

Top of the Mark

The 1976 Continental Mark IV is available gray with sparkle If you'd prefer breath the Black Diamond Luxury Group—a can always have the Desert Sancombination of Black Diamond Fire paint Group, which is a two-lone tan-anil and a black Cayman half vinyl roof. The exterior with saddle leather-and-viron metallic flake, producing a dark charcoal

CB theft: an unsolved probl

By PATRICK KELLY

Citizen Band (CB) radios are being stoien from automobiles in great numbers these
days, despite the fact that car buyers have
purchased over \$1 billion worth of anti-theft
devices on their new cars since 1969.
This alarming fact has prompted the Affiliated League of Emergency Radio Teams
ALLERT) in Washington, D.C. to issue an
advisory describing how some CB'ers protect against such thefts

Some independent CB Radio groups
for a fee are putting their own coding concaled inside the radio ALERT President
Bob Thompson says this would work "if
everyone knew where to look and what to
look for "

Some are using serial numbers on the

Thompson, is "no one has tried t gether a unified system" for protect kind of auto equipment. Consequent matter where the sets end up—the CB dealer—"neither will know."

ALERT advises that all CB tea with their local police department pressure on manufacturers to stan rain numbers on all new CB set. The police should also develop ment that could be used like a ca bill of sale that's transferable to thowner. The idea is that if there we disale during the purchasing trachances are a stolen radio is in chances are a stolen radio is in

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ministed League of Emergency Hadio Teams (ALERT) in Washington, D.C. to issue an advisory describing how some CB'ers pro- ted against such thets. Some independent CB Radio groups for a fee are putting their own coding con- cealed inside the radio ALERT President Bob Thompson says this would work "if- everyone knew where to look and what to look for." Some are using serial numbers on the backs of their CB sets "This would be a good idea, but not all of the manufacturers stamp in the serial numbers, they simply use a label which can be eastly removed. Thompson sald Some organizations ask CB'ers to list their sets with them for a fee and they would in turn give them some "goodies" However. Thompson "cannot see this being of any real help in protecting your CB set Police departments are encouraging CB'ers to engrave a code number on the back of their sets Some are using forivers license numbers, others are using social security numbers. Thompson prefers the drivers license numbers because "it is a most impossible to get information from the Social Security Commussion" THE REAL problem, according to	pressure on manufacturers to stamp on serial numbers on all new CB sets. The police should also develop a document that could be used like a car little or bill of sale that's transferable to the new set owner. The idea is that if there were no bill of sale during the purchasing transaction, chances are a stolen radio is involved. THERE SHOULD also be a similar system developed for new radios tied straight to the warranty card. This would increase the amount of warranty cards going back to the manufacturer, and would give you (CB er's ball of sale. "Thompson explained." There should also be a spot on the card for transfer to hew owner. The CB'er might reduce his chance of a belt by taking off his radio antenna when entering a large parking area. Thompson said some antenna manufacturers are working on a CB antenna that looks just like the normal car antenna. Some CB makers are working on sets that will fit into the dash as part of the car's AM-FM radio. Solving these multiple thefts of CB Radio sets is all up to the CB'ers themselves. Thompson says, urging them to group together and tell the manufacturer what they want and settle for nothing less.	CONTROL OF THE CONTRO
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