

ULTRA MOTOR COACH CLUBS, INC.

— A NON-PROFIT CORPORATION —

National Board of Directors Meeting - July 3, 1977
Big Cottonwood Canyon - Salt Lake City, Utah



Eastern Members Present

Cas & Neva Brining
Don & Estelle Richards
George & Vi Krantz

Absent

Dorothea Fearing

Western Members Present

Barr Musser
P. W. Donaldson
Roma Smith
Evelyn Shepherd
Ernest & Edna Newhouse
Will & Ima Nielsen
Mary & Esther Snyder
Will & Rachael Helander
Mel Dinesen
Ed Martin
Elga & Hilda Green

Absent

Fran O'Mara
Al & Virginia Lyles
Len & Edy Ryerson
Thelma Musser
Dick Baker
Tod Kollar

The meeting was called to order by the president Barr Musser and a welcome extended to all.

Minutes of the last meeting were accepted as mailed.

Edna Newhouse gave treasurer's report as follows:

Previous balance	\$943.18
Receipts	863.75
Disbursements	1565.96
Present balance	240.97

Cost of the 1977 Club Directories was \$401.44 Report accepted as read.

Wagonmaster Mel Dinesen reported 38 coaches present to date.

President Barr Musser asked Roma Smith, P.W. Donaldson, and George Krantz to work out round table sessions for the last meeting. Barr also thanked Vi Krantz for accepting the job of recording secretary for the day.

Will Nielsen suggested that both the Easterners and Westerners publish their plans for the rallies in 1978.

Barr Musser asked the Eastern and Western directors to introduce themselves and tell what they drive.

It was noted that Barr Musser had mailed a special letter to all members regarding the new Service Manual. Ernest Newhouse made a motion that Barr be reimbursed for the printing and postage. Oked.

Next rally is expected to be in Wisconsin in October. To be hosted by Ron

Western's next rally will be in Walla Walla, Washington on October 13. To be hosted by Murray and Bettye Fisher. January 1978 rally finalized for 26-29 in Black Canyon which is north of Phoenix, Arizona. The April rally will be in Northern California. More information in the flyer.

The EMU'S will host the next national rally. Mory Snyder recommended we establish a month for the National Rally. The west would like it in the fall because of the heat. Don Richards felt the summer would be easier for those with children still in school. No decision was made.

Barr Musser thanked George Hough for the maps and books on Arizona. He also thanked Tom Shepherd for the flags for the July 4th breakfast, Fran O'mara for games, prize

Ernest Newhouse explained the difficulties with the jacket supplier, and asked permission to change if conditions didn't improve. Vi Krantz made a motion "permission to change suppliers be granted if necessary" seconded by Neva Brining. Permission granted.

Dick Baker wrote about insurance problems. Dick also wrote about a good bumper called the big D. It is made of rubber in 2 sizes.

Foma Smith brought up the question of changing magazines. Cost discussed, no decision was made. As a result of letters in the Motorhome Life, requests and inquiries for Ultra Coaches has increased.

Bob Shell of Richmond, Ca. looked into building of Ultra Coaches but because of demands of the E.P.A. says he will not. Bob will help rebuild Ultra Coaches; Mory Snyder recommends his work.

The manual being worked on by Edy & Len Ryerson was discussed. Anyone wanting the manual should send \$50.00 to Len immediately.

The meeting was adjourned.

Respectfully submitted:

Violette Krantz Recorder

Evelyn Shepherd Secretary

Evelyn Shepherd

MINIRALLY INVITATION

for a FRIENDLY get-together

You are invited to join the _____ UV# _____

for _____ at _____

_____ on _____

Please bring along:

Your family



Pets

A relaxed attitude

Latest funny jokes



Something for potluck dinner



Your talents



A guest



Cooperative weather

Entertainment material (musical instruments, _____ games, etc.)

Your walking shoes

A camera, fieldglasses



An inquisitive spirit

A yen for a larger circle of friends



_____ (you fill in this one)

Comments -

Can you join with us at the above place and dates?
Any suggestions will be most welcome.



Your ULTRA friends _____

ULTRA MOTOR COACH CLUBS, INC.

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Minutes of General Meeting - July 4, 1977
Big Cottonwood Canyon - Salt Lake City, Utah

Ernest Newhouse had a number drawn from the box to show Christy Barden won the Battery Isolator (given by the mfg), and the North American Tour Guide (given by the Wheeler Publishers) was won by Mel Dinesen.

Freda Robinson called out "Happy 4th of July" while Rachael Helander broke a paper bag filled with air, then we sang the Ultra Song composed and led by Rachael Helander.

President Barr Musser called the meeting to order and welcomed everyone to the great State of Utah.

The minutes of the last meeting were accepted as received in the mail.

Edna Newhouse gave the treasurer's report as follows:

Previous balance	\$943.18
Receipts	863.75
Disbursements	1565.96
Present balance	240.97

Report accepted as read.

Thelma Musser gave a report of registration; 42 coaches represented, 77 people, 7 dogs and 1 cat. Wagonmaster Mel Dinesen reported 39 Ultra Coaches present.

July 5th coffee hour will be at 9 A.M. and at 10 A.M. be ready to board buses with box lunches for a tour around the Tabernacle, Temple, College, Great Salt Lake and Bingham Copper Mine. Return will be in time for the catered dinner.

Appreciation was expressed to George Hough for the Arizona Maps and books and to Tom Shepherd for the flags.(also for the tents produced at rainy rallies.)

President Barr Musser asked the EMU directors to introduce themselves and offer suggestions. George Krantz, Don Richards, and Gus Brining each expressed his feelings and President Musser reminded us "Love for our fellow man makes the club what it is."

Western officers included Will Nielson the immediate past president, director Bill Hellander(who added a plug for the Wisconsin Dells rally in October).

George Hough asked for applause for the devotion of Fred Leary.

Dick Baker was not present because of his mother's surgery but had stopped by to report success of fight to park RVs on your own property. He also told about finding rubber bumpers for the Ultra Coach that will be more serviceable than the present ones.

Herb Elkins reported on the results of check on vehicles propane gas lines.

Chance & Margaret Fitzgerald's telephone number, missing from new book, was given by an

President Musser introduced Social Director Esther Snyder who admonished us to continue to have fun. She also said the things planned by Thelma and Barr were falling into place.

Elga Green, badge chairman, travels a lot but takes care of business when he returns.

Ed Martin asked people to send news and suggestions for the newsletter.

Will Nielsen reminded the group Ed Martin and Anita Teft (we missed you Anita) have been members 11 years and drive their original coaches.

Edna Newhouse reported 6 new members since the new 1977 Directory was printed.

Walter & Elizabeth Payne and son Tom from Rochester Minn. arrived to represent the 41st coach. They recently purchased #535 from the Chet Vale's.

Evelyn Shepherd introduced as secretary said she has someone to take the minutes and she will do the rest.

Mory Snyder displayed a \$4.00 valve for propane tanks, available at most propane dealers, that cuts egress of gas to a trickle and could save an explosion in case someone ran into the rear of the vehicle.

Elga Green reminded the group of the manual Len and Edy Ryerson are assembling. Those wanting one are urged to get their money and order in immediately to Len. Mory Snyder pointed out it will cost \$50.00 now but could be more after printing.

Meeting adjourned to have drawing.

Respectfully submitted:

Violette Krantz Recorder

Evelyn Shepherd Secretary

Evelyn Shepherd

CLUB TREASURER'S DETAILED QUARTERLY REPORT

Checking Acc't Bal. as of 4/11/77 \$ 943.18

RECEIPTS

Membership dues received	\$ 130.00	
Yosemite Valley - Registration fees	42.00	
Name Badges - 6 @ \$2.00	12.00	
Club Stationery Cards	4.50	
Calling Cards	3.50	
Club Jackets, Caps, Hats, Etc. (WMU - \$213.50, EMU - \$458.00)	671.50	
Miscellaneous Receipts (Fines)	.25	\$ 863.75

DISBURSEMENTS

Motorhome Life Subscriptions	54.00	
Yosemite Valley Rally Expense - M. Snyder	27.96	
Postage - Evy Shepherd	72.24	
E. Newhouse	34.10	
The Spruces - Utah Rally Site Reservation	60.00	
Nat Nast Co. (Jacket order)	593.65	
Artcraft Embroidery - Balance due	14.99	
U. S. Postoffice - mailings	38.90	
Dorfman Pacific (Caps - Hats)	148.69	
Sir Speedy Printing - Flyers, Minutes	42.88	
Misc. Office Expense - Edy Ryerson	29.89	
E. Newhouse	28.46	
International Printers (Directories)	401.44	
Business Envelope Mfgs.	18.76	<u>1,565.96</u>
		<u>-702.21</u>

Checking Acc't Bal. 6/14/77

\$ 240.97

ULTRA POSTSCRIPTS ★★★★★

By Ernest Newhouse

This time POSTSCRIPTS will consist of a "potpourri" of all types of material. We include a few good ideas from Club Members, a smattering of highlights from the National Ultra Rally, a few more-or-less interesting observations taken at random, plus sundry data that perhaps will be of some help to Ultra Club people generally.

"IF EVERY HUSBAND had a self starter, his wife wouldn't have to be a crank"

Richard Baker #401 wrote to give us his new address in Reno. Further, he wanted to report that he had made one important discovery: The Distributor Vacuum Hose does NOT belong on the Idle Adjustment Screw, even though it will fit. He hopes we will pass this along to everyone. Dick, see we did! Another thing...he asked me to remind the Board of Directors that they have not yet acted on his application for his 100,000 mile pin. He now has 145,000 miles on his Ultra Coach, and he didn't want to embarrass the Board by applying for his second pin before they issued his first. EDITOR: Maybe the Board had better get on the ball.

"HISTORY is a vast Early Warning System - - LEARN from it"

Per information we gleaned at the Salt Lake City rally, there were 42 Ultra families in attendance, plus quite a few guests. Even Skip and Welma Dowell from Florida, early officials of the club, attended. That wonderful turnout of Ultras from the FAR EAST was remarkable and most welcomed. Believe we counted 14 "eager beaver" coaches parked at Barr's "X-Ranch" several days before the rally started, and 16 afterwards for the Grand Finale. What a sight! The KSL Television man even came to take movies for CBS of the big bunch of unusual motor homes parked on the Musser lawn there. Barr and Thelma #163 saw the broadcast on TV later... did anyone else? All of us owe a debt of gratitude to the Mussers.

"TOO OFTEN we enjoy the comfort of opinion without the discomfort of thot"

We have been reminded to stress Spark Timing Adjustment again (especially for the benefit of the newer club members). When we brought home from the factory our spankin' brand new ULTRA (140 engine), the timing had been set by a so-called "expert" at a General Motors Buick Garage. Later I found out the spark fired at 14-degrees before Top Dead Center. That was satisfactory for periods without any headwinds for the level lands of Kansas. But...as we pulled up grades, and after loading up the coach more, and later entering dry desert areas, the engine started to detonate. Ping is a "NO" "NO" for any engine (especially air-cooled types). We could have burned a hole through our pistons right there. Finally we had to retard the setting to about 2-degrees BTDC to eliminate all detonation under those conditions. When getting a Tune-Up at any garage, the mechanic will normally go by the GM Book for spark advance specifications. Well, that could be fine (not always) for an engine in a stock car, but we are doing more lugging with that same engine in a coach - - so WATCH THIS. At first you may want to try 6 to 10 degrees retard from the GM Corvair specs. In order to get full power you do need proper advance, but listen CAREFULLY. Mechanically inclined owners can learn to do timing...just by ear, without Timing Lights, etc. Nevertheless, if your engine pings, whether Corvair, Chevrolet, Oldsmobile, Cadillac, or whatever, don't drive it until you can have this 5-minute adjustment made. OK?

Question: What is PERPETUAL MOTION? Answer: A cow drinking milk.

George Rakous #342 dropped in for a visit a few Sundays ago. He had just bought a spare engine and tranny from Bill Helander #459 and planned to use it to upgrade his coach. You all know, of course, that Bill and Rachael own the only Ultra in the world with a Bronco in it! One week earlier Bryant and Kathy Phillips #604 pleasantly surprised us. They were already looking forward to the big rally in Washington. Must mention that amongst the dozens and dozens of calls and letters that arrive here, we recently heard from the Dr. Oliver Fearings #454. Their "Melody" has now traveled 104,500 happy miles. No doubt about it anymore, these Ultra Coaches will last forever if lovingly serviced and cared for right. Milo Webber #205 called to tell us that he had installed an Automatic Cruise Control on his coach. He mentioned the "Pace Setter" brand, and says that Montgomery Wards also have Throttle Controls, etc. Most are under \$100. He likes his very much. Milo has also been looking into the new graphite crankcase oils available at Richfield Service Stations.

WORDS on Bumper Sticker: FIGHT SMOG - - buy horses.

*** ULTRA POSTSCRIPTS ***

At the National Ultra Rally (SLC) we were parked at 7,400 feet altitude. Even though it was July, the weather was cool. There was a big campfire every evening; and millions of stars and a bright moon. There was music around the fire...and sing-a-longs. Chance Fitzgerald and his violin entertained us. Don Richards with his Concertina and Ima Nielsen on her Mouth Organ performed other evenings. Host Barr sang a long humorous ditty -- all done for our entertainment. Wednesday evening Will Nielsen showed color slides, powered by 603's generator. Evelyn Donaldson was just super in handling those morning Coffee Hours. How about Social Hostess Esther, Wagonmaster Mel, Thelma, Lou, Gus, Fred, Herb, Ken, Ed, Tom, George, Neva, and others. Persons not named performed equally as well in so many ways. Our thanks to everyone who participated. We enjoyed a Steak Fry on Saturday night; Pancake Breakfast the 4th of July; the big Catered Dinner on Tuesday after that grand bus tour of Utah's highlights; then the super Potluck Dessert for Wednesday evening. Some were a bit concerned about the decent and travel home, because of the extra weight added on.

QUESTION: What is a LAST WILL? Answer: A dead give-away.

There are a few more good sources for parts and information that recently were given to us by conscientious club members. These were not included in the earlier POSTSCRIPTS where we listed two pages of "Repair Specialists" located all over the country: OREGON CORVAIR UNDERGROUND, P.O.Box 142, Newberg, Oregon 97132 (you can send 50¢ for their catalog). Then there is CORVAIR KING'S, INC., 2328 No. Rosemead Blvd., South El Monte, Cal. 91733.

"SILENCE isn't always golden; sometimes it's just plain yellow"

Many of you have been at numerous rallies and already know how to care for your foam bumpers. For the few who haven't and don't, and for brand new members, here is repeating one suggestion that is easy to do and that really works: If not too badly damaged, simply fill cracks or gouged-out areas with EXTERIOR "Spackle". This is available at most paint and also hardware stores. Afterwards, you should paint the entire bumper with either Sinclair #250 White Trim, or another good brand of synthetic white enamel. The paint helps prevent any further rapid weathering. Recently member Roma Smith #298 discovered Devcon "Flexane" #60. This is a black Neoprene rubber-like fluid that can be brushed on the bumpers to make them almost permanent. Devcon products can be found at better Hardware stores.

QUESTION: What is a PANHANDLER? Answer: An intern.

Again repeating for the benefit of new members, we are told that original type foam bumpers are still available from: Zephyr Marine, 25 18th Street, Richmond, Calif. 94801 at about \$35.00 per pair (two) plus sales tax and shipping. Harold Honer #492 used "ARMORFLEX" to make his own. This is a dense black-foam tube with 3/4" thick walls. It is used by the plumbing industry around pipes to insulate and prevent sweating. Off-Roaders use it to pad roll-bars. You will need two tubes (6 or 8 feet long), one 2" or so in diameter, the other 4" or 5" OD. You cut both in two lengthwise, using one-half each for front and rear bumpers. Taper all ends on the inside only. Cement the small one on your coach first, then the larger half-tube directly over it. In this way, the smaller size acts as a filler for the hollow of the outer one. Hal says these can be painted white to appear like original bumpers, as can the Devcon mentioned above.

Question: What is an ORGAN RECITAL? Answer: Women discussing their recent operations.

Speaking of putting on mileage, with our first Ultra Motor Home (18 miles per gallon #228), Edna and I criss-crossed good old USA many times. We also traveled coast to coast (round trips) both during 1967 and again in 1969, plus visiting areas of British Columbia, Manitoba, Ontario, and through Quebec. What I'm trying to compare this with is the mileage now on our more recent Ultra #603, which already has surpassed the mileage we put on our first. Do we owners really appreciate our Ultra Coaches? In my humble opinion there has been nothing built to date that can compare in roominess, safety, mileage, handling ease, and durability. One reason they are also considered safer for the occupants: The riveted "one-piece" aluminum body can absorb impact at a more controlled-rate without collapsing, or transmitting so severe a whiplash-consequence, as could happen if one were riding in a heavy box-type motor home. We have always felt safer riding in our Ultras than in our cars. In case of an un-avoidable accident, our coach may get dented, or even telescoped and badly damaged (Heaven forbid!) but inside our "cocoon" we will be comparatively safe. Unlike in a car, there is a lot of area around a person inside a coach, too, to help absorb and diminish possible severe impact. We can't help but completely agree with Arthur Merrifield #476. Like Arthur - we also would not take \$50,000 for ours if anyone should happen to make such an offer. After if a person enjoys traveling, why sacrifice, for mere dollars, the high-mileage number one ULTIMATE until something better becomes available. Maybe, some day?

Sincerely,

Ernest Newhouse

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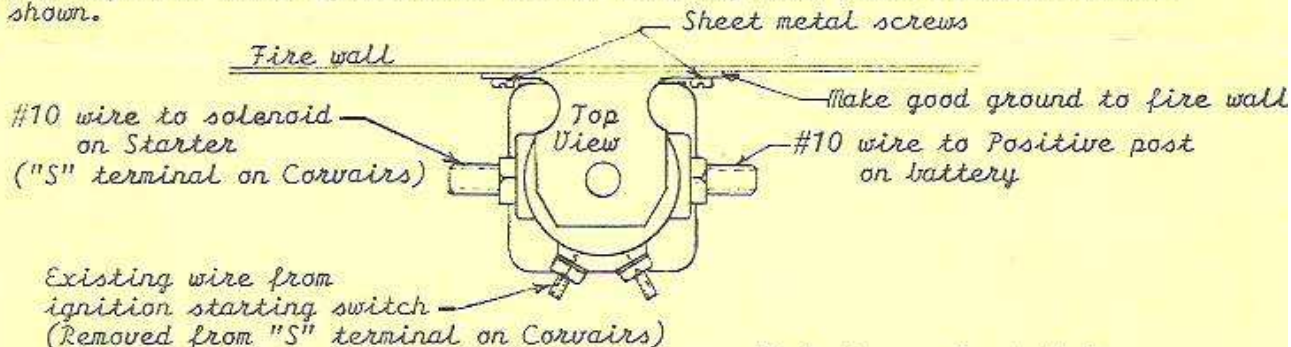


Exchange Information

Technical Report Following The Walla Walla Rally

I was asked to fill in, temporarily I suppose, as your Technical Reporter so here it is.

Hank Yakel, #391 tells us how to buy and install a 12 volt Ford starter solenoid to improve the voltage at the starter by giving the heavy starting current a shorter path from battery to starter. The solenoid may be purchased at Pep Boys for \$3.25 (Grand Auto in the S.F. Bay area wants \$3.69). Install as shown.



Have purchased one of these and will try to find time to install it on #298 before our next Rally.

From #476 we get a good source for the gold tape on our original Ultra Coaches. If you would like to replace yours here is the source; The Sherwin Williams paint Store 1130 South Bristol St., Santa Ana, Calif. 92704. The price was \$12.00 per roll of 77 yards, plus tax and shipping. Order #380 Scotch Polyester Film 3-11 Tape.

Many of our members do their own Coach repainting. Member #603 suggests one of the better finishes for the exterior of your Coach to give the original gloss and color appearance is; Sherwin Williams Brand "Kem Transport Enamel" #SW-F1A-1932 in off white color. This is easy to spray on with your own or a rented sprayer. Be sure to mask all windows & chrome, etc. first. This enamel is used by truckers and is very durable and weather resistant if properly applied.

Member #492 gives source for Back up Lights (clear lens only), Order #414-15 from Peterson Mfg. Co., 4200 East 135th St., Grandview Mo. 64030

Special Notice: Don't forget to mail your 1978 Membership renewal at once to ease the load on the Club Treasurer, Edna Newhouse. Even with all the inflation going on it still includes Motorhome Life Magazine subscription etc., etc. If you haven't renewed yet, please mail your \$10.00 renewal now to-- Ultra Club, 15239 El Soneto Dr., Whittier, Calif., 90605

Dometic Refrigerators: One good source for parts or service is near Los Angeles; The Servex Corp., 9734 Klingerman, South El Monte, Calif. If you need parts etc., try a call here.

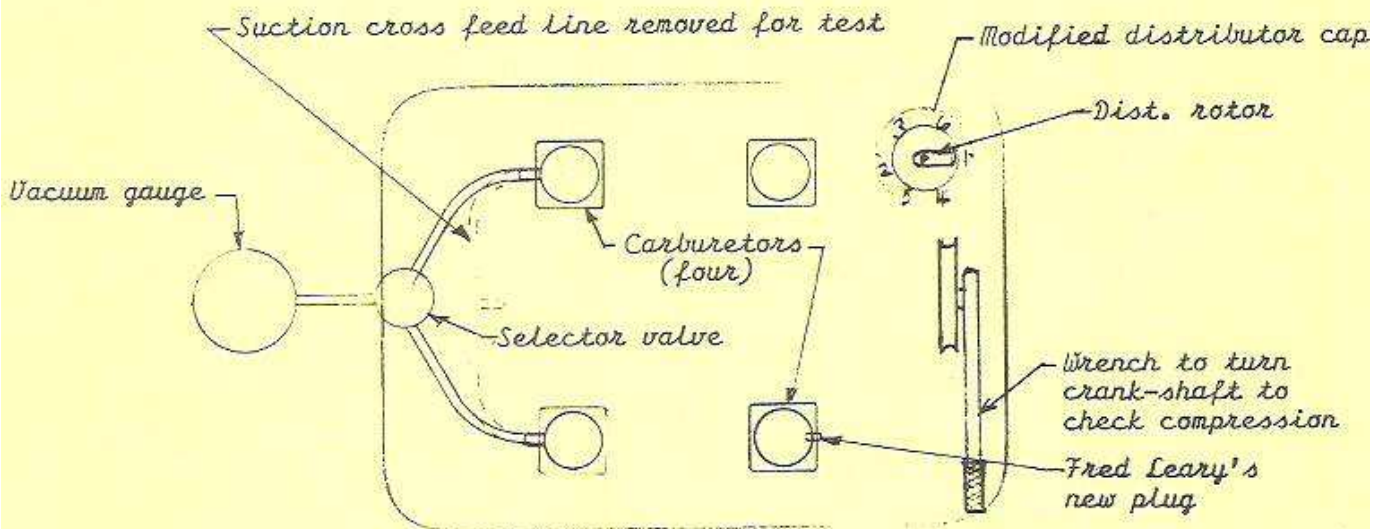
Exchange Information

Mirrors; Keep no mirror on the dash shelf or any window area, the sun may strike it and cause a fire while you are absent. The concave magnifying type are especially dangerous as they concentrate the sun's rays. Let's practice safety. Also any Aerosol cans are potential bombs if exposed to excessive heat. Keep them shielded from direct sun rays.

ENGINES...ENGINES...ENGINES: It looks like Corvair owners who might need an engine exchange can now be accommodated. The firm known as JACK & FRANK'S AUTOMOTIVE UNLIMITED, 2044 Placentia Ave., Unit "C", Costa Mesa, Calif. 92627, have lots of them. Phone 645-2651. Exchanges will be about \$650.00 Art Merrifield sent in this goodie.

Also... Ed Snyder, a Corvair Specialist is now at the Pontiac Dealership, Harbor Blvd., at Fair Drive, Costa Mesa, Calif. 92627

I will very briefly tell about the engine trouble I had on the way to the Walla Walla Rally, also how it was repaired.



Symptom, wouldn't idle down without stopping. Fred Leary worked his magic with a vacuum gauge and a selector valve to find out which bank the trouble was in. After finding that there was a big vacuum differential between the right and left banks he concentrated his efforts on the left bank. By using a distributor cap with the top cut off, he turned the crank-shaft slowly with a wrench and found the compression to be OK. By this time Fred knew there was a big air leak in the intake system so he checked the removable plug at the base of the rear left hand carburetor. The plug had come out so Fred just happened to have one that fit perfectly. Job finished and I certainly was happy and grateful.

One place where they have INDOOR SPACE to work on Ultra Coaches is at: AMERICAN CORVAIR, 2309 W. 2nd St., Santa Ana, Calif. 92702. Phone (714) 836-6380 They just overhauled #422 Ultra Coach.

That's all for this time folks, from the desk of Roma Smith Ultra Coach #298

ULTRA MOTOR COACH CLUBS, INC.

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Exchange Information

From your No.2 Technical Reporter Roma Smith, Ultra Coach #298

We are a very fortunate Club to have the opportunity to learn how to overcome our own mechanical troubles by reading about how some of our fellow members have overcome the same problem. A good example was my losing a plug from my carburetor and driving a hundred miles or so under very adverse conditions of trying to keep the engine running. Now, after reading about the solution to my problem you would just stop at the first opportunity and whittle a wooden plug to shove in the hole until you arrived at your destination.

Tom Shepherd had an even better example in his #440 Coach. He developed a condition of having a serious loss of power, and the engine got so it would hardly run. Tom checked all the usual sources of trouble like carburetors, ignition, vacuum, timing, compression and cooling. Finally he checked the very unlikely source of trouble. He checked his mufflers and found that the internal baffles had collapsed and blocked the flow of exhaust gasses. The back pressure was a direct cause for loss of power. If Tom had read of this happening to someone else, just think of all the work it would have saved him.

Edna and Ernie Newhouse, #603, make use of a good idea to preserve battery power in a "no hook-up area". They use a few of those candles that come in colored cups and are usually scented. They also lend a Romantic Touch to your Twilight Dining. Another good idea also comes from #603. You're all familiar with the usual uses of WD-40, the all purpose anti-rust and light lubricant spray but here is a use you may not have heard about. A light mist sprayed over the front of your Coach, then rubbed down lightly with a clean dry cloth will help to keep the bugs from sticking to the paint. Very good also for keeping your wheel discs looking good. Just brighten the chrome first with fine steel wool, then spray lightly.

This is one of those "If the shoe fits wear it" suggestions. There is a Steak House Sign which reads, "Our cook gets a day off, does yours". We men sometimes act like we think the meals we eat in our Coach come out of a computer and all our wives do is push a button to prepare a meal. With all your gallant chivalry men, it may cost a few dollars but give your wife a break now and then. No doubt you will be repaid with a bright smile after you've taken her to a nice restaurant of her choice. Both of you will enjoy the change of routine as you continue your journey.

Yours for Happy and Care-free Driving,

Roma Smith
President, Ultra Motor Coach Clubs Inc.

URGENT

son
yen St. Northridge

INFORMATION NEEDED FOR THE MANUAL

4
WANTED...information on who may have special Ultra Parts for SALE. In replying, please list by name and part number (if possible), quantity and asking prices.

Or, have you found a source of supply ?.....especially need this for:
Fiberglass parts; Door Hinges; Door Locks; Interior Paneling (Fruitwood, Driftwood & Danish Walnut); Paneling "Z" Strips in above finishes; Fiberglass Tanks both 30 gallon and 50 gallon; Aluminum Tanks for Fuel, Water, Flush & Holding; Steering Bellcranks; Bellcrank Bushings & Sleeves; Tail Light Lenses; Grinder Pumps and Parts.

WANTED....Sources for, and Name & Address of Manufacturers, and Part Numbers for:
Headlight Rims; Tail Light Lenses; Toilet Grinder Pumps & Parts; Ignition Switches; Headlight Switch; Pitman Arm; Corvaire Cylinder Head Temp Gauges and Senders; Space Heater; Mirrors; Window Screens; Window Plastic Retainers; Sink & Lavatory Faucet Washers; Defroster Fans; Bath Fan; Galley Fan; Instant Hot Water Heater; Plastic Glides for Curtains.

WANTED....For use in Manual Technical Data: Exploded Views, Parts Lists, etc. for:

Grinder Pump	Instant Hot Water Heater	Wash Basins
Sink	Bath Fan	Galley Fan
Coleman Furnace	Wall Furnace	Windshield Wipers (Bosch)
Ross Steering Gear Assembly		

(NOTE: Whatever you have and will send will be returned to you)

WANTED....Part Number, Manufacturer & Source of special parts:

Splined Adaptor -- Bosch W/S Wiper to TRICO W/S Wiper Arm

WANTED....Wiring Diagrams for Coaches prior to # 310

Wiring Diagrams for Coaches # 443 to # 512

Wiring Diagram for windshield wipers that have method of synchronizing both wipers to return to PARK position automatically

Does anyone have an old copy of 1965 CORVAIRE SHOP MANUAL that is no longer needed? We could surely use it to cut out pictures and data for paste up sheets for the Manual.

WANTED....Has anyone found a GM steering wheel assembly complete with fully self-cancelling flasher system that will readily adapt to Ultra steering shaft?

WANTED....Details, instructions and, if possible, drawings for Engine installations other than original Corvaire and V-8's such as Tornado, Buick Slant 6....

WANTED....Details of the neatest method and parts needed to install dual