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HOLMESBURG AMATEUR RADIO CLUB, INC.

(a non-profit corporation)

P.O. BOX 6253 ~ PHILADELPHIA, PA. 19136

(Affiliated with the West Link Radio Network, Inc.)



FIRST CLASS MAIL

MEETING
NOTICE
DEC-8

Personal For:

AAU EDITH ROSNER
W3AAU
645 ARTWOOD DR.
PHILA PA 19115



NEWSLETTER

DEC

1985

The Newsletter is a publication of the Holmesburg Amateur Radio Club, Inc. Anything that is printed in this paper may be reprinted providing the proper credit is given.

Deadline for Articles: Delivered to the P.O.Box 6253 address by the 15th of each month. You may send directly to the Editor

Editor reserves the right to edit, reject, reduce, etc. all items to be published. WE WELCOME YOUR INPUT!!

SUBSCRIPTION RATE: \$3.00 per year "BUY/SELL/TRADE/ETC.": FREE

1985 CLUB OFFICERS AND TRUSTEES

PRESIDENT:	K3UKW Tony Musero	1 Year Trustee:	WA3QQD Charlie Zeager
VICE-PRES:	WA3IJZ Joe Pearlstein	2 Year Trustee:	KB3SM Bob Brocklehurst
TREASURER:	WA3IFY Jay Kuperman	3 Year Trustee:	W3AAU Edith Rosner
SECRETARY:	K3HIN Richie Albert	Club Historian:	W3AAU Edith Rosner 645 Artwood Drive Philadelphia PA 19115

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P.O. BOX 6253 ~ PHILADELPHIA, PA. 19136



NEWSLETTER

2

THE PREZ SEZ

DEAR MEMBERS:

AS WE MOVE INTO THE HOLIDAY SEASON I WISH THAT ALL OF YOU HAVE A SAFE & PLEASANT ONE.

AT THE UPCOMING DEC 8, MEETING RON CARDULLO WILL SHOW ALL OF US THE NEW REPEATER THAT WAS RECENTLY PURCHASED. YOU WILL HAVE AN OPPORTUNITY TO SEE IT FOR YOURSELF. YOU WILL BE ABLE TO ASK QUESTIONS AND RECEIVE ANSWERS AS TO HOW IT WORKS ETC.

IT SHOULD BE VERY INTERESTING TO THOSE WHO HAVE NEVER SEEN A REPEATER BEFORE.

AGAIN, PLEASE JOIN US ON DEC THE 8TH.

73S TONY MUSERO, K3UKW

PRES/ HARK

FROM THE EDITOR :

WE HAVE A VERY FINE ARTICLE FROM BEN WDBRYV THAT HE GOT FROM G.M.C. ABOUT INSTALLING TWO WAY RADIO SYSTEMS. IT SEEMS THAT SOME RADIOS EFFECT THE NEW IGNITION SYSTEMS ETC.

SO FOR ALL OF YOU PEOPLE THAT ARE GOING TO INSTALL YOUR RIG IN YOUR NEW CAR THIS IS FOR YOU . AGAIN, BEN THANK YOU VERY MUCH.

TO THE REST OF YOU WHO COMPLAIN THAT WE DO NOT PRINT VERY MUCH ABOUT OUR CLUB DOINGS, THAT ' S BECAUSE NO ONE SENDS THEM TO ME.

I WILL QUOTE FROM MY FATHER WHO HAS LONG PASSED AWAY " HE WHO SITS ON HIS HANDS GETS NOTHING DONE " THANKS DAD.

LETS HAVE SOME NEWS OR DON'T COMPLAIN.

TILL OUR NEXT ISSUE 73S. RICH K3HIN.

NEWSLETTER

WHAT TO DO ON 902?

The ARRL - approved national band plan for the new 902 - 928 MHz band could fall by the wayside if inexpensive synthesized FM radios begin to flood the US market. Such radios are plentiful in Japan, being manufactured by such major suppliers as NEC, Mitsubishi, Shabara - Ku, Sun Electron and several others for the Japanese Citizens Radio Service.

While these sophisticated radios sell for the equivalent of \$500 in the domestic Japanese market, a demand for such an item in mass quantity from the United States could drastically reduce the price.

One public relations specialist who has seen and used these rigs speculated that a price in the \$150 to \$200 range could create a major market for them among US hams looking for an alternative to VHF or UHF communications in that often crowded spectrum.

Unfortunately, these offshore radios do not conform to the ARRL band plan, nor can they be easily converted to do so.

If some individual or company strikes the right deal and begins importing these transceivers in quantity, it could mean a death blow to the ARRL 902 MHz band plan before it ever gets the chance to be implemented and tried out.

However, if the radios show up at their current Japanese retail price, it's doubtful they will have any more sales than the recent entry of imported gear for the 1240 MHz band, nor have any impact at all on the development of the 902 MHz band in the USA.

**Do you
remember
your first
QSO?**



Mike Peterson sure does! His exciting first contact was the beginning of a new world for him — a world without restrictions — a world supported by the Courage HANDI-HAM System.

The Courage HANDI-HAM System is an organized group of disabled and able-bodied licensed hams, who help individuals with physical handicaps become involved with Amateur Radio.

As a HANDI-HAM member, Mike's travel adventures have not been limited by his wheelchair. If you'd like to help HANDI-HAM students travel the airways and discover the thrill of making the first QSO, contact the address below.

Ⓒ COURAGE HANDI-HAM SYSTEM Ⓒ
Courage Center, 3915 Golden Valley Road
Golden Valley, Minnesota 55422 WAØQWE

CELLULAR TELEPHONES are fast becoming a California middle income status symbol, much as CB radios were about 10 years ago. Sales of cellular car phones are growing at a rapid pace in the state, with many apparently being purchased for recreational purposes. Driving along the freeways in the Los Angeles area, one will note cel - tel users greeting others with a short burst of their horns or a simple wave. It has also been reported that two "cel-tel recreation radio clubs" have been formed in the Los Angeles area, and at least one such group exists near Coronado - San Diego. The demographic make-up of these clubs is reportedly "mid - middle income," with many owners expressing the view that the phones are not really needed, but are the "in thing" to have. Is "cel-tel" on its way to becoming the CB of the 1980's?

Check the expiration date on your license. If you need a 610 Form, we will try to get one for you. Only the new version of the 610 form is being accepted now by the FCC. Don't let your license expire.

NEWSLETTER

EPA FEEDLINE //

INTRODUCING ...
 KAY CRAIGIE KC3LM ASSISTANT SECTION MANAGER NEWSLETTER EDITOR

While attending Georgia State College in Atlanta, her hometown, Kay produced and hosted a thrice-weekly radio program on the college station, a lotsa-watts commercial FM affair farmed out to the students to meet simulcasting restrictions of those days. Career opportunities for women on the air in radio broadcasting didn't yet exist, so Kay came to the Philadelphia area in 1968 for a Ph.D. in Folklife Studies at Penn. After the degree in 1972 and a brief teaching stint at the University of Maryland she returned to the Delaware Valley in 1975 and has since taught part-time at Cabrini College. Currently Kay works as one of the non-teaching staff of Conestoga High School. She and her OM CARTER KA3IME have a 7 year old daughter, Jenny, an amazingly tolerant young person.

Soon after receiving her Novice ticket in 1983, Kay became editor for the MID-ATLANTIC ARC; under her leadership the newsletter REMARCS has won "newsletter of the month" from 73 magazine and has been excerpted in WORLDRADIO, AMATEUR RADIO NEWS SERVICE, and several other club papers. Kay now holds an Advanced license and was appointed Assistant Section Manager in the fall of 1984 with the responsibility of developing a Section newsletter for EPA. She also holds an OBS appointment for her weekly bulletin on the MID-ATLANTIC ARC's 147.06 repeater. In Amateur Radio, Kay enjoys modest DXing and RTTY. For the third year she and Carter are conducting a Novice license class. Outside of radio, she likes to compute, write, read mysteries and science fiction, and make genuinely deplorable puns.

AT ANY MOMENT

Yes, as our SEC BOB JOSUWEIT WA3PZO says, this is a title familiar to all of us -- but how true it is. We never know when we are going to be called on to provide vital communications. Are you ready to be told at 1 AM of a chemical accident which may require the evacuation of 30,000 people? CHESTER COUNTY ARES got such a call on August 28 and responded. Still others braved the frustration of trying to pass welfare inquiries after the Mexican earthquakes. Many helped during hurricane Elena and her unappetizing sister Gloria. During the latter storm situation, Amateurs from MID-ATLANTIC ARC and SUBURBAN ARC stayed the night at Red Cross headquarters in Philadelphia, while ASM KAY CRAIGIE KC3LM (who dat?) helped SEC BOB JOSUWEIT WA3PZO multi-op his home station. JEFF CHAPMAN WA3RIZ, with major help from VIC TENAGLIA KA3JCR, Skywarned in the Philly area. EC's, DEC's, traffic handlers, Skywarn net members, and ARES and RACES groups in EPA staffed stations long hours in case this very dangerous storm turned her full nastiness at us. We lucked out this time, but the question remains: are you prepared?

BULLETIN

JUST AS WE WERE GOING TO PRESS A FLASH NOTICE FROM THE FCC'S ENFORCEMENT DIVISION SAYS THEY ARE STARTING REVOCATION PROCEEDINGS AGAINST A WEST VIRGINIA EXTRA CLASS LICENSEE--J. FRED RILEY. WABAJN, KENOVA, WV.

NEWSLETTER

PROGRAM OF HEAVY FINES CONTINUES
FLORIDA HAM SOCKED \$2,477.28 FOR
MALICIOUS INTERFERENCE

The program of heavy fines and penalties for violating the revised Communications Act of 1934 as initiated by Senator Barry Goldwater (K7UGA) is further being demonstrated by FCC Courts around the Nation. E. B. Sykes, W400, a Florida ham settled up a fine that at first he said he wasn't going to pay according to news sources. It totaled \$2,477.27--(\$550.00 fine, \$1,927.27 court costs.) A neighbor ham complained to the FCC that Sykes was "maliciously interfering with his transmissions," explaining that he was operating on his second harmonic to do it and not be charged with "deliberate interference". The FCC parked a van outside, had the neighbor operate on a certain frequency, then picked up Sykes for running excess power on the Novice bands, an easy case to prosecute.

Another heavy fine was to James Brantley, K6KPS, an Advanced Class Licensee of Los Angeles, CA, of \$2,000.00. If the fine had not been paid by the latter part of October, U.S. Marshalls were expected to seize equipment and allied equipment, etc.

902 TO 928 MHZ BECOMES AVAILABLE to amateurs soon. The Commission has added amateur operation in this spectral parcel on a secondary, non-interfering basis for all FCC licensed hams holding licenses above Novice Class. A wide range of emission modes has been authorized for the new band, which was authorized for use by radio amateurs, pursuant to the Final Acts of the World Administrative Radio Conference held in Geneva, Switzerland in 1979. The only restriction to amateur access to 902 - 928 MHz is at the White Sands Missile Test Range in southern New Mexico. This move prohibits amateur use of these frequencies within the White Sands test facility, and restricts amateur use for 150 miles surrounding White Sands to a peak envelope power output of no more than 50 watts. This action was taken to protect primary status radiolocation operations at the missile test site.

The Commission simultaneously removed access by US hams living north of the geographically defined "Line A." Line A begins at Aberdeen, Washington, runs through the southern most point of Deluth, Minnesota, continues through the southern most point of Bangor, Maine and terminates at the southern most point of Searsport, Maine. This action was required by a joint US - Canadian agreement which went into force on April 7, 1982. Both actions become effective at 0001 UTC on September 28, 1985. (By FCC action August 8, 1985: Second Report and Order, PR Docket 85-460)

Autopatch Protocol from The Listening Post, official newsletter of the Orlando Amateur Radio Club, Inc.

The use of the autopatch on the various repeaters has been brought to my attention. Well, that's what they're there for, aren't they, to be used? Right.

The problem comes with the way they are being accessed.

It is normal procedure to give one's call before accessing the patch and again when the call has been completed or cancelled, clearing the patch.

However, there have been some instances when the patch has been accessed with no identification of the station accessing it.

This is technically an unidentified transmission and as such is a violation of regulations.

There is the possibility that the patch could be raised in a hurry for an emergency call. That I would not fault, so long as the station identifies after the call.

It is understandable that there could be a technical difficulty with the tone pad causing it to short out the mike. If this were the case, then the call could not be completed because of the shorted mike, the person on the other end would not hear. I had a pad short the mike one

time when I was testing it and I immediately disconnected the pad and identified. So I can understand how it could happen.

If the station does not identify then the "controll operator" could exercise his authority to "knock down" the patch. This would be regrettable but could be necessary.

So if you are going to use the patch please identify yourself and your intent, make the call, and clear the patch lest we get into more serious problems.

NEWSLETTER

GENERAL MEETING 11/10/85

MEETING STARTED 10:01
MINUTES WERE APPROVED AS READ

TRES REPORT :
INCOME \$ 341.89 EXPENSES \$ 1815.82
TOTAL IN BOTH ACCOUNTS \$2,311.83

OLD BUSINESS :
TONY BROUGHT UP THE DUES STRUCTURE TO BE CHANGED AND A VOTE WAS HELD.
16.00 DUES & 10.00 INT. FEE 10 FOR 8 AGAINST.
12.00 DUES & 8.00 INT. FEE 8 FOR 10 AGAINST.
THE NEW DUES STRUCTURE IS AS FOLLOWS:
\$16.00 DUES \$ 10.00 INT. FEE SENIOR CITIZEN & UP TO HIGH SCHOOL STUDENT. \$ 12.00 FLAT RATE.

ELECTION COMMITTEE:
NOMINATIONS WERE READ OFF AGAIN BY WA3OQR CHARLIE.

NEW BUSINESS:
DRILL WILL BE HELD ON NOV. 16.,.
BOB HACKIE DIST. E.C. KA3BVB , BOB JUAWITT PA.E.C. WA3PZO, & GIL GILPIN PHILMONT R.C. W3SRU WERE AT THE MEETING TO TELL US ABOUT IT, AND HOW IT WILL WORK.

TONY WON THE 50/50

MEETING ADJURNED 11:15 AM.

RESPECTFULLY SUBMITTED
RICHARD ALBERT K3HIN
SEC./HARC

HAPPY HOLIDAYS

From the STAFF OF
The HARC
Newsletter

INSTALLATION GUIDELINE

(refer to the enclosed figures during installation)

1. Transmitter Location

- A. Locate transceiver for remote radios on driver's side of trunk as near to the vehicle body side as possible.
- B. One piece transceivers should be mounted under dash or on transmission hump where they will not interfere with vehicle controls or passenger movement.

2. Antenna Installation

- A. The antenna should be a permanent-mount type located in the center of the roof or center of the rear deck lid. Glass mounted antennas should be kept as high as possible in the center of the rear window or windshield. If a magnetic-mount antenna must be used, care should be taken to mount the antenna in the same location as a permanent mount type. If a disguise-mount antenna is used, great care should be taken to shield the tuning network from vehicle electronics and wiring, or to mount the tuning network in an area completely clear of vehicle electronics and wiring.
- B. Each vehicle model and body style reacts to radio frequency energy differently. When dealing with an unfamiliar vehicle, it is suggested that a magnetic-mount antenna be used to check the proposed antenna location for unwanted effects on the vehicle. Antenna location is a major factor in these effects.

3. Antenna Cable Routing

- A. Always use a high quality coax (at least 98% shield coverage) routed away from the Engine Control Module (ECM) and other electronics modules.
- B. Care should be taken to avoid routing feedline with any vehicle wiring.

4. Antenna Tuning

- A. It is important that the antenna be tuned properly and reflected power be kept to a minimum. (VSWR < 2:1)

5. Radio Wiring and Connection Locations

- A. Transceiver Power Leads:
These connections should be made directly to the battery itself, including the ground, or to the jump start block on vehicles so equipped. The transceiver power feeds should be #10 AWG wire or larger, twisted if possible. The ground wire should not be attached to the body at any point. Appropriate in-line fuses for both the positive and ground leads should be located as near the battery as possible.

NOTE:

It is recommended that a fuse be placed in the transceiver ground lead to prevent possible damage to the transceiver, in the event the battery to engine-block ground is inadvertently disconnected.

For ONE-PIECE TRANSCEIVERS where ignition switch control is desired, a 12 v power contactor must be installed in the transceiver positive lead. The contactor should be located at the vehicle battery with the coil of the contactor driven through an appropriate in-line fuse from an available accessory circuit or ignition circuit not powered during cranking. The coil of the contactor must return to battery negative.

B. Handset or Control Unit Battery and Ground:

Any ground lead from a handset or control unit must return to battery negative. It is preferable that the positive lead for a handset or control unit be connected directly to the battery. It is recommended that the handset or control unit positive and ground leads be appropriately fused separately from the transceiver positive and ground leads. If ignition switch control is desired, the handset or control unit positive lead may be connected through an appropriate in-line fuse to an available accessory circuit or ignition circuit not powered during cranking.

C. Connections for Multiple Transceivers and Receivers:

If multiple transceivers or receivers are to be installed in the vehicle, power leads to the trunk or under dash should be terminated in covered insulated buss bars. All transceivers or receivers may then have their power leads connected to the buss bars. This makes a neater installation and reduces the number of wires running to vehicle underhood.

6. Wire Routing

- A. The power leads should be brought through a grommet on the driver's side firewall. For trunk-mounted transceivers, the cables should continue on along the driver's side door sills, under the rear seat, and into the trunk through the rear bulkhead. If the battery is located on the passenger side, battery leads should cross the vehicle in front of the engine. All attempts should be made to maintain as much distance as possible between radio power leads and vehicle electronic modules and wiring.
- B. For police vehicles, radio power leads should be routed in the conduit provided with the option package.

7. Troubleshooting

- A. Should vehicle problems develop following installation, the source of the problem should be determined prior to further operation of the vehicle.
- B. Possible causes of vehicle problems include:
 1. Power feeds connected to points other than the battery.
 2. Antenna location.
 3. Transceiver wiring located too close to vehicle electronic modules or wiring.
 4. Poor shielding or poor connectors on antenna feedline.

8. Contact and Feedback

- A. GM vehicles have been designed and extensively tested for immunity to known sources of RF energy. However, it is impossible to test for every combination of RF sources and installations. If a persistent condition is encountered,

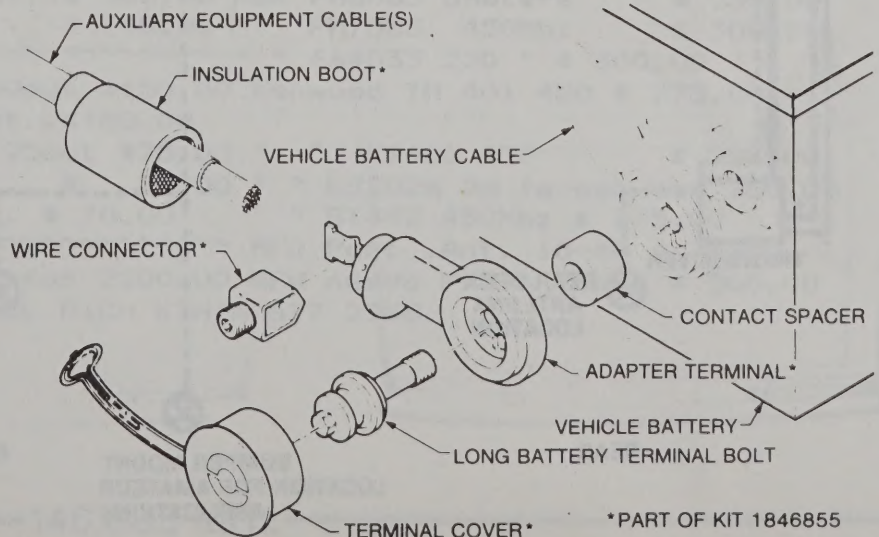
WRITE TO:
EMC DEPT. - MR
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GENERAL MOTORS PROVING GROUND
MILFORD, MICHIGAN 48042-2001

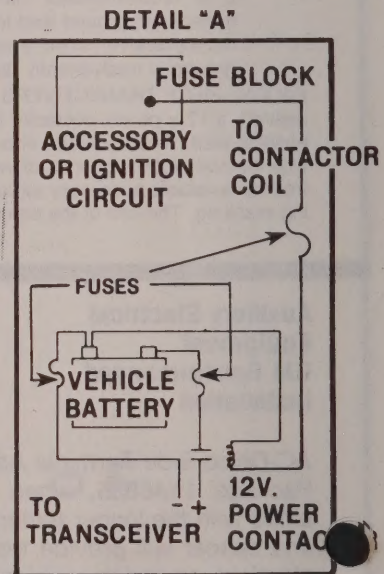
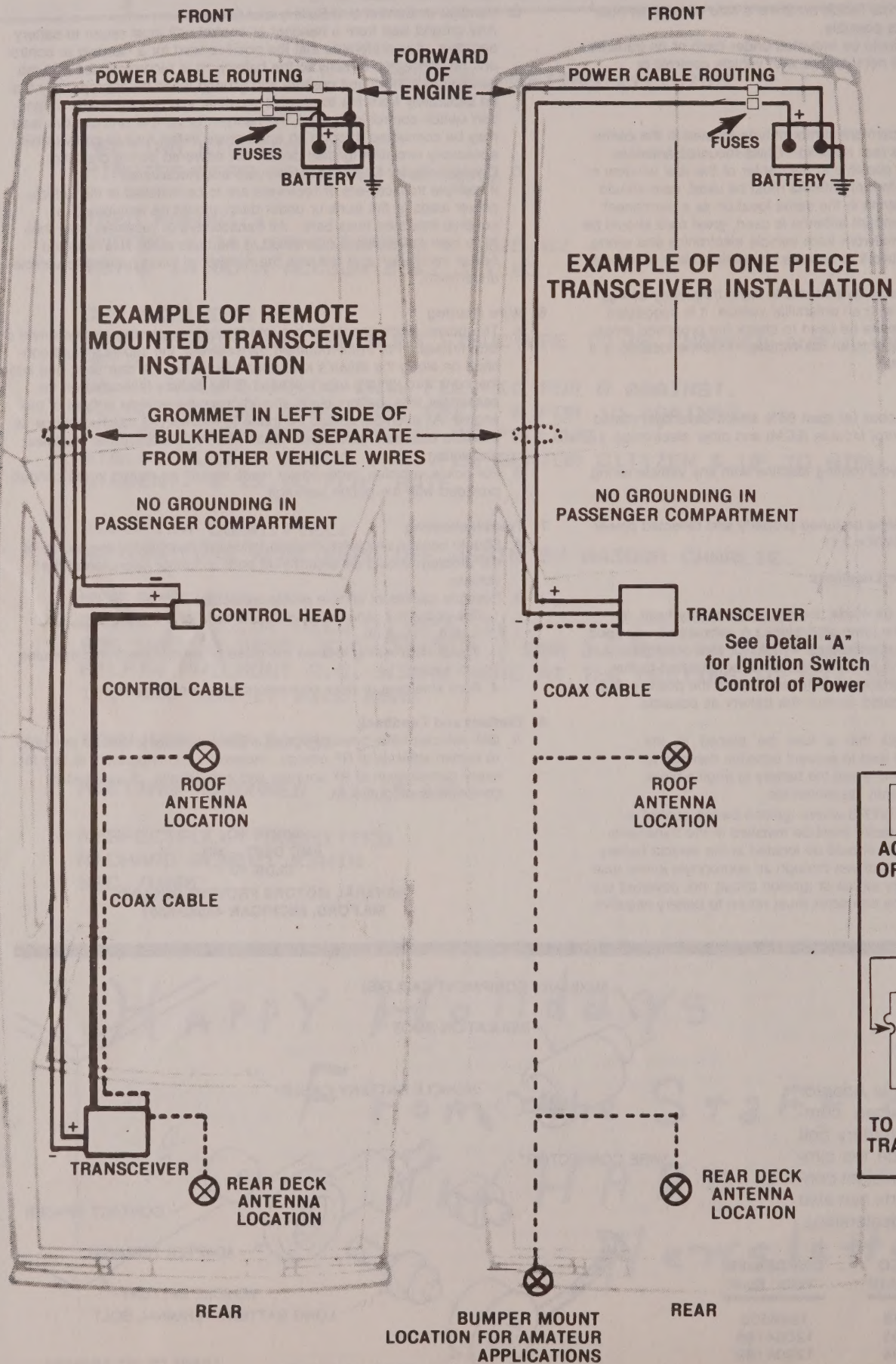
Auxiliary Electrical Equipment GM Recommended Installation

AC-Delco Side Terminal Adaptor Package 1846855, when combined with the longer battery bolt and spacer will provide the simple, tight, corrosion resistant connection illustrated. Parts can also be purchased at car dealerships.

Item	AC-DELCO Catalog 7A10	CAR DEALER "Parts" Book
Kit	1846855	1846855
Bolt	7803	12004188
Spacer	7804	12004189



TRANSCEIVER INSTALLATIONS



NEWSLETTER

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DRAKE TR4CW, AC4p/s, MS4 speaker / \$
300.00
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R4B, AC4, MS4.... \$ 300.00

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B215 2. " "	2in 150out..	\$ 250.00	Trac one + deluxe CMOS keyer	
B108 2 " "	10in 80out..	\$ 175.00	TE464	\$ 110.00
B23A 2 " "	2in 30out..	\$ 100.00	Trac one C W Pross. TE424	\$ 95.00
B23S 2 " "	2in 30out..	\$ 90.00	Trac CMOS Keyer TE122	\$ 55.00
~~~~~			Kenwood CD10 Call Disp.	\$ 85.00
C3012 220	30in 120out..	\$ 175.00	FT 480R, FT 680R, FT 780R	\$ 75.00
C1012 "	10in 120out..	\$ 200.00	Yeadu FV 107 Remote VFO	\$ 75.00
C211 "	2in 110out..	\$ 200.00	Yeadu NC-1A Desk Charger	\$ 80.00
C106 "	10in 60out..	\$ 150.00	Tentec 283 Remote Vfo(580)	\$ 65.00
C22A "	2in 20out..	\$ 85.00	Tentec 263 " " "	\$ 105.00
~~~~~			Telex double header mic	\$ 70.00
D3010N 450	30in 100out..	\$ 275.00	" " 63540 " " "	\$ 35.00
D1010 "	10in 100out..	\$ 295.00		
D1010N "	10in 100out..	\$ 300.00	KDK FM6033 6meters	\$ 250.00
RC-1 Remote Amp Control		\$ 40.00	" FM7033 450Mhz	\$ 300.00
~~~~~			" " fm4033 220 "	\$ 300.00
Vocom 2C100 2 meter	2in 100out	\$150.00	Kenwood TM 401 450	\$ 275.00
Amcomm 2M25 " "	10in 120out..	\$150.00		
Hustler HVA225 2Meter	2in 25out	\$75.00	" " ST400 450 "	\$ 225.00
Ten tec 2425 2m	2in 25out..	\$ 75.00	" " LS202A 2m fm-ssb ht	\$ 260.00
Ths PA-1-10 2m 1in 10 out..		\$ 70.00	" " ST442 450Mhz	\$ 275.00
~~~~~			MFJ Port .Ant. 10-40	\$ 75.00
Tentec Titan Mod.425	sells for 2200.00		NEW needs P/S & Tubes	\$ 500.00

EVERYTHING NEW IN BOXES CALL RICH K3HIN 677 2288

NEWSLETTER

YOUNGSTOWN, OH "PIRATE STN" MONITORED

"Bootleg" stations operate in the broadcast bands. "Pirate" stations are being monitored in Youngstown, OH; Miami and Orlando, FL; Richmond, Charlottesville and Staunton, VA; Minneapolis, MN; Washington, DC, Louisville, KY; Newark DE; Waterbury, CT; Grand Rapids and Lansing, MI; San Francisco, CA; Arkansas City, KS; and Fort Smith, AR. A pirate station with the call letters "KRZY", and that he was, was picked up in March of this year and fined \$1,000.00. He returned to the air in August when U.S. Marshalls seized his equipment. This time he was operating on 7440 khz and had changed his made up call letters to "KBBR". He now faces a penalty of one year in prison, \$10,000.00 fine.

The FCC asks for assistance and information on locating these stations. Contact: Engineer-in-Charge, FCC, P.O. Box 1588, Grand Island, NE 68802-1588, phone 308-382-4296.

HOLDERS OF COMMERCIAL radio operator's licenses have until December 31, 1985, to apply for a "lifetime diploma" type document. If your license was issued after January 1, 1979, you must file your request with the FCC field office that issued your last license or license renewal. If your present license has any specialized "endorsements" you must submit a photocopy of your license to receive these credits on your "lifetime" document. When filing an application, write "Lifetime Commercial License" above the field office street address and include a standard #10 SASE. For an unfolded license, you must submit a minimum 9 1/2 by 12 inch SASE. After December 31, 1985, a "card type" renewal document will be issued that will carry a restrictive endorsement to prohibit its being used for broadcast purposes. Tnx
Lincoln Log.

NEWSLETTER

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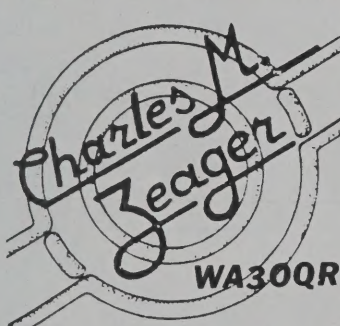
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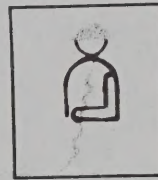
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NEWSLETTER

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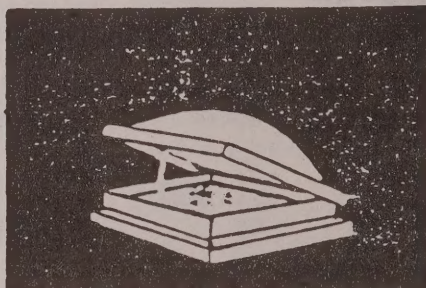
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