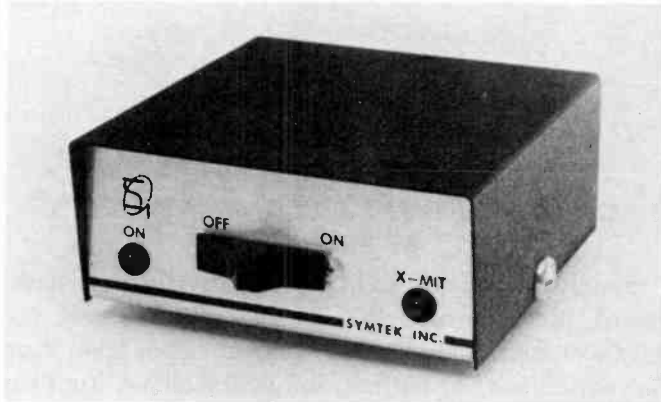
The RF output circuit of the instrument is fully protected against damage from dc voltage or from the application of the transmitter output under test being accidentally applied to the RF output terminal.

For ease of operation, the instrument provides fixed modulation to 30% AM, adjustable modulation from 0 to 100%, and a reactance-type output attenuator.

The VP-8260B operates with optional power requirements of 100, 115, 200, or 230V and line frequency of 50/60 Hz.

Compact in size, it measures 150mm(H), 430mm (W), and 350mm(D) and weighs approximately 12 kg.

Complete specifications and detailed descriptions are available from the Marketing Department, Telonic Altair, 2825 Laguna Canyon Road, Box 277, Laguna Beach, California 92652.



PREAMP

The new Symtek SABA/1 high gain, low noise pre-amplifiers improve the reception of virtually any Citizen's Band, VHF Marine or VHF Business/Commercial band receiver. The SABA/1 adds a minimum of 20 dB of ultra-low noise gain to the receiver and includes an internal R-F actuated TR relay which automatically disconnects the pre-amplifier during transmission. The device is easily installed between transceiver and antenna without tools, and does not require adjustments or tuning. Several models are available for 12 VDC or 115 VAC inputs. Housed in an attractive black and brushed aluminum case, the SABA/1 measures 1.65"H x 3.9"W x 4.1"D. List prices range from \$59.95 to \$74.95 at selected authorized dealers.

Write or call for additional information and name of nearest authorized dealer. Symtek is at 4805 N. Hesperides, Tampa, Florida 33614.

"21" SERIES CB RADIO INTRODUCED

The "Palomar 21" personal 2-way radio is Palomar Electronics' new medium-priced entry in the two-way communications market.

One of the special features of the unit is the gain control in the microphone that provides added power for the speaker's voice.

Palomar 21 also has a crystal filter, and dual conversion receiver, for optimum transmission and receiving on all 23 channels. 60 dB adjacent channel rejection

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ON THE COUNTERS (continued)

eliminates bleedover. The Power S meter is large enough for easy visibility even when mounted under the dashboard. Other features include a switchable automatic noise limiter, P.A. and external speaker jack, and detachable mike.

Contact: Palomar Electronics, 665 Opper St., Escondido, California.



IN-DASH CB RADIO

Automatic Radio, leading manufacturer of automotive electronics products, announces its new in-dash 23 channel CB transceiver with built-in AM/FM radio. A versatile entertainment/communications center, Model CCB-2470 provides security against the growing CB theft problem by virtue of its in-dash installation. Of particular interest are the "monitor" feature, which

allows use of the AM/FM radio while monitoring activity on any CB channel, and the "Fiber-Optics" transmit-receive beacon, which glows either red or green to indicate transceiver mode. Other features include delta tuning, S/Rf meter, detachable microphone, and local-distance switch. The radio features volume, tone, and tuning controls with a slide-bar AM/FM band selector. Adjustable shafts provide custom in-dash installations in most cars. Suggested list price is \$264.95.



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Simply mount the "ROADMATE" under your dashboard, plug the car's BC antenna into the unit, the unit's antenna connector into the car radio, hook it up to your 12-volt car battery, and you're all set. Your car

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PLUS: CB in the City . . . Tuning in on CB's Future . . . CB Publications and Bibliography . . . Handles Registry . . . Directory of Selected CB Manufacturers . . . CB "Goody" Suppliers . . . Complete FCC Rules and Regulations, including the latest changes, plus application form for your FCC license.

At bookstores or send coupon today.

To your bookseller or DOUBLEDAY & COMPANY, INC. Dept. ZA-633 Garden City, New York 11530

Please send me _____ copy(ies) of CB BIBLE @ \$4.95 per copy. Enclosed is my check or money order; I understand you will pay all shipping and handling costs.

Name _____
 Address _____
 City _____
 State _____ Zip _____

radio tuning dial becomes the tuner that lets you select any of the 23 channels that CB'ers use. You'll hear all the traffic conditions, the "Smokey" reports, and the valuable road and driving information that truckers exchange over the air. A simple flick of the switch, and your car radio becomes its old self once again, bringing you the news and music that you are accustomed to hearing. The "Roadmate" is tastefully designed, fits unobtrusively under the dash.

The EICO CBC-1 features pushbutton on/off control, and an LED to indicate that the unit is on and operating.

The New converter, permits any motor vehicle operator to enjoy most of the benefits of CB use without having to drop an average \$150.00 to install a two-way system! While it's true that you cannot transmit with a converter, most of the information you require is available simply by listening.

The Roadmate, priced at only \$29.95, comes complete with installation and operating instructions.

For further information contact: Mark Ehren, Eico Electronic Instrument Co., Inc., 283 Malta Street, Brooklyn, N.Y. 11207.

POWER SUPPLY AND CORDSET CATALOG

A new catalog of power supply cords and cordsets is available from American Electric Cordsets, Bensenville, Illinois. Listed as No. 176, it provides detailed specs, illustrations and applications information on a compre-



hensive line of stock cords in 2 and 3 conductor styles with various insulations, voltage ratings, colors and lengths.

It illustrates a wide selection of popular custom cords as well, and the capability of custom fabricating almost any cordset requirement. It includes a convenient easy-to-use specifying data chart.

To obtain a copy, call or write Mr. Ron Stellman, American Electric Cordsets, Inc., P.O. Box 802, Bensenville, Illinois 60106. (continued)

CB SPECIALS - R.F. DRIVERS - R.F. POWER OUTPUTS - FETS

2SC481	1.85	2SC767	15.75	2SC866	5.85	2SC1449-1	1.60	40081	1.50
2SC482	1.75	2SC773	.85	2SC1013	1.50	2SC1475	1.50	40082	3.00
2SC495	1.10	2SC774	1.75	2SC1014	1.50	2SC1678	5.50	2SC608	4.85
2SC502	3.75	2SC775	2.75	2SC1017	1.50	2SC1679	4.75	SK3046	2.15
2SC517	4.75	2SC776	3.00	2SC1018	1.50	2SC1728	2.15	SK3047	3.75
2SC614	3.80	2SC777	4.75	2SC1173	1.25	2SC1760	2.15	SJ2095	3.50
2SC615	3.90	2SC778	3.25	2SC1226A	1.25	2SC1816	5.50	SK3048	3.25
2SC616	4.15	2SC779	2.50	2SC1237	4.50	2SC1908	.70	SK3054	1.25
2SC617	4.25	2SC798	3.10	2SC1239	3.50	2SC1957	1.50		
2SC699	4.75	2SC781	3.00	2SC1243	1.50	2SFB	3.00	2SK19	1.75
2SC710	.70	2SC789	1.00	2SC1306	4.75	HEP-S 3001	3.25	2SK30	1.00
2SC711	.70	2SC796	3.15	2SC1306-1	4.90	2SD235	1.00	2SK33	1.20
2SC735	.70	2SC799	4.25	2SC1307	5.75	MRF8004	3.00		
2SC756	3.00	2SC802	3.75	2SC1307-1	6.00	4004	3.00	SK40	2.75
2SC765	9.50	2SC803	4.00	2SC1377	5.00	4005	3.00	SK45	2.75
2SC766	10.15	2SC839	.85	2SC1449	1.30	40080	1.25	SK49	2.75

JAPANESE TRANSISTORS

2SA52	.60	2SB187	.60	2SC458	.70	2SC815	.75	2SC1569	1.25
2SA316	.75	2SB235	1.75	2SC460	.70	2SC828	.75	2SC1756	1.25
2SA473	.75	2SB303	.65	2SC478	.80	2SC829	.75		
2SA483	1.95	2SB324	1.00	2SC491	2.50	2SC830	1.60	2SD30	.90
2SA489	8.00	2SB337	2.10	2SC497	1.60	2SC839	.85	2SD45	2.00
2SA490	.70	2SB367	1.60	2SC515	.80	2SC945	.65	2SD65	.75
2SA505	.70	2SB370	.65	2SC535	.75	2SC1010	.80	2SD68	.90
2SA564	.50	2SB405	.85	2SC536	.65	2SC1012	.80	2SD72	1.00
2SA628	.65	2SB407	1.65	2SC537	.70	2SC1051	2.50	2SD88	1.50
2SA643	.85	2SB415	.85	2SC563	2.50	2SC1061	1.65	2SD151	2.25
2SA647	2.75	2SB461	1.25	2SC605	1.00	2SC1079	3.75	2SD170	2.00
2SA673	.85	2SB463	1.65	2SC620	.80	2SC1096	1.20	2SD180	2.75
2SA679	3.75	2SB471	1.75	2SC627	1.75	2SC1098	1.15	2SD201	1.95
2SA682	.85	2SB474	1.50	2SC642	3.50	2SC1115	2.75	2SD218	4.75
2SA699	1.30	2SB476	1.25	2SC643	3.75	2SC1166	.70	2SD300	2.50
2SA699A	1.75	2SB481	2.10	2SC644	.70	2SC1170	4.00	2SD313	1.10
2SA705	.55	2SB492	1.25	2SC681	2.50	2SC1172B	4.25	2SD315	.75
2SA815	.85	2SB495	.95	2SC684	2.10	2SC1209	.55	2SD318	.95
2SA816	.85	2SB507	.90	2SC687	2.50	2SC1213	.75	2SD341	.95
		2SB511	.70	2SC696	2.35	2SC1226	1.25	2SD350	3.25
2SB22	.65			2SC712	.70	2SC1243	1.50	2SD352	.80
2SB54	.70	2SC206	1.00	2SC713	.70	2SC1293	.85	2SD380	5.70
2SB56	.70	2SC240	1.10	2SC732	.70	2SC1308	4.75	2SD389	.90
2SB77	.70	2SC261	.65	2SC733	.70	2SC1347	.80	2SD390	.75
2SB128	2.25	2SC291	.65	2SC739	.70	2SC1383	.75	2SD437	5.50
2SB135	.95	2SC320	2.00	2SC715	1.75	2SC1409	1.25	MPS-U31	
2SB152	4.50	2SC352	.75	2SC762	1.90	2SC1410	1.25	at 4.00 ea.	
2SB173	.55	2SC353	.75	2SC783	1.00	2SC1447	1.25	MPS 8000	
2SB175	.55	2SC371	.70	2SC784	.70	2SC1448	1.25	at 1.25 ea.	
2SB178	1.00	2SC372	.70	2SC785	1.00	2SC1507	1.25		
2SB186	.60	2SC394	.70	2SC793	2.50	2SC1509	1.25		

POWER-TRANSISTORS HIGH-VOLT. TV. TYPE

BU204	1300V	3.70	BU207	1300V	5.40	2SC1172B	1100V	4.25
BU205	1500V	4.90	BU208	1500V	6.25	2SC1308	1100V	4.95
BU206	1700V	5.90	2SC1170	1100V	4.00	2SC1325	1100V	4.95

OEM SPECIALS

1N270	.10	2N960	.55	2N2219A	.30	2N2913	.75	2N3740	1.00	2N4401	.20
1N914	.10	2N962	.40	2N2221	.25	2N2914	1.20	2N3771	1.75	2N4402	.20
		2N967	.50	2N2221A	.30	2N2916A	3.65	2N3772	1.90	2N4403	.20
2N173	1.75	2N1136	1.35	2N2222	.25	2N3019	.50	2N3773	3.00	2N4409	.20
2N178	.90	2N1142	2.25	2N2222A	.30	2N3053	.70	2N3819	.32	2N4410	.25
2N327A	1.15	2N1302	.25	2N2270	.40	2N3054	.90	2N3823	.70	2N4416	.75
2N334	1.20	2N1305	.30	2N2322	1.00	2N3055	.75	2N3856	.20	2N4441	.85
2N336	.90	2N1377	.75	2N2323	1.00	2N3227	1.00	2N3866	.85	2N4442	.90
2N338A	1.05	2N1420	.20	2N2324	1.35	2N3247	3.40	2N3903	.20	2N4443	1.20
2N398B	.90	2N1483	.95	2N2325	2.00	2N3250	.50	2N3904	.20	2N4852	.55
2N404	.30	2N1540	.90	2N2326	2.85	2N3375	6.50	2N3905	.20	2N5061	.30
2N443	1.75	2N1543	2.70	2N2327	3.80	2N3393	.20	2N3906	.25	2N5064	.50
2N456	1.10	2N1544	.80	2N2328	4.20	2N3394	.17	2N3925	3.75	2N5130	.20
2N501A	3.00	2N1549	1.25	2N2329	4.75	2N3414	.17	2N3954	3.50	2N5133	.15
2N508A	4.00	2N1551	2.50	2N2368	.25	2N3415	.18	2N3954A	3.75	2N5138	.15
2N555	.45	2N1552	3.25	2N2369	.25	2N3416	.19	2N3955	2.45	2N5198	3.75
2N652A	.85	2N1554	1.25	2N2484	.32	2N3417	.20	2N3957	1.25	2N5294	.50
2N677C	6.00	2N1557	1.15	2N2712	.18	2N3442	1.85	2N3958	1.20	2N5296	.50
2N706	.25	2N1560	2.80	2N2894	.40	2N3553	1.50	2N4037	.60	2N5306	.20
2N706B	.40	2N1605	.35	2N2903	3.30	2N3563	.20	2N4093	.85	2N5354	.20
2N711	.50	2N1613	.30	2N2904	.25	2N3565	.20	2N4124	.20	2N5369	.20
2N711B	.60	2N1711	.30	2N2904A	.30	2N3638	.20	2N4126	.20	2N5400	.40
2N718	.25	2N1907	4.10	2N2905	.25	2N3642	.20	2N4141	.20	2N5401	.50
2N718A	.30	2N2060	1.85	2N2905A	.30	2N3643	.15	2N4142	.20	2N5457	.35
2N720A	.50	2N2102	.40	2N2906	.25	2N3645	.15	2N4143	.20	2N5458	.30
2N918	.35	2N2188	.25	2N2906A	.30	2N3646	.14	2N4220A	.45	C103Y	.25
2N930	.25	2N2218A	.30	2N2907	.25	2N3730	1.50	2N4234	.95	C103d	.40
2N956	.30	2N2219	.25	2N2907A	.30	2N3731	2.75	2N4400	.20	C106b1	.50
										C106d1	.75

SILICON UNIJUNCTIONS

2N2646	.50	2N4871	.50
2N2647	.60	2N4891	.50
2N6027	.55	2N4892	.50
2N6028	.70	2N4893	.50
D5E37	.25	2N4894	.50
2N2160	.65	MU10	.40
2N4870	.50		

INTEGRATED CIRC.

UA703C	.40
709C OP. AMP.	.25
741C OP. AMP.	.25
7400	.15
TA7061P	at 3.50 ea.
TA7205P	at 10.00 ea.
UPC100h2	at 6.00 ea.
NE555	at 1.25 ea.

RECTIFIERS

	10	100
IN4001	.60	5.00
IN4002	.70	6.00
IN4003	.80	7.00
IN4004	.90	8.00
IN4005	1.00	9.00
IN4006	1.10	10.00
IN4007	1.20	11.00



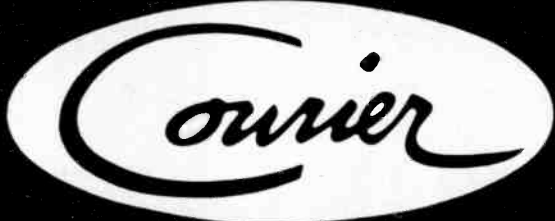
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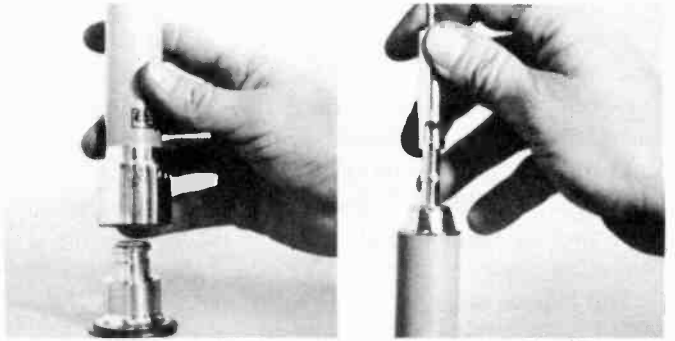
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Send \$2.00 with company letterhead.
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ON THE COUNTERS (continued)



QUICK RELEASE ACCESSORIES

Two new quick release accessories that allow fast, temporary removal of mobile CB antennas to prevent theft or damage have been introduced by The Antenna Specialists Co.

Model M-460 uses a combination lock on the antenna collar with 8 possible settings to discourage theft. The locking collar and base insert between the antenna's coil and mount, permitting only the user to remove the coil and whip. The quick coil release feature also allows temporary disassembly to prevent damage from automatic car washes. Suggested list price is \$16.95.

Model M-450 quick whip release kit allows the whip to be removed from a base loaded antenna for protection at car washes. A downward push and a twist on the new knurled adapter causes the antenna's whip to release from its base. The kit includes adapter, allen wrench and whip trimming instructions. Suggested list price is \$4.25.

For further specifications contact: The Antenna Specialists Co., 12435 Euclid Avenue, Cleveland, Ohio 44106.

ATTENTION CB'ers

*NOW YOU CAN HAVE YOUR
C.B. SETS REPAIRED by
PROFESSIONALS!*

- We will repair any AM C.B. set for \$25.00 plus parts.
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- If we feel a set is beyond repair, it will be returned to you collect for shipping charges plus \$5.00 inspection fee.

Please include schematic, board layout, and instruction manual if you have them. They will be returned with repaired set.

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Please contact Leonard Knigin



SOUPER-UPPER

Ameco Model CPM is a preamplifier which can easily be added to any CB transceiver to improve the performance of its receiving section. This will enable

the CB operator to hear weak signals or signals that come from a far distance. The CPM preamplifier contains a tuned RF circuit. This rejects interference on either side of the CB band while, at the same time, boosting the desired signal. The Ameco preamplifier is easy to install. The mounting bracket and hardware are included. While this preamplifier is primarily designed for mobile use, it may also be used at a fixed station by obtaining 12 V.D.C. from a readily available 12 volt power supply, or by taking power from the transceiver power supply. The size of Model CPM is 3¾" W x 2½" H x 4" D. Contact Ameco Equipment, 275 Hillside Ave., Willston Park, New York 11596.



BEEN RIPPED OFF LATELY????

Don't let your CB antenna "giveaway" your CB set. The Phantom Antenna AM-FM-CB Coupler hides under your dashboard and your existing car radio antenna doubles as a CB antenna. The Phantom Antenna Coupler is a small (3½ x 5) box that will adapt to any type car antenna. It provides a 1.1:1 match to the transmitter with radiation efficiency comparable to a good base loaded CB antenna when used with a 56" telescoping rod antenna. No SWR meter needed, for the built in indicator light glows brightest when the best match is achieved. The Phantom Antenna delivers over 90% of transmitter power to car radio antenna. Suggested list price is \$36.95. Dealer inquiry invited. A.R.T. Electronics, Box 13408, St. Louis, Missouri 63138.

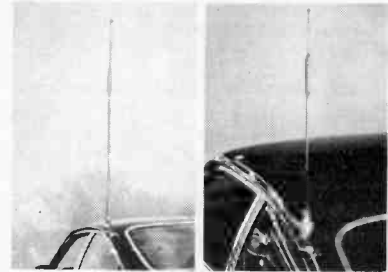


RANGE CONTROLLER

A solid state Range Controller is Glatzer Industries Corporation's answer to crowded CB channels in metropolitan areas and a need to have close range private communications on CB. The GRC-11 Range Controller

One of the best CB Antenna ideas we've hatched in 20 years.

Hatchback and fastback car owners of the world, rejoice. Now you too can enjoy excellent CB reception. Our model M-431 CB antenna doubles as a hatchback mount and a trunk groove mount. Its unique mounting hardware lets you adjust the antenna to a perfect vertical position to compensate for roof line slant. The stainless steel whip and shock spring combine with a weather-proof, base loaded coil for maximum durability and performance. When you're looking for antennas, take advantage of our 20 years experience. Look for the Stripes of Quality.



also available in a center loaded model M-432.

Got a scanning monitor? Model MON-60 is a hatchback monitor antenna.



"Stripes of Quality"

the antenna specialists co.

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**Distinctly
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Performance**

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WE INVITE COMPARISON!

Other speaker systems just put "Speaker X" into "Case Y" and then hope for the best. Misco's DM-3-A is a fourth generation version of speaker systems which are both designed and manufactured to exacting audio standards for the best possible voice reproduction.

Misco's "Mighty Mite" Is Tops For CB Because:

- ⚡ Its system response
PENETRATES
and overrides noise levels commonly encountered.
- ⚡ It is completely
IMMERSIBLE
and functions in any climate or environment.
- ⚡ Its 28-year
BACKGROUND
and communications experience is best in the field.
- ⚡ Its DM-3A system is the
SMALLEST
available, yet it provides unequalled performance.
- ⚡ Its clarity of voice reproduction
REDUCES 10-9
requests, so common with other speaker systems.
- ⚡ Its attractively designed enclosure is
MATCHED
to the response characteristics of the speaker.
- ⚡ **THE RECOMMENDED LIST PRICE IS ONLY \$17.00 - ASK YOUR QUALITY CB DEALER TO SHOW YOU THE MISCO DM-3A TODAY, OR WRITE FOR FREE DESCRIPTIVE BROCHURE.**

"BACKED BY OVER A QUARTER CENTURY OF PRODUCING QUALITY SPEAKING EQUIPMENT"



MINNEAPOLIS SPEAKER COMPANY

3806 Grand Avenue South Minneapolis, Minnesota 55409

ON THE COUNTERS (continued)

independently controls the receive range and the transmit range of your CB set. Many CB sets have only 40 to 50 dB rejection of other CB channels. With the high noise levels due to the "Tower of Babel" effect (when there are so many people talking on a channel at once, it all just sounds like noise and the combined effect drowns out even close by stations), a CB rig is almost useless in a big city. The GRC-11 Range Controller makes a big difference.

The GRC-11 is essentially an adjustable linear RF attenuator with a solid state transmit/receive relay that insures full power output when you transmit. In the Receive Mode signals can be reduced by as much as 50 dB with settings of 40dB. Operation in the heart of places such as New York City becomes a pleasure. No longer is every channel jammed with cross modulation and bleedover and your S Meter no longer reads a minimum of S9 plus. The noise level is reduced to S1 or S2 and signals that before were unintelligible now come in loud and clear. The unit should not be confused with a squelch control. A squelch control merely connects the speaker when the incoming signal is stronger than a preset level. It does nothing to effect overload, IM and bleedthrough.

Included in the GRC-11 is a Privacy feature. When the mode switch is switched from Normal to Private mode, both transmit and receive signals are attenuated approximately 36dB. This results in an effective range of about a quarter of a mile. In this mode you can have private, uninterrupted conversations with friends traveling along with your convoy. The GRC-11 even has some more interesting uses. As an example, let's say you pass a situation on the road and you want to warn an oncoming driver, but you don't want the people down the road to have to hear the warning. With the GRC-11 Range Controller, that's easy. Just flip the switch to the Private mode and your warning will only be heard for a radius of about a quarter of a mile.

Contact Glatzer Industries, 268 Huguenot St., New Rochelle, N.Y. 10801.

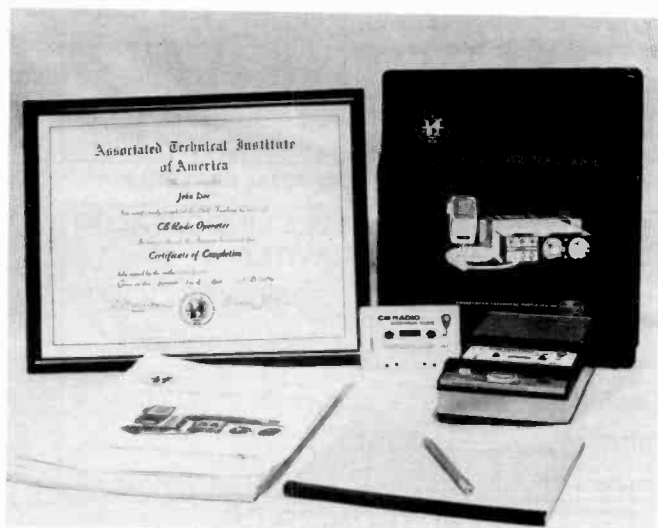
CB BASE STATION ANTENNAS AND ACCESSORIES

NCC Commander, Garland, Texas, introduced a full line of ten directional and uni-directional CB base station antennas and do-it-yourself antenna kits for the home designer.

The NCC Commander line features high-quality materials and field-proven designs tested for more than one year in selected geographical areas for electrical performance and resistance to wind, ice and corrosion damage. Bernhart said field tests have proven the design and that the antennas have superior mechanical strength.

Included in the NCC Commander line are dual-polarity cross Yagis, linear polarized Yagis and ground-planes. Introduced also at CES was the first in a series of accessory products. Called the Voice Commander

10-2, the mobile radio-sized product contains VOX (voice-operated transmit and receive control) and an AGC-controlled audio speech processor. The Voice Commander 10-2 replaces 'power microphones' and connects directly between the microphone and radio. No internal wiring is required and the Voice Commander 10-2 may be used with both mobile and base station radios. NCC Commander is located at 2706 National Circle, Garland, Texas 75041, 214-271-3651.



CB RADIO OPERATOR COURSE

ATIA (Associated Technical Institute of America) announces the introduction of its new Audio-Visual, self-teaching CB Radio Operator Course for CBers, retailers and store sales personnel.

The new home study course has been designed to help the beginner CBer or the 18-year veteran how to understand CB radio electronics and applications, instead of learning just facts and figures.

ATIA CB Radio Operator Course includes easy-to-understand AUTOINSTRUCTION-method lessons of programmed, step-by-step training in all phases of CB radio operation, installation and troubleshooting.

The study materials also include an exclusive pre-recorded cassette that lets the student "tune" to the exciting world of CB radio communications by means of samples of conversations covering a variety of communication situations . . . plus tips on microphone technique, etc.

The complete CB Radio Operator Course comes in a custom quality cassette storage album that also doubles as a handsome 3-ring binder in which the pre-recorded cassette and the lessons can be preserved as a permanent reference manual. An added feature of the new self-teaching course is the handsome Certificate of Completion, suitable for framing, imprinted with the student's name and the CB Radio Operator Course he or she has completed. This is an impressive document that shows the student's credential as a skilled CB radio operator!

The price of the new ATIA CB Radio Operator

... Use S9 READER SERVICE.

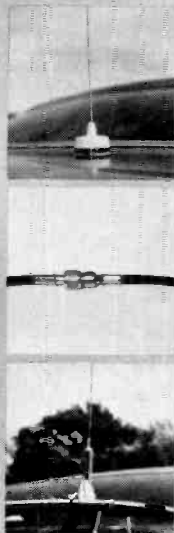
Instant CB Antennas

Now you see 'em, now you don't.

The beauty of Antenna Specialists temporary CB antennas is that they can be mounted and unmounted in seconds without leaving a trace. That can be important for security, or if you rent or change cars frequently.

Our model MS178 magnetic mount has powerful ceramic magnets that grip firmly to flat metal surfaces even at highway speeds. And it won't scratch the paint. A detachable, in-line mini-connector permits antenna removal without disturbing the cable. An economy magnetic mount, the M-440 provides the same instant mounting features. Quick, convenient mounting on the rain gutter is easy with our MR131. Its heavy duty spring loaded gutter clamp grabs like a vise, yet releases with just a squeeze. Don't settle

for less than the best. Take advantage of our 20 years experience. Look for the Stripes of Quality.



the antenna
specialists co.



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MS178

Distinctly
Superior
Performance

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DOES IT AGAIN
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Our 13th Year Serving the CB Market

"Moving' up" with

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- AVERAGE SWR 1.5 TO 1
- MORE EFFICIENT THAN CENTER OR BASE LOAD TYPE ANTENNAS
- RUGGED FIBERGLASS CONSTRUCTION
- 3/8-24 HEAVY DUTY THREADED BASE
- FITS ANY SINGLE OR CO-PHASE ANTENNA SYSTEM
- FIRE RED WITH WHITE TIP
- OR WHITE WITH RED TIP
- NO TUNING NECESSARY
- NOISE LIMITING STATIC SHEATH COVERING REDUCES NOISE UP TO 50%



IT TAKES A TOP ANTENNA TO MAKE A TRANSCEIVER DO ITS BEST WORK

KW3
SUGG. LIST \$1395
A 3' HEAVY DUTY EQUAL TO MOST 6' ANTENNAS

KW5
SUGG. LIST \$1595
A 5' HEAVY DUTY WHIP THAT WILL MAKE YOU SOUND 10' TALL

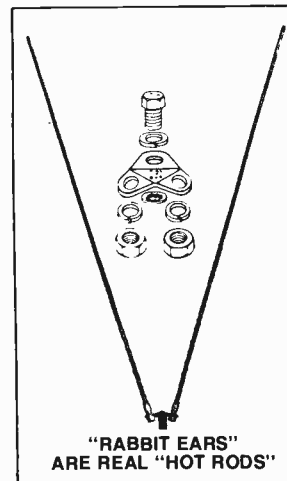
BASES NOW RIVETED SO THEY CANNOT BREAK!

PAL
V-Bar Mount™ K-10 LIST \$295

INSTALL V-BAR ON ANY SINGLE OR CO-PHASED TRUNK, ROOF, MIRROR OR BUMPER MOUNT, WITH 3/8-24 THREADED BASE!

V-BAR IS SCIENTIFICALLY FORMED SO THAT WHEN USED WITH 2 **PAL** "FIRESTIKS," YOUR AUDIO TO THE STATION YOU ARE TALKING TO IS INCREASED UP TO 40%! YOUR RECEPTION WILL INCREASE UP TO 25%!

PHOTO SHOWS "RABBIT EARS" SET-UP USING 2 **PAL** "FIRESTIKS," **PAL** V-BAR ASSEMBLY, ON STUD MOUNT.



LEAN V-BAR TO AREA OF MOST METAL ON VEHICLE!

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The **COMMUNIKATOR**
14 Vanderventer Ave., Port Washington, New York 11050

DEALERS

If you haven't yet subscribed to THE COMMUNIKATOR, you're missing out on vital news important to your business. THE COMMUNIKATOR is the only newsletter in the industry directly devoted to CB marketing.

The latest issue of THE COMMUNIKATOR includes these features:

- Latest FCC license figures for Class D CB
- Latest news on the Status of Class E CB
- Equipment availability lists for all major CB Distributors. You can't sell 'em if you don't stock 'em.
- New product roundup of CB transceivers, antennas and accessories.
- New marketing ideas for increasing CB sales.
- A market survey questionnaire directly aimed at getting more information to aid your sales.

So don't put off entering your subscription to THE COMMUNIKATOR.

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TODAY! NOW! BEFORE YOU FORGET!
PRONTO!

THE COMMUNIKATOR

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Dealer Distributor Amateur Radio CB

ON THE COUNTERS (continued)

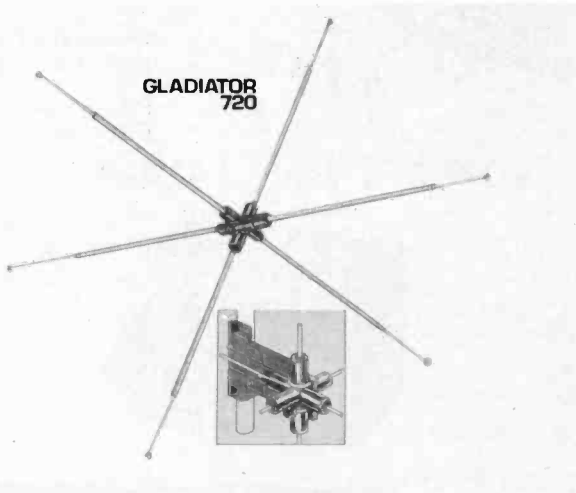
Course is \$19, plus \$1.95 for shipping and handling. The course is warranted by a 10-DAY MONEY-BACK EXAMINATION PRIVILEGE. For further information contact Associated Technical Institute of America, P.O. Box 2576, Hialeah, Florida 33012.



CB JARGON GLASSES

Libbey Glass introduces the new CB Jargon Glasses, attractive novelty items for CB enthusiasts. The idea was sparked by the current popularity and growth of CB. Colorfully decorated with pictures and phrases depicting the language of the CB trade, the beverage glasses are available in a 32-ounce giant size and a 16-ounce cooler. The 32-ounce giant is offered in one dozen bulk packs. The 16-ounce cooler is available in four-piece "net sets" packed six sets to a carton.

Contact Libbey Glass, P.O. Box 919, Toledo, Ohio 43693.



UNVEILS 5 NEW CB BASE STATION ANTENNAS

Airequip, Inc., has entered the CB radio equipment marketplace with 5 new, omnidirectional, dipole base antennas that range from 9.2dB Gain in a compact size to 19.2dB Gain in a 3/way cross-polarized version.

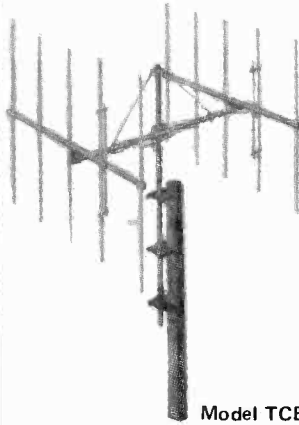
The entries are all designed by Dr. Carl Gallo, noted RF equipment design innovator.

First of the full-sized, half-wave base station an-

... Use S9 READER SERVICE.

BIG SIGNALS with the *telrex*

Big Bertha Manufacturing Of Fine CB Antennas Since 1958



SPECIFICATIONS

Gain	16 DBI
F/B Ratio	26 DB
Beamwidth	40 degrees
Wind Area	9.5 sq. ft.
Wind Load	
at 100 mph	298 #
Boom Length	12 ft.
Longest Element	18 ft.
Turning Radius	10 ft.
Net Weight	100 #
Shipping Weight	140 # approx.

Model TCB5EY

The Most Potent CB System Made

Write for free brochure!

ANTENNAS SINCE 1921 **telrex** LABORATORIES
 P.O. Box 876 Asbury Park, New Jersey 07712

AMAZING APARTMENT ANTENNA!



APT-3, the *shoestring* antenna that ends the CB base-station antenna hassle! Simply attach the APT-3 to the inside of your window with the suction cups provided, connect to your transceiver and tune for maximum power! **GAIN: Range on ground level equal to mobile antenna. Increases dramatically with height.**

\$29.95
SEND



Money back guarantee within 30 days upon written request. Please allow 60 days for delivery.

Check or Money Order APT-3's at \$29.95 ea. = \$ _____
 BankAmericard
 Mastercharge Signature _____
 Interbank No. _____ Address _____
 Card No. _____
 Expiration Date _____ City, State, Zip _____
VALCOM, INC. P.O. BOX 937 LAS CRUCES, NM 88001

ON THE COUNTERS (continued)

tennas introduced by Airequipt is the Hercules-180 which incorporates a Cylolac center insulator sealed to prevent RF leakage across the 18'3" anodized aircraft aluminum elements. The Hercules generates a 12.7dB Gain. The unit may be used vertically or horizontally, mounts in minutes upon a window sill or frame, fence or pole and is rated for winds up to 90 mph. Suggested retail is \$49.95. All sections are pre-tuned and assembled at Airequipt's plant. The company has also developed a universal, one piece mounting bracket applicable for use with any antenna. It is optional and lists for less than \$16.

The Centurion-360 is a cross-polarized base antenna that has Airequipt's 18'3" elements, a sealed, extra length Cylolac center insulator and generates up to 15.4dB Gain. Fully inspected, tested and pre-tuned at Airequipt's factory, it, too, will mount vertically from a window sill or frame; or vertically and horizontally from a mast or tripod. Wind rating, according to the manufacturer, is up to 90 mph and the suggested retail is less than \$90. Airequipt's universal mounting bracket is recommended.

A performance characteristic of 54,000 microvolts per square meter, the equivalent of 19.2dB Gain on 3 signal planes, is exhibited by Airequipt's Gladiator-720 model. Cross-polarized on the X, Y and Z planes for maximum radiation and reception in any and all directions, this \$129.95 seller is said to obtain a virtually total capture

area. It is said to achieve superior performance through the help of six 18'3" anodized aircraft aluminum elements; a triple section Cylolac center insulator sealed against RF leakage across the elements plus Cylolac discharge balls on each element end. Pre-tuned and tested at Airequipt's New Rochelle plant, the unit mounts vertically from tripod or mast and is wind rated to 90 mph. The BSM 1000 universal Cylolac mounting bracket is also designed for use with this antenna.

Airequipt's full-sized antennas are joined by 2 compact units. These consist of: The Avenger-180c with 6'1" elements that develops up to 9.2dB Gain, mounts vertically or horizontally and has a matching network incorporated into its exclusive, sealed, Cylolac center insulator. Priced to sell for less than \$60 retail, it may be used as a portable, and assembles in minutes for quick mounting on the optional universal Cylolac mounting bracket.

A second compact antenna from Airequipt is the Trojan-360c. The omnidirectional unit has four 6'1" anodized aircraft aluminum elements, is cross-polarized and is said to generate 28,750 microvolts per square meter—equivalent to 10.5dB Gain. It utilizes both the horizontal and vertical RF planes for effective signal capture; incorporates the company's newly designed matching network that is sealed into a Cylolac center insulator and includes static-cancelling Cylolac discharge balls at each end. Priced to sell for less than

ATTENTION

CITIZENS BAND RADIO OPERATORS

LIGHTED SWITCH



FIRST TIME OFFER



NEW!

- Lights up to indicate output power.
- Flashes to indicate modulation strength.
- Simply connect to antenna jack.

NO MORE RADIO CHECKS NEEDED

TRI-MET INDUSTRIES NOW PRESENTS IT'S ALL NEW "PERSONALIZED" TRANSMIT & MODULATION LIGHTED INDICATOR UNIT.

Look at these fantastic features:

- *Can be used as a transmit & Modulation check each time your mic button is pressed.
- *You can personalize your unit with your handle, call numbers, on the air, etc., with our enclosed rub on letters kit.
- *Can be used as a trouble light, map light or mood light, etc., in home or auto.
- *We include complete instructions on use and installation.

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MAIL THIS COUPON TODAY!

Total amount enclosed \$ _____ (plus sales tax). Check or money order. C.O.D.

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Phone: Area Code 607-723-8924

\$ 4.95

(Plus sales tax, if any)

plus \$.50 for shipping and handling

DEALER INQUIRES INVITED

\$100, it is pre-tuned and tested at Airequipt's main plant. It assembles in minutes and mounts vertically on a window sill or frame; and/or vertically or horizontally on a mast, tripod, pole or fence. It has a 90 mph wind rating. Airequipt is developing several new groups of mobile and portable antennas to be introduced also.

Contact: Airequipt Inc., 131 Brummel Ave., Elk Grove, Illinois 60007.



"NO-HOLES" TRUNK LID MOUNT

Now, an all new mobile antenna mounting option has been added to the wide variety of mounts available from Larsen Electronics . . . a "no-holes" trunk lid mount that is attractive, stays put and installs in minutes. It carries the designation "TLM" (Easy to remember as it says: "Trunk Lid Mount") and is available in 7 different variations so every antenna and mounting condition can be met.

This new Larsen Trunk Lid Mount follows the configuration of the popular Larsen magnetic mount. A low silhouette results. It is finished in high polish chrome with a special no-mar molded gasket provided to protect the car finish. Clamping to the vehicle is accomplished with stainless steel hollow head screws that provide a positive ground and will not rust or freeze in place.

The mount comes with 17 feet of RG58 A/U coax and plug all factory assembled. The Larsen TLM is available with hardware to accommodate all standard antenna mounts including Motorola, Larsen, ASP, GE, RCA, etc. It is available also complete with antennas and even without either antenna or mounting hardware.

For more details on the Larsen TLM write to Larsen Electronics, Inc., P.O. Box 1686, Vancouver, Wa. 98663.

BIRD-DOG RADAR DETECTOR

Prime Electronics, Inc., 8605 Quivira Road, Lenexa, Kansas, announced the introduction of the Beartector Bird-Dog extended-range radar monitor. Capable of positive radar detection at an extended distance, the Beartector Bird-Dog provides an extra margin of early warning not presently available using other radar detec-

... Use S9 READER SERVICE.


Antenna Incorporated


**U.S. MANUFACTURERS OF
THE BEST IN
CITIZENS BAND
ANTENNAS**

**Excuse us for bragging . . .
But the PROS did it
again. We are now
making a Trunk Lip
Mount with pre-
assembled cable, inline
connector and mount.**

Fast, simple installation!

**PERSUADER
MODEL 17610
(STAINLESS STEEL WHIP)
\$25.95**





TRUNK LIP MOUNT

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WE'VE GOT IT



PAGE - TWO-WAY RADIO PRODUCTS

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404/766-4191

ON THE COUNTERS (continued)



tors. The very latest in state-of-the-art electronic design is incorporated throughout including several new circuit concepts only recently found in professional aircraft weather radar and police radar equipment. These new innovations insure the unit will be reliable and ultra-stable in operation even when subjected to the large temperature and input voltage variations commonly found in an automotive environment. High selectivity RF filtering eliminates any possible interference from CB transceivers and high power broadcast transmitters.

Operation of the Beartector Bird-Dog is quite simple with the volume and squelch controls adjusted just like on a CB transceiver. When a radar signal is received, the squelch breaks, a clear audio warning tone is heard

and the bright front panel light flashes on. The light remains bright even in direct sunlight and the tone volume is sufficient to command instant attention.

The unit is 4½" x 6" x 3½", requires a minimum of current and is powered from either plus or minus twelve volts. Installation involves simply placing the unit on the dash of the vehicle with self-adhesive pads and then plugging the power cord into the cigarette lighter. To guard against possible theft, the Velcro pads allow instant mounting and removal of the unit for temporary storage in the trunk or other safe place. The unit carries a full ninety day parts and labor warranty and will be sold through CB and electronics dealers and distributors nationwide.

Contact: Prime Electronics Inc., 8605 Quivira Rd., Lenexa, Kansas 66215.

THE CARRYER

The Carryer is a custom designed carrying case for CB Radios and accessories.

The use of the popular slide mounts in CB Mobile application has made the *carryer* a necessity.

This necessity enables you to carry your radio, extra mike, small tools, meters etc., in separate compartments formed by movable foam partitions that can be cut or shaped to custom fit your needs.

With the *Carryer*, a quick mount antenna, and cigarette lighter plug, you can be on the air in minutes in any vehicle—operating right from the case. On the



FIND HIM BEFORE HE FINES YOU.

Put a BEARFINDER® Electronic Radar Detector on your dashboard! It plugs into your car cigarette lighter, is easily removed for storage, and can be set for either audio or visual warning.

Built with the extra-reliability of solid state components, BEARFINDER features an adjustable sensitivity control so you can set it to highway or city driving. And whether that radar is moving or sitting still, the BEARFINDER can spot it long before it spots you. It all adds up to the most reliable, effective way yet to avoid speed traps. See the BEARFINDER today, wherever CB equipment is sold... because you never know where Smokey's going to be lying in the weeds taking pictures.



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45365 • Phone: (513) 224-3591

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Available wherever CB equipment is sold.

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Home Entertainment for Fun-Living America



a new magazine by the publishers of S9



- If we asked you what CB radio, TV games and Hi-Fi have in common, you might answer, "Several things." And, you'd be right. Now add Model radio control, Board games, Bridge, and Chess. You've got it! The single common denominator is just plain FUN.
- There are dozens of different areas of fun and leisure interests, and thousands of varied items. Now, for the first time, you'll find them in a single easy-to-read source. It's SPREE Home Entertainment for Fun-Living America. This new magazine, to be published bi-monthly, will run nothing but new fun ideas each month, and every item included will be something you can use for having fun. It's the good life all tied up in a single neat package.
- SPREE will cover dozens of different fun interests under these major areas:

TV GAMES	HI-FI	MODEL RAILROADING
CB RADIO		BOARD GAMES
MODEL RADIO CONTROL	CHESS	BRIDGE
- SPREE will tell you what's new, what it costs and where to find it. It'll be your window shopper in the world of leisure products; your buying guide to fun living.
- And here's the best part. Now, you can become a charter subscriber to SPREE for just \$6 for the first 7 issues. That'll take you right through all of 1977. Be the first in your group to know what's new in the fun product marketplace. Sign up today for SPREE. You'll love it!

SPREE Magazine
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Crystals for

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- ★ MONITOR RECEIVERS
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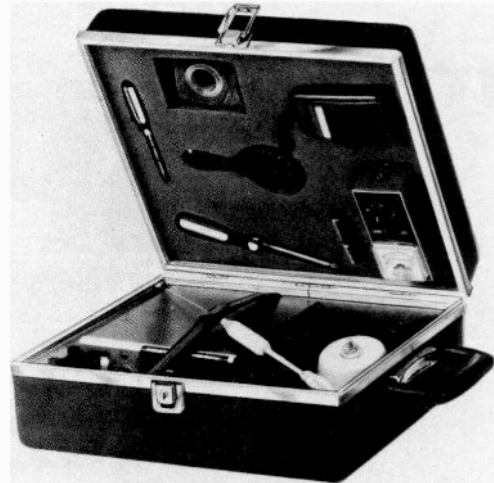
CRYSTALS

the "long playing" crystals

BOMAR CRYSTAL COMPANY

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Phone (201) 356-7787

ON THE COUNTERS (continued)



move, your CB unit is always fully padded, fully enclosed and fully portable.

FEATURES:

Interior: 1 $\frac{5}{8}$ " foam cushion top (can be cut to hold accessories), Waffle foam cushioned sides and bottom, $\frac{1}{4}$ " foam protective blanket (not shown) and safety belt, Moveable foam partitions, Inside dimensions—11 x 12 x 5, Exterior: Rugged shock resistant structure, Tough weather resistant vinyl surface, Metal tongue groove, triple hinged hardware, Sturdy carrying handle and safety lock with two keys.

The *Carrier* could well be your most important piece of CB supporting equipment. The suggested retail price is \$24.95.

For more detailed information on how the *Carrier* can be shaped to fit your individual needs, Write to: Sunshine (KWO-9799), Alli Industries, P.O. Box 68, Centereach, NY 11720.

DIGITAL SWR, POWER, % MODULATION AND FREQUENCY MEASUREMENT IN ONE COMPACT UNIT

The new Hickok Model 388 CB In-Line Tester providing digital readout of SWR, power, % modulation and frequency has been announced by Hickok Electrical Instrument Company.

The Model 388, is a most useful test instrument for the serious CB service technician because no other available instrument provides as many functions in a compact package. Contained in the 8 $\frac{1}{2}$ " W x 4" H x 6" D module, is a digital power meter, digital SWR meter, digital % modulation meter, 7-digit CB frequency meter and a 7-digit 80MHz frequency counter with 10Hz resolution.

The SWR and % modulation functions of this unique instrument incorporate the exclusive "dynamic ratio technique" which permits accurate SWR and % modulation measurements without a cal/set adjustment and regardless of power level. The "dynamic ratio" feature allows continuous monitoring of either SWR or % of modulation as output power is adjusted or fluctuates without troublesome recalibration steps, thus saving valuable service time. Model 388 may be switched

YOU CAN'T BEAT THE BEST!

Fiberglass Antennas Work Best — And Francis Makes The Best Fiberglass Antennas.

That's because Francis Industries holds the original patents on Fiberglass CB Antennas as well as fiberglass marine antennas. We make a complete line of whips, mounts, co-phase harness and complete antenna systems to fit every CBer's needs.

Ask your local dealer about our reputation for quality and performance. We think you'll be impressed enough to join thousands of CBer's who are already enjoying the best.

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between any of the functions without recalibration while maintaining rated accuracies.

One-step connection of the rear-panel coax connectors in-line between transmitter and antenna or dummy load provides full function capability with single-control mode selection. Using previously available equipment the service technician had to contend with multiple connects and disconnects wasting time, and multiple instruments occupying valuable bench space.

In addition to in-line measurement of all four functions the Model 388 also functions as a 7-digit, 80MHz frequency counter. A front panel mounted BNC connector enables frequency measurement from 1Hz to 80MHz providing full 7-digit counter capability with resolution to 10Hz. An AM output jack on the front panel permits scope display of modulation.

Model 388 with standard time base has a frequency accuracy of 10ppm. The available Model 388X with a Temperature Compensated Crystal Oscillator (TXCO) time base has a frequency accuracy of 1ppm and aging of less than 1 ppm per year. Besides providing more accurate frequency measurement during service of CB transceivers, the 388X will hold calibration longer due to a 1pp/year aging rate. Model 388X requires less frequent recalibration reducing service-bench downtime.

The Model 388 or 388X is rack mountable using the new Hickok rack mount kits designed to mount the complete Hickok line of test instruments in standard 19" racks. Minor internal modification allows 12 Vdc operation of the Model 388 or 388X.

Hickok has announced that the units will sell for \$349.00 for the Model 388 and \$475.00 for the Model 388X, and are expected to be distributor stock by mid July.

For further information on the Model 388 or other Hickok Communications Test Instruments contact: Marketing Services—Hickok Electrical Instrument Company, 10514 Dupont Avenue, Cleveland, Ohio 44108.

NEW 23-CHANNEL TRANSCEIVER

Audiovox Corporation, manufacturer of car stereo and CB equipment, introduced a new 23 channel CB transceiver with FM stereo radio. *(continued)*

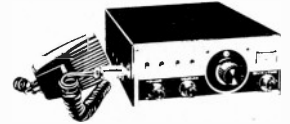
Breaker! Breaker!

CALL FOR HELP WITH A COBRA CB RADIO



COBRA 29 MOBILE

"The trucker's 2-way." All 23-channels. Dynamike and adjustable squelch. Maximum legal power.



COBRA 28 MOBILE

With Scan Alert—automatically monitors Emergency Channel 9. You hear all the action on all 23-channels. Maximum legal power.

Come in and shop our complete line of Cobra CB 2-Way radios.

PHONE
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Punches through loud and clear.

O'ROURKE BROS.
RADIO

NORTH ENGLISH, IOWA 52316

**DEALERS
WANTED!**

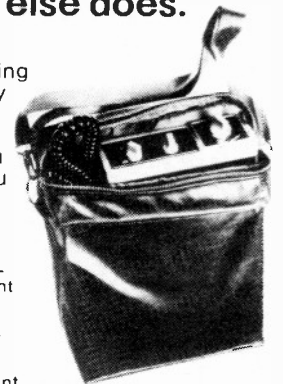
Bag your ears.

Before someone else does.

It's like this, good buddy: Whenever you're not modulating on your CB, somebody's likely to rip you off.

That's where your brand new CB SACK comes in. It lets you carry your CB with you, so you don't have to leave it behind where it's easy prey for theft.

CB SACKS have:
• Dual layer, heavy vinyl construction • Fully padded shock resistant interior. (Waterproof, too) • Rigid top supports to prevent gapping while your CB is in hand • Adjustable strap, extra-long waterproof zipper. • Meets military specifications • Separate mike compartment
One size fits almost all CB units (If not, we'll refund your money on all undamaged CB SACKS) • Free 10 Code card



\$10.95 postpaid
(CB unit not included)

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ADDRESS _____
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CB SACKS

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Virginia residents add 4% sales tax.

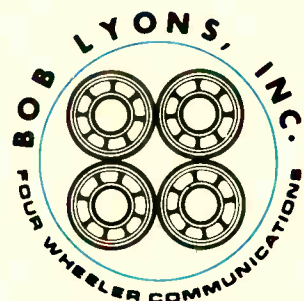
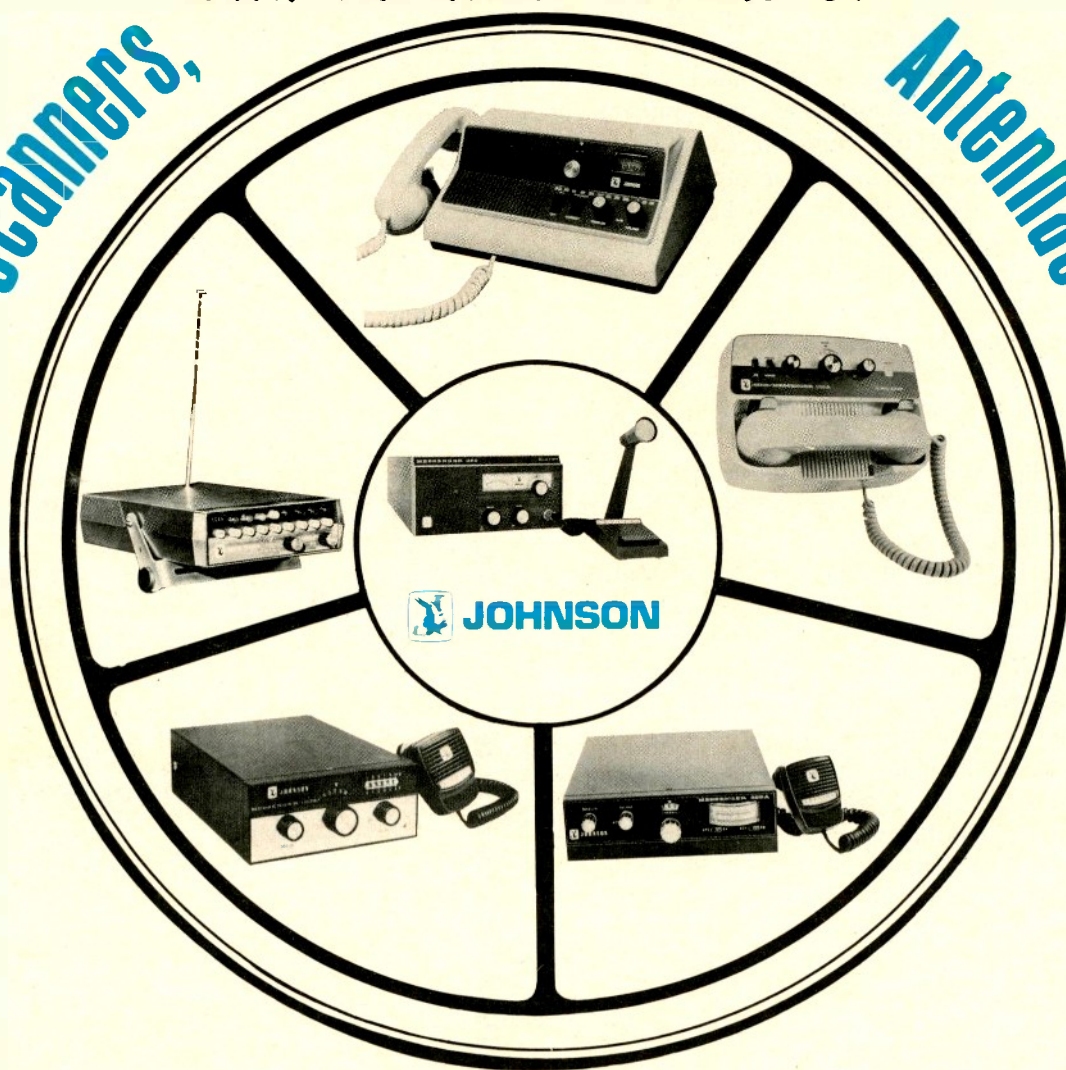
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Make Four Wheeler your one-stop source for all your personal communications. We offer big selections of merchandise for immediate delivery. Together with great service and very competitive prices, you just can't beat Four Wheeler for *your* two-step needs.

FOUR WHEELER COMMUNICATIONS

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518/462-0202 462-7419 456-1902

ON THE COUNTERS (continued)

Labelled Model MCB-2000, the unit transmits and receives on all channels. Equipped with squelch control, the compact transceiver features full range volume control and a signal strength/RF output meter. Full range tone control and slide balance control for FM stereo are obtainable with the ruggedly designed unit.

Other advantages are its transmit light, plug-in microphone jack and CB/Stand-by/FM stereo selector switch. Easily installed, Model MCB-2000 features a built-in automatic noise limiter and automatic level control.

Suggested list price for Model MCB-2000 is \$249.95; delivery from stock. Contact Audiovox Corp., 150 Marcus Blvd., Hauppauge, New York 11787.

COOPERATE WITH CO-OP

Tom Hoshall, better known as *Corn Bread* to all the good buddies, has a handy CB CO-OPERATOR Kit which is something every CB'er should have handy. It provides fun, protection, identification, and savings. It's only \$5 and contains all sorts of goodies such as a lapel pin, CB Magee Badge, membership cards, membership certificate, info guide, and lots more. You also get a free listing in the Communications CO-OP CB Handle Directory. Send to Communications CO-OP, P.O. Box 12000, Oklahoma City, OK 73112 for this bodacious bargain. Tell *Corn Bread* that you heard about it in S9 and that the *Tomcat* sent ya!

HELP END CB THEFTS

Identifax, an identifying system for property registration, was originally conceived as a solution to the problem of ownership identification and since inception in 1972, has evolved as a proven theft deterrent. Today, the Identifax System is used in many thousands of homes, offices, factories and hospitals all over the United States. In many communities across the country the incidence of home burglaries has dropped dramatically due to this low cost crime prevention kit which can be set to work in any area within a short period of time. Identifax subscribers are each assigned an exclusive code number to engrave on articles of value, such as CB transceivers, television sets, tape decks, stereos, cameras, typewriters, boat engines, and infinitum. This code number is stored in a central computer data bank which is accessible nationwide to police stations on a twenty-four hour daily basis, seven days a week, via a toll-free telephone call. Identifax supplies a complete kit that includes an engraving tool, code number, stencil, permanent computer registration and "Warning decals" (shaped like a police badge) which warn thieves that the owner's items are marked for identification and are traceable anywhere by the police. The kit retails for \$9.95 and may be obtained by writing to Identifax, 1370 Avenue of the Americas, New York, N.Y. 10019. Identifax is also being sold as a premium by a number of manufacturers to respond to the theft problem.

GIVE THE WHOLE WORLD A SHOUT!

Now you can learn Morse Code quickly and easily with this new, improved tape. To introduce you to amateur (ham) radio and our company we are offering, for a limited time, our tape with instructions at a remarkably low price.

AND... free information showing how easy it is to obtain a license you can work the world with—all about equipment, antennas, frequencies, the limitations of a possible future no-code license, and much more.

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Signal Salvage

HAS your git up and git got up and gone? Does the old base rig sound like a 1932 Majestic in a thunder storm? You tune for smoke and still can't find anything wrong?

How's your SWR, Bunkie? A little high, maybe? Check the old antenna. It's only been up for a year and a half. Not as shiny as it used to be?

In fact it looks downright scroungy. Many CB antennas are aluminum. Aluminum can corrode. The closer you are to big city smog or sea air the faster it goes. Oxide sneaks between the joints. Blisters on the outside may go deep enough to rot the metal.

Efficiency is lost. A slow drop in transmitter range along with a build-up of receiver noise creeps into the rig. You hardly notice it until one day your mobile flutters in like the skip from east Jabootie and she's just turned off the freeway a half mile away. What was a good solid four and a half watts sounds more like a sick walkie-talkie. Friend, you need help!

Antenna life can be stretched, but it's gotta come off the roof first. There's just no getting around this but since renovating will give many months or even years of added peak service, the result is well worth the effort.

A Colinear ground plane is used for description but the treatment is the same for any style aluminum antenna.

Assuming your antenna to have been up for a year or more, it probably has a pock-marked look and a cruddy coat of powdery, whitish scale. After you take it down you find the joints all but impossible to get apart. The plastic parts are pale and dried out. The whole thing feels sort of soft. Let's get to work!

HANDLE WITH CARE

Take off the ground plane radials. These things get in the way and since they come off easily, they are simpler to treat by themselves. The rest of the 19 or so feet of pole is left as is. Lay out the shaft and radials on a clean place. The driveway or inside the garage is usually a good bet. Handle the long whip with care. The best way is to support it off the ground on saw horses at enough points to prevent deep sagging or hang it from the garage rafters on barn wire slings. However you do it, don't let it rest in a sharp bend. It may "set" and never be straight again.

Inspect for serious damage. The plastic insulation should be free from cracks or splitting. Metal parts should be sound. No sharp bends, kinks or cracks.

If the antenna is broken or badly bent it should be replaced. If not, we can go ahead with the project.

SCRAPE, SCRAPE

Get a wad of medium grade steel wool and brighten all the metal work. Don't polish clear through the base metal, just take off all the loose and powdery oxide. Work it over good but leave it slightly "grey." Steel wool cuts fast and deep so take care to leave something to treat. "Dust up" the plastic and coax connector. The static dissipators (those little rods or loops on the tip of the pole) should be taken off and cleaned separately. They'll go back with the radials later on.

Thoroughly wipe down the whip, radials and small parts with a clean dry cloth after steel wooling.

Corrosion between the section joints may set up resistance when the whip flexes in the wind. To offset this, all sections should be bonded. Make up sufficient straps to cross every joint in the assembly, including the radials by cutting up a length of $\frac{1}{4}$ " braided bonding strap into 2" lengths and tinning each end back about $\frac{1}{4}$ to $\frac{3}{8}$ inch. Punch, don't drill, a $\frac{1}{8}$ inch hole in

each tinned end. A prick punch or scratch awl is easiest but an ice pick will do if these are not available. If you can't get bonding braid, any flexible conductor is OK, but it must have connectors of some sort on the ends.

SUNDAY PUNCH

For the next step it's best to practice on a scrap of aluminum tubing before tackling the antenna. Try it out just as described to get the "feel."

Using the same prick punch or scratch awl, punch holes in the aluminum shaft and radials on each side of the joint clamps, or set screws, just big enough to set a #4, $\frac{1}{4}$ ", self-tapping sheet metal screw. These holes should be close enough to tie together each jointed section with the 2" bonding straps, leaving about $\frac{1}{8}$ inch slack for flexing. Do not line up the holes along the sections of the pole. Space them about 30 or 40 degrees around the circumference of the tubing. Each connecting pair should be in line, but successive pairs and straps should not.

The reason for punching rather than drilling the tubing is that punching does not "cut" the built-in stress patterns of the antenna and weaken it. Drilling will. Also, punching the bonding braid pushes the woven wires aside even though tinned without removing material.

Screw down all the bonding straps

THE VERDICT IS IN!

S9 Leads its Closest Competitor by 2½ to 1

That's right; during the past year and a half S9 ran 2½ times as much editorial content as CB Magazine. And... S9 total pages ran 45% ahead.

The comparison chart tells the story:

	S9 TOTAL PAGES	CB TOTAL PAGES		S9 EDITORIAL PAGES	CB EDITORIAL PAGES
May '75	100	68	May '75	38½	14
June	104	68	June	30½	16
July	100	84	July	36½	23½
August	116	76	August	41¼	12½
September	116	88	September	44%	22%
October	134	104	October	50	29½
November	140	100	November	44½	24%
December	196	100	December	60	21½
January '76	180	116	January	49	35
February	144	68	February	54	23
March	176	84	March	61½	24½
April	240†	116	April	110+	44+
May	164	132	May	58	43½
July	180	140	July	64½	49½
August	180	132	August	71	44½



† Including CB Radio Marketing

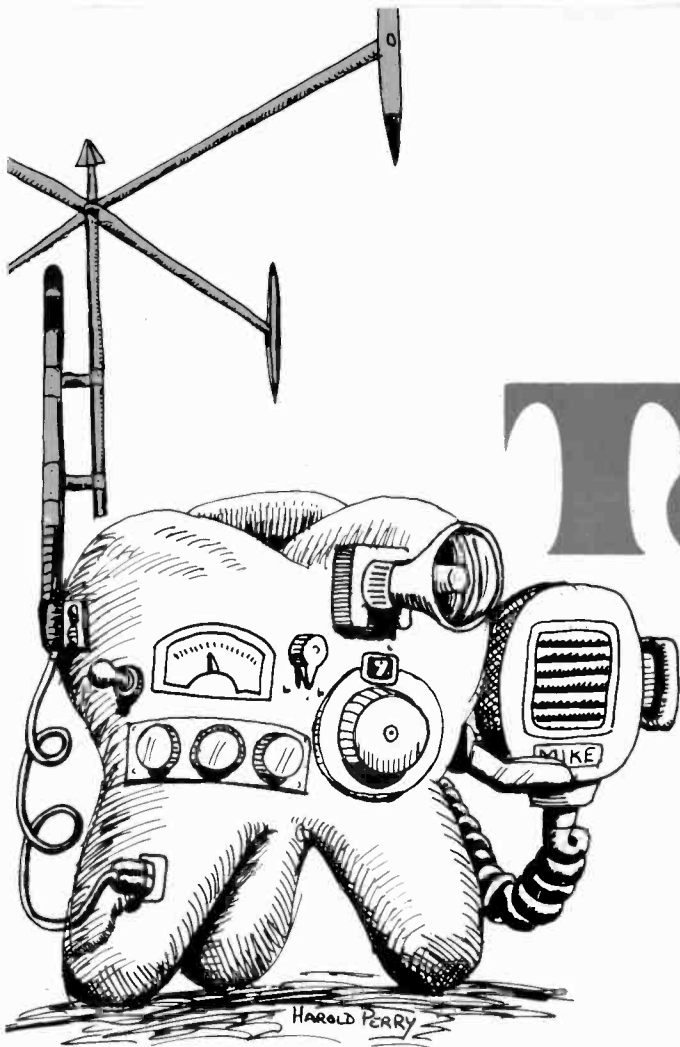
Now, we hope you judge **S9** on its own merits. But, if you like to have something else to compare us with, the number two magazine is a fine place to start. And any way you compare, S9 stands out as Number One in every respect. Show these facts to your CB friends. They'll thank you for it, and we'll be most grateful.

BREAK!!

COMING NEXT MONTH IN THE NOVEMBER S9—

- ✱ **TOMCAT ASKS—"Should We Dump Channel 9?"**
Nobody else would touch this highly controversial topic with a 9 foot antenna—read about it in CB RADIO/S9!
- ✱ **SHOULD YOU BUY A 23 CHANNEL RIG NOW OR WAIT FOR THE "40's"?**
An expert says now's the time to latch on to a 23 channel rig—and explains why!
- ✱ **ALL ABOUT CB "UNIT NUMBER" STATION ID's!**
You've heard thousands of AM operators using these ID's in addition to or instead of handles—TOMCAT sez now's the time for you to get in on this—tells why—tells how!

AND LOTS MORE IN OUR EXCITING NOVEMBER ISSUE!



The Talking Tooth

by QUIZ KID (Terri)

If you're a CB'er, people are always asking you how to replace radio tubes, or how to convert their TV set to receive color, whether electrical storms are good for television reception, whether electrical storms are bad for television reception, and all kinds of questions like that.

So that is why I wasn't surprised to find a thin little man with a radio theory book from the library in his hand and a worried look on his face standing on my front porch one evening.

"I am Horatio Potts," he said. "Your neighbor, Oscar Samson, sent me over to get your advice. You see, I—I hear voices in my head."

"You have the wrong house. The psychiatrist lives three doors down," I replied, starting to close the door.

"No! No!" he cried frantically. "I'm not crazy, not yet. But, because of circumstances beyond my control, I am a walking radio!"

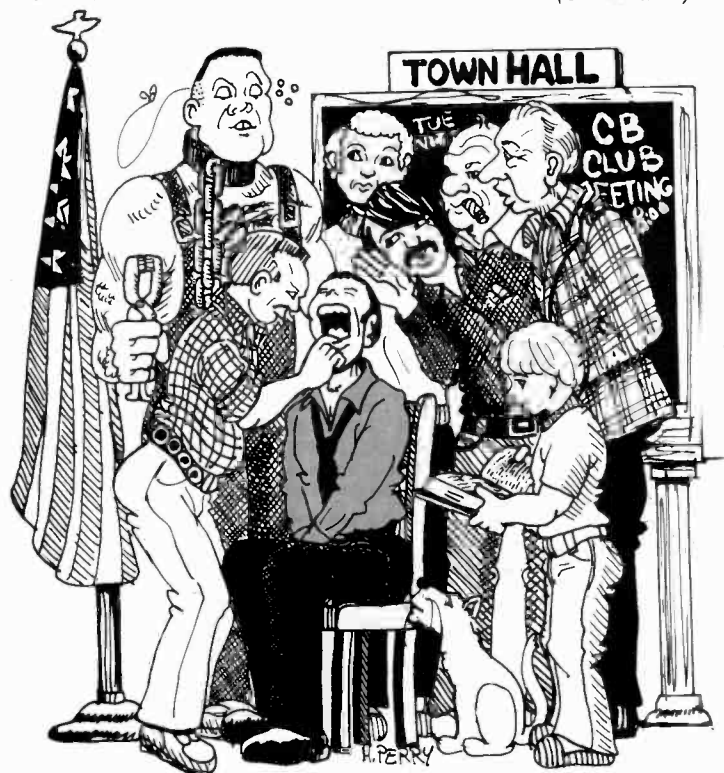
"Are you sure you don't want a psychiatrist?" I asked, starting to close the door again. I felt a headache coming on.

"Please let me explain," he pleaded. "You see, I had a tooth filled by my dentist last week. The filling, by some curious coincidence, is so shaped as to be in exact oscillation with the frequency of your local CB net. I hear their voices in my head day and night. So I have come to plead either for helpful advice from the neighborhood CB'ers or for peace and quiet on Channel 9 after 10 p.m. I'm a very light sleeper."

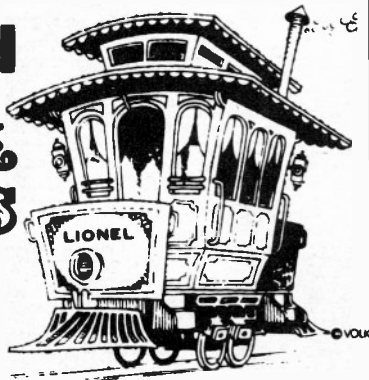
"Come in," I said. "I'll see what I can do."

I led him into my living room and invited him to sit down.

"One moment," I said. "I'll go upstairs and get some materials that might aid us in muffling your talking tooth."
(continued)



Top CASH paid OLD LIONEL TRAINS



I'm looking for many fine Old Lionel trains and trolleys to fill out my collection. Already many dozens of CBers have responded, and are now enjoying new CB sets that they've gotten by selling or swapping trains that were just gathering dust in the attic or basement.



Specifically, these are some of the items I'm looking for.

- Any pre-war Lionel Standard Gauge engine or cars.
- Any pre-war Lionel "O" Gauge engine or cars.
- Any pre-war Lionel trolley or electric runabout.
- Any post war "O" Gauge engine or box cars.

In fact I'll buy just about anything Lionel made except the smaller "O 27" Gauge engines. I'm also interested in the old American Flyer or Ives Standard Gauge from before WW II.

So, if you've still got that old train or trolley collecting dust somewhere, pull it out and drop me a line. I'll try to answer every letter promptly.

Dick Cowan,
Publisher S9 Magazine
14 Vanderventer Avenue
Port Washington, NY 11050



The FCC Regulations state that a copy of Part 95 (Rules and Regulations) must be in your possession whenever you are operating a CB transmitter.

Many CBers have been fined for the failure to comply with this rule. However, it's been both expensive and time consuming to obtain a copy of Part 95 until now.

S9 Magazine will send you a complete copy of Part 95—a full 24 pages for just \$1 plus 25 cents for postage and handling. Get your copy today and be certain that you don't get caught for illegally operating.

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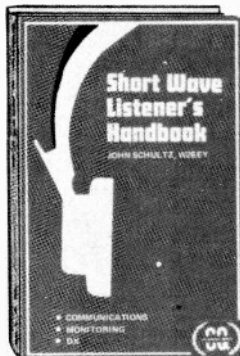
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Whether you're a CBer, an s.w.l., or just like to eavesdrop on police and fire department calls, you'll find this new book to be the complete source for information on frequency assignments, radio propagation, transmission modes, antennas, receiver design and operation, large-scale receiving installations, transmission schedules, test equipment and procedures. . . in short, all you need to know about every aspect of receiving. 6" x 9" 152 pages.

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The Short Wave Listener's Handbook

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THE TALKING TOOTH *(continued)*

I returned with earmuffs, which didn't stop the noise. Neither did cotton stuffed between his teeth, nor did earplugs lessen the noise in Horatio's head.

"I'm afraid the noise comes from inside my head. Those ear attachments don't seem to do much good," he said apologetically.

"Ha, Ha!" I said heartily. "Don't let it get you down yet. Our local CB club is meeting tonight. They'll think of something."

A half hour later we were in the little room on the second floor of the old Town Hall, where the community's CB'ers get together every Tuesday at 7:30.

I explained the matter to the boys but they had few practical suggestions to offer at the beginning of the meeting.

Shorty Hydefeather suggested that we try tuning Horatio to a commercial station that played soft music all night. Godfrey Goldbottom offered to build a vest pocket transmitter and convert Horatio into a walkie talkie. Sam Ryder had no suggestion, but made a motion that we make him an honorary member and set him up as a REACT monitor.

Jasper Pringle, president of our club, finally suggested that Horatio have the tooth pulled.

Shorty jumped up from his chair and rushed out the door.

"Hold everything," he called from the hallway. "I'll be right back."

Shorty returned in ten minutes with a heavy set giant with an ape like appearance, who carried a large pair of tongs in his right hand.

"This is Hermann Schnaffell," said Shorty. "Say hello to the boys, Hermann."

"Hello, Hermann," we said.

"Duhh," said Hermann.

"Hermann is an apprentice in the blacksmith's shop," explained Shorty. "He pulls horses' teeth sometimes."

"Now just relax," he said turning to Horatio, "because Hermann is going to get rid of that tooth for you."

"I d-don't know—," stammered Horatio.

"It won't hurt a bit," interrupted Shorty. "Go to it, Hermann."

"Duhh—huh, huh," chuckled Hermann as he towered over the shuddering form of Horatio.

Hermann yanked, lifting Horatio bodily out of his chair. The tooth came out, and Horatio dropped on the floor in a moaning heap.

Jasper Pringle leaned over to ascertain the amount of bleeding from Horatio's mouth. "I hate to say this," he murmured in an embarrassed fashion, "but Hermann has pulled the wrong tooth."

"A pity," commented Shorty.

"Ohhh!" moaned Horatio.

"Duhh," said Hermann.

"Well, let's give it another try, Hermann, and do try to be more careful," said Shorty.

"Duh," said Mermann.

As Horatio scrambled up from the floor to fend off another attack from Hermann, Throckmorton, Shorty's eleven year old son, ambled into the room.

"Whatcha doin'?" asked Throckmorton.

"We're engrossed in a very perplexing problem," said Shorty. "Why don't you go over and sit in that corner, Throckmorton, until we're through."

"You promised to teach me something of advanced electronics if I came down to the meeting tonight," said Throckmorton.

"Yes," answered Shorty, "but we are being confronted by a very difficult, technical problem at the moment. Go sit in the corner, Throckmorton and read this beginner's book on elementary electricity."

Throckmorton sat and watched our efforts for some time. At length he rose and joined us around Horatio's chair.

"Am I to understand that Mr. Potts has a metal filling in his tooth, of such structure as to be in resonance with ether waves of radio frequency, thus producing sounds in Mr. Potts' head?"

"Yes," said Shorty, "you have grasped a small part of the technical side of the problem. Now go study your book."

"One moment," said Throckmorton. "May I borrow your penknife, Mr. Pringle?"

"Open your mouth, please," he said to Horatio.

Throckmorton took out a small flashlight and proceeded to prod around in Horatio's mouth with the penknife.

"Be careful there," said Shorty. "Mr. Potts has had a very trying ordeal."

Throckmorton withdrew his knife. The same instant Horatio jumped out of his chair. "The voices have stopped!" he cried.

"What did you do, Throckmorton?" I gasped.

"Simple," answered Throckmorton. "As was ascertained, his filling was of such physical structure as to vibrate in sympathy with the aforementioned frequency. Thus, by making a slight scratch on the surface of Mr. Potts' filling, I altered its structure enough to throw it off frequency."

"Astounding!" I said.

"Amazing!" said Shorty.

"Elementary," said Throckmorton.

"Duhh," said Hermann.

Horatio Potts walked out of the door a happy man. That was the last I saw of him until last week, when, hearing a knock, I opened my front door to find Horatio and a middle aged woman on my porch.

"This is Miss Agatha Prunthimble," he said as I greeted them. "I brought her to see you, because, you see, she has a hearing aid which picks up Radio Moscow. As she is a school teacher and doesn't want to get mixed up in a loyalty scandal, I thought you might—"

I closed the door rather abruptly at that point, rushed to my bedroom, and locked myself in a closet. I felt another headache coming on.

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CEDA, the Communications Equipment Distributors Association, is composed of the major wholesalers in the personal communications industry, working together to maintain standards of quality, service and consumer protection.

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NO CODE!

A New Ham License Is On The Way!

Yes, the FCC has proposed a new class of Ham License that will require *no* knowledge of the Morse Code! The frequencies and operating privileges are still up in the air, but there's no doubt that a new, easy-to-get Ham License is going to be here soon.

If you're interested in adding Ham Radio to your communicating skills, you should start *now* to learn what this Amateur (Ham) Radio stuff is all about.

And the easiest way to learn what it's all about is to read *CQ*, The Radio Amateur's Journal. *CQ* is published by the same people who bring you *S9*, and they've been publishing *CQ* for over 30 years. That makes *CQ* the oldest independently published Ham magazine in the USA....and the most widely read, too.

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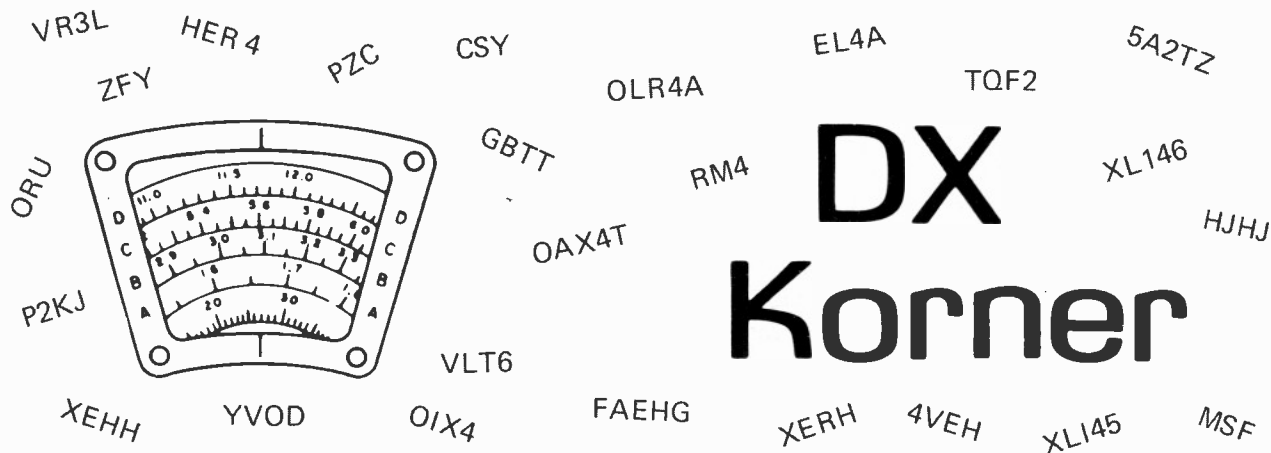
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Send SWL reports to:

Don Jensen
 c/o S9 Magazine
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"THERE'S SO much to know! How do you keep track of which stations are on which frequencies and when? They seem to change their schedules and frequencies all the time!"

Now that's a common query. And for newcomers to the SWL (shortwave listening) hobby it is a legitimate concern too. There ARE frequent changes in the world of SWLing. Almost every month there are some new changes. Brand new stations come on the air. Others kick off and are never heard again. Conditions on the shortwave bands vary and allow reception this month of stations which weren't heard at all last month. Seasonally, sometimes more often, major shortwave broadcasters change their frequencies and shortwave bands. There are alterations in program schedules as well.

With all this change going on, it is tough to keep tabs on what's afoot in the SWL world. And it is more than a bit unrealistic to believe that one guy, by himself, can be Mr. Know-It-All. But cumulatively thousands of DX listeners across the country, can do a good job of keeping track of the many changes in the SW scene. Pool all this information in a form which allows the individual DXer access to it and you have a practical answer to the question above.

A DX club is an excellent way to pool the information and knowledge of hundreds or thousands of listeners.

DX clubs in all sizes and forms. Some have just a few members, others have well over a thousand members living across the country and across the world. Some were, literally, "born yesterday," and one club is celebrating a half century of operation this year. There are clubs that specialize in one form of DXing, shortwave, medium wave, TV-FM or whathaveyou, and others that cover all aspects of the listening hobby.

The one common denominator for virtually all radio

hobby clubs is a published bulletin. The bulletins—depending on the club, published from 12 to 34 times a year—may be printed or mimeographed. In appearance they may be simply done or elaborately formatted.

Bulletins are necessary because most clubs have members scattered across the continent. This means that club meetings are impractical. All club business, and more importantly, all the DX data is printed in the bulletins. If John Doe in Cleveland has spotted Radio Watchamacallit on a new frequency, you'll read about it in a club bulletin. If Sam Schmoe in Las Vegas finds the Voice of Lapland has a new English language service, he'll report that information to his club's bulletin. Depending on the club you'll find other types of informative data in the bulletin pages, how-to-do-it DXing tips, contests and more.

It is very nearly impossible to be a serious hobby listener without belonging to at least one DX club.

Clubs are all run by volunteers, other DXers just like yourself, on a non-profit basis. Because the experience level and dedication of these volunteers varies from club to club, some are more dependable and solid in their operations than others. Most clubs with stability are affiliated with the Association of North American Radio Clubs (ANARC) and I can feel some confidence in telling readers about them. There are, however, a couple of non-ANARC affiliates which are solidly organized. And, certainly, there are some fledgling clubs today that, in time, will be accepted into ANARC.

These are the DX clubs affiliated with ANARC:

AMERICAN SHORTWAVE LISTENERS CLUB—16182 Ballad Lane, Huntington Beach, CA 92649. Offset printed monthly bulletin containing information on shortwave, broadcasting and utility stations, medium wave. Membership \$12 a year, write for overseas rate, sample bulletin 75 cents.

CANADIAN INTERNATIONAL DX RADIO CLUB—169 Grandview Ave., Winnipeg, Manitoba, Canada R26 OL4. Mimeographed bulletin published monthly, containing data on SW and MW broadcast bands, TV-FM, shortwave utility and ham bands. Membership \$7.50 a year in North America, \$10 overseas, sample bulletin 30 cents.

(continued)

INTERNATIONAL RADIO CLUB OF AMERICA—Post Office Box 21462, Seattle, WA 98111. This club deals exclusively with the medium wave broadcast band (BCB) and its printed newsletter is published 34 times a year. It contains world round-up of medium wave radio, flash tips, DX forum, data on U.S. AM stations. Membership \$12 a year in North America, overseas rates on request, sample bulletin 50 cents.

NATIONAL RADIO CLUB—Post Office Box 127, Boonton, NJ 07005. Oldest of all ANARC affiliated clubs, founded in the 1930's. Exclusively covers medium wave BCB with printed bulletin published 32 times a year. Contains international and domestic medium wave news, technical articles, members' musings. Membership \$15 per year, overseas rates on request, sample bulletin 75 cents.

NORTH AMERICAN SHORTWAVE ASSOCIATION—P.O. Box 13, Liberty, IN 47353. Covers shortwave exclusively with monthly printed bulletins. NASWA is the largest DX club in North America. Includes comprehensive SW logging lists with detailed coverage. Membership \$13 a year, overseas rates on request, sample bulletin \$1.

RADIO USA—1602 West Pierson Ave., No. 229, Phoenix, AZ 85015. The club's slogan is "The world's friendliest shortwave club." The bulletin is published monthly, is off-set printed and contains articles on SWling, medium wave BCB, QSL and station data (beginner's section). Membership is \$9, U.S. and Canada, \$10.50 foreign, sample bulletin, \$1.

SPEEDX—Post Office Box E, Elsinore, CA 92330. Coverage in this club's bulletin includes shortwave broadcast and utility DXing, QSL reports, technical topics. Bulletins are off-set printed and issued monthly. Membership is \$12 a year in North America, \$14 worldwide by surface mail, write for airmail overseas rate, sample bulletin is \$1.

WORLDWIDE TV-FM DX ASSOCIATION—Post Office Box 163, Deerfield, IL 60015. This club covers the VHF and UHF bands only. Its monthly, off-set printed bulletin contains information on TV and FM DXing, plus data on UHF/VHF public service band monitoring, with articles, listings and photographs. It has supplies and DX literature service for DXers interested in these phases of the hobby. Membership in North America, \$11 a year, \$18 overseas, sample bulletin, 75 cents.

In addition to these eight ANARC-affiliated clubs the following regional or special service organizations are associate members of ANARC. In many cases they do not offer all the services of the clubs with full ANARC affiliation. However, often they do sponsor local or regional get togethers for members.

HANDICAPPED AID PROGRAM, Ted Poling, HAP Director, P.O. Box 163, Mt. Sterling, IL 62353.

MIAMI VALLEY DX CLUB, Brandon Lovett, 421 East College St., Coldwater, OH 45828.

MINNESOTA DX CLUB, Tom Gavaras, 16920 17th

Ave., North, Wayzata, MN 55391.

ROCKY MOUNTAIN DXERS ASSOCIATION, Kevin Axelson, 3071 South Dexter Way, Denver, CO 80222.

TRANSWORLD DX CLUB, John Chapman, 606 St. Andrews Rd., West Vancouver, BC Canada V7S 7V4.

UNIVERSITY OF MANITOBA DX CLUB, c/o Room 515, Box 131, University Centre, Winnipeg, Manitoba, Canada R3T 2N2.

WHAT'S NEW

UPDATER—Earlier in this column I mentioned how fast the situation changes in the world of SWling. As proof of this I need only have to point out two news items which appeared in last month's "What's New." One item noted that by the time you read that column, the new joint SW venture of the British Broadcasting Commission and West Germany's Deutsche Welle on the Caribbean island of Antigua should be on the air. The other item reported the shutdown of Radio New Zealand's shortwave broadcasts. Well, both situations have changed. Delay in transmitter deliveries to Antigua resulted in pushing off the "on-the-air" date a few months for the BBC-DW relay station. And Radio New Zealand can still be heard on shortwave. No special Radio New Zealand shortwave programs are being produced, but the regular home network on medium wave is being rebroadcast on SW.

LANGUAGE IDENTIFICATION—Also last month in DX Korner I gave some suggestions on how to familiarize yourself with what various foreign languages sound like, to help you identify stations. Radio Canada International has produced a tape recorded Language Recognition Course, an 83-minute tape or cassette, containing examples of some 55 different languages heard on shortwave. The tapes are being sold by the Handicapped Aid Program and proceeds finance the activities and projects of this worthwhile program for handicapped DXers. For more information on the tape and on the HAP program, contact Ted Poling at the address listed above.

NEW BOOK, OLD BOOK—A good basic book on SW which has been around for a long time, but which has just been revised in a new and better fourth edition is "Better Shortwave Reception," by William I. Orr and Stuart D. Cowan. In addition to basic how-to-DX data, the 160-page volume contains an excellent section describing, for the beginner and more experienced listener alike, how a radio receiver works and how to adjust it for best performance. VHF-UHF monitoring fans will also find it of interest. It is available from Radio Publications Inc., Box 149, Wilton, CT 06897, or at many amateur radio dealers.

QUESTIONS AND COMMENTS

A New Jersey reader of S-9's DX Korner, Kevin Doheny writes: "Could you please tell me about DX and SWling and what it is all about?"

Okay, Kevin, that's what I'm here for. When I took over this column about seven months ago, this was the task I undertook, to explain what DXing and shortwave listening was all about. I suggest you read again the DX Korner column from the past few months, subscribe to S-9 if you haven't already and read these columns as they appear in the coming months and years, join a DXing club, and read any books and magazines on the subject, such as "Better Shortwave Reception," that you run across.

Brian Hughes from Scranton, PA, writes for some information about "Iron Curtain radio stations such as Radio Free Europe, Radio Liberty, Radio Moscow and Radio Peking."

"I'd like to know the history and exact locations of those stations," Brian writes.

The history is too tall an order for this limited space, Brian. But both Radio Free Europe and Radio Liberty are U.S.-financed stations. RFE broadcasts to Eastern Europe and Radio Liberty's programs are directed to the USSR. Both are headquartered in West Germany but have relay transmitters elsewhere.

Radio Moscow is the official voice of the Soviet Union on shortwave. Its programs are produced in Moscow but are broadcast from many transmitter locations across the USSR.

Radio Peking is the Chinese government's shortwave service. Programs are produced in Peking and are, in most cases, broadcast by transmitters near the Chinese capital. Some, however, are relayed by transmitters in Albania in Europe.

DOWN THE DIAL

Soviet Union—As noted, Radio Moscow broadcasts to the world from many transmitters in the USSR. But in addition to this foreign service, directed to listeners outside the USSR, there are many home service broadcasts, such as the one from Baku, Azerbaijan S.S.R., heard by one SWL at 0500 GMT. The frequency is 4,958 kHz and a clear ID in Russian, "Goverit Baku" was heard.

Austria—Not the best known station in Europe, still Austrian Radio should present no great listening trouble for SWLs. Listen in for English programming about 0145 GMT, on 6,155 kHz.

Sri Lanka—If you haven't been keeping up with your geography, or still have an old map of the world, you'll know Sri Lanka by its former name, Ceylon. And if you're behind the times, then you may wish to tune the Sri Lanka Broadcasting Corporation on 9,720 kHz. The station is reported operating in English around 1245 and again 1600 GMT.

India—Some readers have asked about how to hear India. One possibility is All India Radio's 11,810 kHz frequency at 1330 GMT, when it transmits in English.

(Credits: Larry Brookwell, CA; Eunice Pollard, RI; Richard Larson, MN; Don Rojewski, WA; North American SW Association, Box 13, Liberty, IN 47353).

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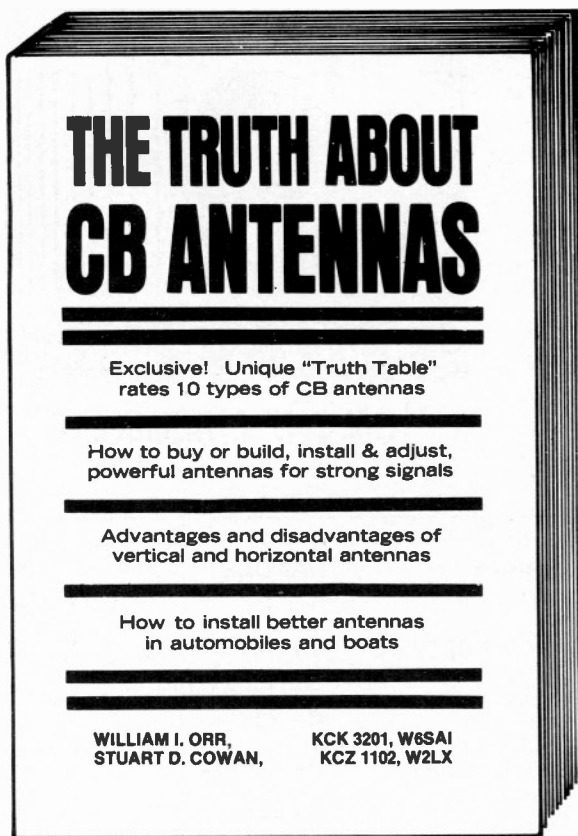


STAFFERS

"ON THE CHANNELS?"

NAME	HANDLE	PRIMARY CHANNELS
Tom Kneitel	Tomcat SSB13, KW146 CLI73	10, 12, 19 16L, 18U
Karen Fusco	One Duster LIS813	13 16L, 18U
Lori Ressa	Loreli	12, 19
S.R. Cowan	Gramps	19
Richard Cowan	Trainman	13, 16L, 19
Cary Cowan	Green Dragon Sleeping Beauty	12, 17, 19
Marc Gilman	Deacon CLI34, KW339 SSB30	12 16L
Gordon West	California Dreamer	9, 16L
Gary Deckelnick	Baby Bull	7, 19
Bill Sanders	SSB295, CLI1849 KW5304	16L, 18U
Hal Keith	Flasher	12
Pat Hartman	Six Pack	4
S9 Office Station	Deadline Base KW4405 SSB250	8 16L, 18U

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The Monitor Post

by Rick Maslau, KNY2GL

CATALINA VHF/FM

Pearce-Simpson's Catalina is a completely self-contained 12-channel VHF-FM marine radiotelephone which will stand its watch at a permanent station or go into action on any part of the boat—or even ashore if necessary.

The Catalina can operate off ship's power and antenna or on Nicad penlight batteries if a portable unit is needed as a flying bridge back-up communications system, or as "talkpower" on a sailboat or small outboard with no power source.

Running on ship's power, this all-solid state R/T mounts on table top, bulkhead, or overhead. It even has a quick-disconnect mounting cradle, antenna, and power plugs. But it becomes the complete portable when the batteries are installed. Just pull out the telescope antenna (which disappears into the radio when an outside antenna is used), press a button, and you're on the air. A battery charger is built right in. Catalina's carrying strap and rubber feet permit easy toting and solid set-down.

Complete with 6 channels of crystals, including weather, Catalina has all the most desired technical features: both 6 and 1 watt output capability, swing-out circuit board for easy servicing, automatic final transistor protective circuit, and dual conversion receiver with 10.7 mHz crystal filter. Write: Pearce-Simp-

son Division, Gladding Corporation, P.O. Box 520800, Biscayne Annex, Miami, FL 33152.

THE RAY-50A

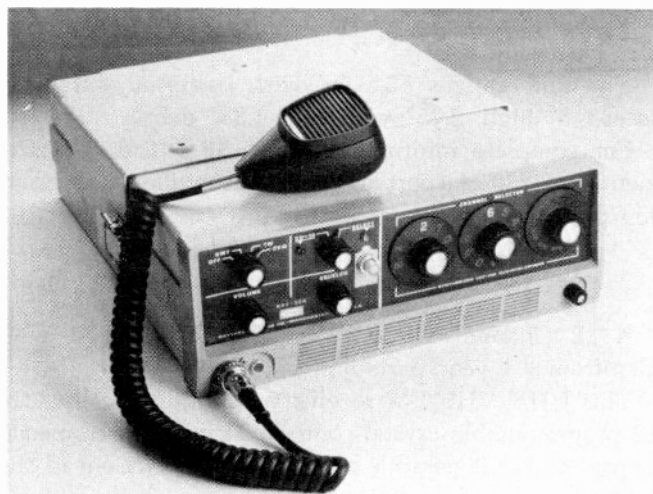
A new VHF/FM synthesized marine radiotelephone with capability for 56 transmitting and 99 receiving frequencies has been introduced by Raytheon Marine Company, Manchester, New Hampshire.

The 25-watt RAY-50A covers the entire VHF worldwide marine band with no need for adding or changing channel crystals. Its precisely calibrated synthesized design ensures "pin-point" tuning on all domestic and international marine frequencies.

An exclusive SEA WATCH two-channel scanning circuit enables the RAY-50A to automatically monitor the distress and calling frequency (Channel 16), and a second channel of the operator's choice. Indicator lights—red for Channel 16 and green for the selected channel—signal the presence of radio traffic for quick-glance recognition by the operator. A quick-select Channel 16 switch enables instant use of the emergency channel.

Other design improvements include circuits to reject interference from busy in-harbor radio services of TV, taxi, police and fire; and modular plug-in circuitry for servicing ease.

The RAY-50A also offers such standard features as



an adjustable quick-release mounting yoke for bulk-head, overhead or counter-top installations; a radio frequency indicator light to show when RF power is being transmitted to the antenna; large readable controls on a dimmable back-lit panel; component protection from reverse polarity and antenna open and short circuits; and a selectable one-watt output mode for harbor use. The RAY-50A meets all applicable FCC regulations including party boat requirements for low voltage operation. The list price is \$895.

Additional information and specifications are available from Raytheon Marine Company, 676 Island Pond Road, Manchester, New Hampshire 03103.

SHIRT-POCKET SCANNER

A super-sensitive, ultra-compact VHF scanner monitor with low current drain is being offered by SBE, Inc. The scanner-receiver, identified as Model SBE-11SM, is called Pocket Sentinel because it fits inside a shirt pocket. It owes its small size to MOS technology, which on one tiny chip, combines digital logic, scanning circuits and controlling "clock." The unit delivers 100 mW audio output with only 0.08 amps power consumption. As a result battery life is extraordinarily long, while performance is exceptionally good. Sensitivity for example, is 0.7 uV for 12dB SINAB. Adjacent channel rejection is -55dB.



The SBE Pocket Sentinel offers both low- and high-band VHF coverage, from 30 to 50 MHz and from 148 to 174 MHz. It provides four-channel coverage and features LED channel indicator lights. The unit offers separate volume and squelch controls, a switch for channel lockouts, a switch for manual scan of all four channels, an earphone jack, and a built-in charger jack for use with the operational SBE-5AC charger for nicad batteries.

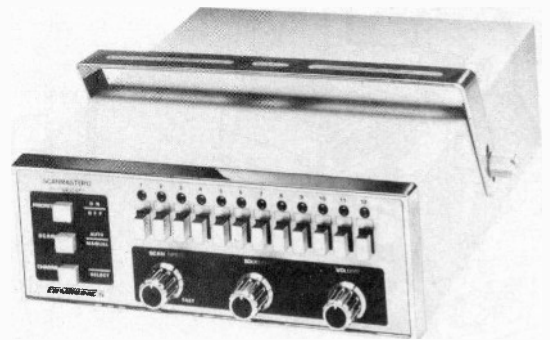
The unit weighs 12.5 oz. with batteries and measures 6.5" high, 2.75" wide and 1.38" deep.

For complete information write SBE, Inc., Department S9, 220 Airport Blvd., Watsonville, California 95076.

SCANMASTER 12

A 12 Channel HI/LO/UHF scanner backed with Gemtronics 1 year parts and labor warranty.

This UHF/VHF-FM receiver will automatically scan 12 programmable crystal-controlled channels. A special bypass makes it possible to take any channel out of the sequence. Can be adjusted for priority channel capa-



bility so operator will always hear transmissions on that particular channel. Features include all solid state construction dual power supply for base or mobile use, special separate noise-free squelch system. A durable, high efficient system for scanning 12 channels in the UHF, Hi VHF or Lo VHF range.

For more information write: Gemtronics, Box 1408, Lake City, South Carolina 29560.

ELECTRA INTRODUCES BEARCAT 8

Electra Company introduces its new BEARCAT 8 scanning monitor. Described by Electra officials as a "step-up" from the two-band BEARCAT 6, the BEARCAT 8 covers four public Service bands (low VHF, high VHF, UHF, and UHF-T), has eight channels, single man/scan switch and is encased in a wood-material cabinet.

Other features of the new unit include: track-tuning for full band coverage, front mounted speaker, electronically switched antenna, flashed LED's and lock-out switches.

Specifications: Audio output, 2-Watts RMS; Sensitivity, .6uv for 20db S/N ratio on low and high VHF bands 1.0 uv for 20 db S/N ratio on UHF and UHF-T bands; Selectivity—better than .45db @ 25KC; Scan rate is .20 channels per second.

The suggested retail price is \$159.95.



157.425 AND 162.025 MHZ FOR PUBLIC CORRESPONDENCE

The FCC has proposed changing the status of 157.425 and 162.025 MHz to form them into VHF Channel 88, and to make Channel 88 available for assignment to ship stations for public correspondence in the Great Lakes and St. Lawrence Seaway.

The 157.425 MHz frequency is now available for intership communications aboard commercial vessels and, additionally, for use between those vessels and associated aircraft while engaged in commercial fishing.

The Commission noted that in areas other than the Great Lakes and St. Lawrence Seaway, 157.425 MHz will continue to be available for these purposes while on the Great Lakes and St. Lawrence Seaway, 157.425 MHz will be limited to public correspondence.

The 162.025 MHz frequency is now in the Government frequency band but has been cleared for the proposed use, the Commission said. In areas other than the Great Lakes and St. Lawrence Seaway, it will continue to be used by Government stations.

SPECIALIZED MOBILE RADIO SYSTEMS

The FCC has announced that applications now may be filed for Specialized Mobile Radio Systems (SMRS) "trunked" and "conventional" radio facilities in the Public Safety, Industrial and Land Transportation Radio Services.

The FCC allocated 30 MHz of spectrum to the Public Safety (fire, police, local government, others), Industrial (power, petroleum, manufacturers, business and others), and Land Transportation (railroads, motor carriers, taxicab, automobile emergency) Radio Services for use in "trunked" and "conventional" land mobile communications systems.

(Trunked: where access is given automatically to a non-busy channel pair in a group of assigned frequencies. Conventional: common-shared base station operations—channel pairs shared by several licensees generally eligible in the same radio service.)

On March 10, the FCC clarified its policy on the filing of such applications for operation in the 806-821 MHz and 851-866 MHz bands.

However, the FCC announced that it would not accept SMRS applications because its decision had been appealed to the United States Court of Appeals for the District of Columbia Circuit, and the court had stayed licensing of SMRS systems pending appeal.

While the appeals court affirmed the Commission's decision, the National Association of Radiotelephone Systems (NARS), filed a petition for certiorari (seeking review) with the Supreme Court, and the stay remained in effect.

On May 24, the Supreme Court denied certiorari, and the appeals court on June 3 issued its mandate.

Accordingly, applications for SMRS systems now may be filed provided type accepted equipment is specified.

CIVIL AIR PATROL RULES

The Commission has amended Part 2 of the rules to modify footnote US 10 pertaining to the Civil Air Patrol (CAP), by deleting the clause imposing the condition that no harmful interference be caused to Government stations. CAP is one of the organizations having a primary operational mission of providing Search and Rescue (SAR) services in the inland areas of the United States and its territories.

Due to the increasing availability of equipment, considerable expansion in the use of frequencies is being experienced, and some interference to Air Force assignments on the same frequencies has been experienced in some areas.

The 26.62 MHz, 143.90 MHz and 148.15 MHz frequencies were assigned to the CAP under footnote US 10 on the condition that harmful interference not be caused to Government stations. These frequencies are used extensively by the CAP throughout the United States and Puerto Rico for SAR services, emergencies, and training.

Because of the importance of the CAP and the fact that it cooperates with and is fully endorsed by the U.S. Air Force, the Interdepartment Radio Advisory Council (IRAC), the advisory body that handles all the Federal Government's use of the spectrum, recommended that footnote US 10 be amended by deleting the clause barring harmful interference to Government stations.

The Commission and the Air Force concurred with IRAC's recommendation, giving the CAP, a volunteer civilian service, an equal status with Government operations, since it appears that the utility of these frequencies to the CAP will be significantly increased as a result of the amendment.

EQUIPMENT STANDARDS

The FCC has terminated its inquiry and rulemaking proceeding on the proposed adoption of a standard for biomedical telemetry equipment.

It said that "incorporating a biomedical telemetry equipment compatibility standard into our Rules at this time would not serve the public interest and we do not intend to propose rulemaking for this purpose."

(Biomedical telemetry involves transmitting data such as an electrocardiogram from an emergency vehicle to a hospital. The FCC has allocated radio frequencies in the 450-470 MHz band in the special emergency radio service for this purpose.)

While it declined to adopt a standard at this time, the Commission said it fully supported efforts for inter-system equipment compatibility in this area, and urged the development of area-wide medical radio systems, particularly those systems that incorporate central dispatch flexibility, consistent with the objectives of the Interdepartment Radio Advisory Committee (IRAC) standard.

(The IRAC proposal specifies the use of 1400 Hertz



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THE MONITOR POST (continued)

as a national telemetry subcarrier frequency, and the minimum specifications necessary for operational inter-system capability.)

The Commission said the purpose of its May 21 inquiry was to solicit comments on whether a standard for biomedical telemetry equipment should be incorporated within the Commission's rules governing the special emergency radio service, and if so, whether the standard developed by IRAC is the appropriate standard to be adopted.

It pointed out that comments were filed by 14 parties, with the majority opposing incorporating the proposed IRAC standard into FCC rules.

The Commission said, as indicated from the comments, there was general agreement that the IRAC standard, if adopted, would contribute to achieving nationwide compatibility among biomedical telemetry systems, and that the IRAC standard was the best that could be developed at this time.

The primary controversy, the Commission said, was whether it was now appropriate to specify a biomedical telemetry standard in its rules. It said the crux of the issue was that in adopting such a standard, it also would be inhibiting innovation in biomedical telemetry technology.

In this respect, the Commission said it agreed with those parties who urged that full latitude be provided for technological development in this field.

The Commission said its proposed standard contained very detailed specifications including signal levels and formats. However, as telemetry technology develops, it said incorporating new techniques into the standard could be accomplished only by modification of the rules, which would be counter-productive to the goal of obtaining nationwide equipment compatibility.

On the other hand, the Commission said, intersystem telemetry equipment compatibility could be accomplished on a regionalized basis through the mechanism of area-wide planning and coordination of medical response systems.

This procedure it said already is contemplated in its rules, adding that the coordinated system approach fast was becoming a reality in medical radio operations throughout the country.

MONITORING REGISTRY

Many public safety and industrial radio service monitoring enthusiasts have continued to write to request information on the monitor station registry program which awards registered monitoring stations with monitoring identifier letters, such as my own, KNY2GL. This started several years ago when CRB Research, publishers of *the* frequency directories, was starting to wade ankle deep in correspondence with many monitoring stations keeping them abreast of frequency changes around the country. They decided to give their reporters specific identifiers to make it easier to

keep track of them—and eventually the folks who were given these identifiers started using them on their correspondence with other monitors, with public safety agencies, manufacturers, publications, dealers, etc. Pretty soon a lot of people started bugging the CRB Research people—they wanted similar identifiers to include with signal reports and in their correspondence. That was the beginning of the massive registration program which presently includes thousands of scanner owners, and is continuing to register them! To get registered, send your name and address, the type of scanner/antenna you are using, and the 1-time registration fee of \$5 to CRB Research Inc., P.O. Box 56, Commack, N.Y. 11725. In return you will receive a beautiful 2-color wall certificate bearing your monitoring registration; and various other items of interest to all monitors.

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The ASTRO PLANE has 4.46 db gain over isotropic which gives you a stronger signal and better, clearer reception.

You'll get long lasting, trouble free performance because it is compact in design — without long drooping radials, without coils to burn or short out, and with direct ground construction to dissipate static charges and lightning.

The only omni-directional antenna that radiates from the top . . . not the bottom • Stainless steel radials concentrate signal power on top • Rigid heavy-duty aluminum tubing • No long drooping radials to ice up or break off • So unique it's backed by a U.S. Patent (Patent #3587109) • No coils to burn out or detune • Easy Assembly • Lightweight — easy to install on simple pipe mast



Ordinary collinear or ground plane antenna signals are blocked . . . they radiate from the bottom.



ASTRO PLANE gets its signal over obstacles . . . it radiates from the top.

SPECIFICATIONS

Total Length—12 feet
Weight—4 lbs.
Power Gain—4.46 db
Impedance—50-52 ohms
Omnidirectional—needs no rotor

Vertical Polarity
Aircraft Quality Aluminum
SWR—Pre-tuned—Less than 1.2:1 on 23 CB Channels and will operate on expanded channels.

high performance **CO-INDUCTIVE** antennas

Avanti makes a complete line of high performance mobile CB antennas and accessories. For free color catalog, write:

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RESEARCH AND DEVELOPMENT, INC.
342 Stewart Avenue, Addison, IL 60101

Stainless Steel
Top Radials

Compact Design

12' of omni-
directional
performance

Low Angle of
Radiation

Aircraft Quality
Seamless
Aluminum

Lightweight

