



Top of the Mark

The 1976 Continental Mark IV is available with the Black Diamond Luxury Group—a combination of Black Diamond Fire paint and a black Cayman half vinyl roof. The paint, which is highly polished, contains metallic flake, producing a dark charcoal gray with sparkle. If you'd prefer brown, you can always have the Desert Sand Luxury Group, which is a two-tone tan-and-saddle exterior with saddle leather-and-vinyl interior.

CB theft: an unsolved problem

By PATRICK KELLY

Citizen Band (CB) radios are being stolen 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 (ALERT) in Washington, D.C., to issue an advisory describing how some CBers protect against such thefts.

Some independent CB Radio groups for a fee are putting their own coding concealed 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 easily removed," Thompson said.

Some organizations ask CBers 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 CBers to engrave a code number on the back of their sets. Some are using drivers' license numbers, others are using social security numbers. Thompson prefers the drivers' license numbers because "it is almost impossible to get information from the Social Security Commission."

THE REAL problem, according to Thompson, is "no one has tried to put together a unified system" for protecting this kind of auto equipment. Consequently, no matter where the sets end up—the police or CB dealer—"neither will know what all these marks mean."

ALERT advises that all CB teams work with their local police departments to put 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 title or bill of sale that is 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 (CBers) a bill of sale," Thompson explained. "There should also be a spot on the card for transfer to new owner."

The CBer might reduce his chance of a theft 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 CBers themselves, Thompson says, urging them to group together and tell the manufacturer what they want and settle for nothing less.

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