

CB Chatter:

Do not interfere with information passed between the Group Leader and Tail Gunner. If you wish to converse with a fellow rider, call them by name, "Hey Harry, this is Jack, meet me on Channel #." Hold your conversation on another channel and return to the group channel after you are finished. Limiting the use of the CB for idle chatter is particularly critical during departures and arrivals. There is a tendency for riders to be tense during the takeoffs and somewhat lax during arrivals. Experience has shown unfortunate incidents occur during this period. Be Alert!

This does not preclude any member of the group sending alerts or emergency transmissions.

CB Etiquette:

Motorcycle CBs are notoriously underpowered. If you can "reach out" for a mile you are really lucky. The CB has become an inter-bike method of communication; they work well for short distance talking. However anyone with a decent mobile radio will "walk all over you" if they are close by, a base station will "blow your windows out", even if you do not have any windows. Around town, they can become a real nuisance what with big base stations blasting away.

For good to excellent communication while driving down the highway, CBs can't be beat; they're better than hand signals. The dealer installed models, fit right in that little nook or cranny, and integrate right along with the radio, tape player and intercom.

To Transmit: First key the mike. But wait just a second or two for the radio to come up to power. It's not like a telephone with a two way conversation. They call the CB a two way radio, but it only works one way at a time. So, key the mike, pause, now in a normal tone, or better yet, lower (deepen) your voice just a hair, and talk plainly. Enunciation is the key to good clear radio speech - just like the man on the five o'clock news. Speak slowly and plainly, use simple terms that are easily understood. Remember there's wind noise to contend with, especially with open face helmets. Your passenger just may be talking at the same time, and you know your priority. Hold the key for just a second when you are finished, then release it. Don't try to "quick key", or key just as soon as someone else lets off their key. Allow a little time in between transmissions. When two people are conversing, do not try to jump in with some smart comment, most of the time you will "double" with them, and nobody understands anybody.

Try listening to other people, using the helmet speakers and then with the fairing mounted speakers. I find that the fairing speakers are far superior, when I am wearing my open face helmet. After all, these speakers are about 5 times larger than those little bitty ones in your helmet.

The microphone in a full-face helmet is usually the best; after all, you do not have the wind noise quite as much as with an open face helmet.

Try talking to the bike right ahead of you, and then the farthest bike away. You may be surprised to find out that the guy who is the farthest away hears you the best.

Do not try to talk over a real powerful station that is talking at the same time. It just does not work; Physics and all that stuff. One problem is called skip, or DX in radio lingo, these are powerful stations transmitting hundreds of miles. To cut them out, just turn up your squelch, that's the other knob on your radio. Some times you hear DX, some times you do not. It has to do with sun spots and weather conditions. The squelch control cuts out all of the low powered noise.

Normally, in a group ride, there are times like first starting out and coming to rest at a gas or food break, we give up the CB to the Group Leader and his Tail Gunner. It is just a matter of safety. After all, we are coming to a stop and we can take the helmet off and talk like real people.

Remember, if your co-rider is talking to you on the intercom and either of you press the transmit buttons, everyone in the group will hear what is being said. That could be a big oops!