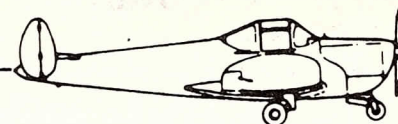


COUPE CAPERS

NEWSLETTER OF ERCOUPE OWNERS CLUB



Volume 9, Number 5, October 1980

Editor: Skip Carden

AREA NEWS

REGION 1

Dear Northwest Coupers,

Hope you're enjoying the good flying weather as much as we are. It was a beautiful, sunny day for our July lunch gathering. Clarence and Bobbie Paul landed just after we did, and Clark and Bella Mohr with their daughter and grandson drove in a few minutes later. Next to arrive was Reli Sutton, a relatively new pilot from Lincoln City, but she seems to find her way through the coast mountains with no problem and we hope she enjoyed meeting the gang. Ken and Dorothy Damewood shortened their flying trip after the National in Ohio due to the heat wave in the South, skipped their Va. and Fla. stops, and flew straight through from Tennessee, arriving home on Friday in good time to join us for our Sunday lunch -- great to see our traveling companions again. In no time at all Jack Stevens, Art Doll and Claud Dahl had all flown in to swell our ranks. When Dick and Mary Roscoe and Tom Newton arrived we gave a rousing cheer for Mary and Tom's recent recognition at the Annual OPA Banquet.

Mary Roscoe showed us the award she had received as *Pilot of the Year*. It was a woodcrafted desk set featuring a hand carved Erco Coupe -- a beautifully handsome creation. It was our further good fortune to have the craftsman, Dave Guyer, join us for the lunch. He brought several samples of other planes, gave us his card, and will do a similar piece for any of our members for his wholesale price of \$50.00 -- this would make an outstanding gift. We ordered one and are delighted with the workmanship. Dave can be contacted at 2025 History Ct. St., Salem, Ore., phone 370-9806.

Following our July lunch-in some of us flew over to Lebanon to check out a swap meet the EAA had arranged. Jack Stevens took Dave Guyer along so he could have an Erco Coupe ride. Of course Lebanon is home base for Art and Claude; and who else should we see but Tom Hayden, who some of you charter Northwest Coupe members may remember.

The following Sunday we flew down to Dallas to their annual Pancake Breakfast and found ourselves following Damewoods in the pattern. Couldn't have asked for better company. Although the breakfast had not been advertised as a fly-in event this year Tom Newton had reminded us of the date and convenient transportation had been provided to the park. We saw Jack Stevens' name on the guest list but didn't spot him at the breakfast; however, we did meet a couple who had flown their Erco Coupe from Walla Walla.

Bill Brothers flew into Dietz recently. He had his Coupe majored, painted, and all ready to fly back to the EOC National last month but his Mother was suddenly hospitalized and he was unable to go. Awfully sorry to hear that. Also, sorry to hear he is now planning to sell his Coupe, asking \$9,000. Phone 503-668-6439

In recent mail we have received a newsletter from Bob and Dolores Packett, the new Washington state wing leaders, and certainly hope they'll enjoy their group up there as much as we do. It involves a bit of work but sure is a lot of fun. They'll be having a lunch fly-in at Thun Field in Puyallup on Sat., Aug. 16 at noon.

Other mail deliveries have included notes and National Fly-in pictures from Bob Venn in Ill. and from Larry and Denise Ankrum of Seattle. We love hearing from you all, glad you enjoyed the National, and appreciate the terrific additions to our scrapbook! Ankrums hope to join us at our Aug. lunch and look forward to seeing them again.

Speaking of which -- see you all at Sweptwing in Albany on Sun., Aug. 17 at 1:00 p.m.

Roy & Eileen Wright

REGION 2

Walt Bacon was the hero of the Oceano (Pismo Beach) fly-in in July. First he drove to San Luis Obispo where he keeps his coupe and flew to the beach. Then he went home -- walked perhaps -- and brought his van to the airport. It is easily identified by its license number -- ER-COUPÉ. He gathered the coupers who flew in into his van and drove them to a fine seafood restaurant. The coupers who made this one were Walt Bacon, Bill Jacobi, Jack Owen, Wayne Olson, Joe Brooks and Sharon, Gary Dalluge and Chris, Don Moore, and on four wheels, Mitch Cotton.

Nineteen coupers made the August fly-in at Whiteman Airpark, Pacoima, California. The Fallen Angel Restaurant had a steady stream of coupers from 9:30. until 3:30. Some coupers had breakfast and lunch.

The first arrivals dragged tables together and pilots came and went all day. Erco Coupe Drivers in attendance were Chuck Ferris, Marge Strachan, Wayne Olson, Shelly (his granddaughter), Joe Brooks, Joe Figueras, Cecil Muchmore, Bill Jacobi, Dick Groff, Claude and Scotty Rueff, Jerry Stanek, Jack Owen, Scott Reaser, Gary Dalluge and friend Chris, Ben Rizzi, George Brown, Harold Mensing, Wayne Smith and John Buckner. Don Moore's coupe was there, but no one saw him. More than half of the coupers were from nearby San Fernando.

Wayne Olson has a new coupe. He recently bought N2081H from Ray Ganzer in San Diego. Wayne has been coupeless for several months since he sold his Cadet. Chuck Ferris asked if he were going to do any work on it and he replied.... "NO! Just fly it."

Get-well wishes go to Bill Jacobi -- two scored cylinders; Claude Rueff -- hard landing; Wayne Smith -- out of license; Chuck Ferris -- cowl came loose and buckled in flight. John Coe, Corona, has replaced his recently deceased coupe.

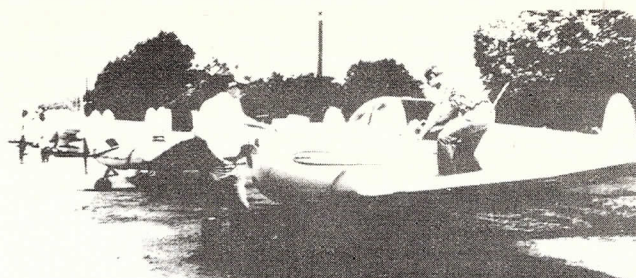
Ben Rizzi's Alon has a new panel and a new paint job -- gorgeous. Scott Reaser has added a full IFR panel to his beautifully maintained coupe, and is taking instrument dual in his coupe with couper, John Buckner.

Joe Figueras tells us that El Mirage, formerly a glider port, now has an operational swimming pool and a restaurant. Wayne Olson tells us to watch for a fall coupe fly in in Portellis, New Mexico.

Up-coming Erco Coupe Driver events are as follows: Meet at 10:00 A.M. September 20, Corona; October 18, Santa Paula; November 15, Hesperia; December 20, Bullhead City, Arizona; January 17, 1981, Apple Valley; February 21, 1981, Harris Ranch; March 21, 1981, Catalina Island.

If the weather is bad on the meeting day--Saturday--try again on Sunday, the following day.

Chuck Ferris (213) 367-0293



Bill Jacobi, who calls himself *The Coupe Moose*, and Scott Reaser meet at the Region 2 fly-in in Whiteman Airpark, California in July. Nineteen Coupers showed up. Scott has made his coupe into an IFR ship and is taking instrument instruction in it. Jacobi, who used to be over-gross by himself, is less "mooselike" having lost over half of his eighty pound goal. We don't know what he plans to call himself next. Photo by San Fernando Sun photographer, Henry Saffold.



Region 2 pilots, who call themselves the Erco Coupe Drivers, gather at the Fallen Angel Restaurant at Whiteman Airpark, Pacoima, California, for their July gathering. This was the first batch of an all-day round-table during which Erco Coupers came and went continuously. Pictured left to right Dick Groff, San Fernando; Cecil Muchmore, Compton; Jeanette Hoffman, Ben Rizzi, Van Nuys; Bill Jacobi, Quartz Hill; Gary Dalluge, Van Nuys; Joe Figueras, Hawthorne; Chris Azus, Van Nuys; Marge Strachan, Chuck Ferris, Jerry Stanek, San Fernando; and Joe Brooks, Torrance. Photo by Henry Saffold, San Fernando Sun.

REGION NO. 7

Dear Skip,

Thanks to a great group of folks, the Arkansas fly-in was a real success.

Sixty-four persons checked in during the two days. Thirty-seven here for the Hamburger fry Sat. evening. Twenty-six stayed overnight and twenty-eight for pancakes Sun. morning.

E.O.C. Members and coupe owners present were: Fred and Carolyn Shannon, Dallas, Texas (flew); Bill Goodson, Havana, Ark. (new owner of the convertible); Jim Calcote, Mangum, Okla. (flew); Les Ledbetter, Topeka, Kan. (flew); Eddy and Nita Hearn, Mineola, Tex. (drove); Cliff and Billie Sims, Magazine, Ark. (he flew-she drove); John and Mary Parker, Jonesboro, Ark. (flew); Jim and Vi Goldsmith, Tulsa, Okla. (flew); Archie and Katherine Brixey, Grand Prairie, Tex. (flew); Leonard and Judy Wilhelm, Fort Smith, Ark. (drove); Jerry and Mary Ann Franklin, Oil City, La. (drove); George and Joe Galaspy, Oklahoma City, Okla. (flew).

Dean and Darla Brown drove in from Memphis as they are interested in buying an Ercoupe. John and Carmelita Gaither drove in from Oil City, La. They asked for membership card. Fred and Mildred Hicks flew in from Little Rock. The rest of the folks were from this area except our son, Curtis of Pueblo, Colo. He and his lady friend and two girls drove in, much to our surprise.

Fred Shannon, Bernice Hadley, Leonard and two of our children, Luella and Curtis furnished the music for the party.

Cliff and Billie Sims and we had planned and sponsored this event but everyone brought food, drink and money donations. Also lots of tents and bed rolls. Everyone had enough to eat and beds left.

We would like to express our sincere thanks to everyone for being so thoughtful and sweet. Also to the women for all the kitchen help. I misplaced my camera and couldn't take pictures of the airplanes but Archie Brixey said he would send you some. I found my camera later.

The Shannons and Brixeyes started up on Friday eve. When they headed this way they thought they were on their way to Bowling Green, I guess, anyway they ran into the only thunderstorm in Ark. and had to stay overnight at Mena.

I think everyone enjoyed themselves, I know I did. Hope you all will come back next year and lots more will come.

Arkansas was represented over 100%. We have four E.O.C. members in Ark. and they were all here plus Bill Goodson, not yet a member, but owner of the convertible.

Leonard and Laura Page
Belleville, Ark. 72824 (501) 495-2647

*Aviation will not be
safe until they do away
with the ride to the air-
port.*

Ben Turnbull

Skip,

We were at the annual Arkansas Labor Day picnic at the Pages. There was Bar B Q with all the trimmings, live music, lots of Coupe talk and a pancake breakfast Sunday. We really enjoyed their hospitality and had a terrific time. At one time, we counted 38 Coupe lovers. Can you imagine 38 people spending the night with you? Bless Laurie's heart, she handled it as usual. Thank God for people like Leonard and Laurie that enjoy having people to visit and Ercoupe lovers especially. Can't think of better people to receive the Fred Weick Award than the Pages. They are really Ercoupe lovers and promoters. Hurrah for the Wasp. The things you must watch when landing at Leonard's is cow piles and post guidelines - huh - Fred C?

As you know, I was appointed Wing Leader of Louisiana. Would like all the Louisiana Ercoupe owners to contact me and let's get something going for the Club. I have tried to contact the ones in the Directory, but haven't had much luck.

It seems like 3595H has had a streak of bad luck for some time. First, after a top overhaul, the cam shaft galled - then a major rebuild - then 17 months of total restoring and everything was great for awhile (10 hours) - then lookout Cotton field - engine quit - emergency landing (flipped bottom side up). Something I'd like to say to all Ercoupe owners - if landing in a soft field, make sure you have a small shovel. I didn't and hands had to provide. Well, we're out hustling parts to rebuild.

We enjoy Coupe Capers very much and are glad to be a part of the Club. Looking forward to the next issue.

Jerry & Mary Ann Franklin
Oil City, La. 995-7917

P.S. Got a new member - no Ercoupe yet, but he's looking. Let's welcome John and Carmanlita Gaither to the EOC.

REGION NO. 8

Dear Coupers:

Well, our 1980 Region No. 8 meet at Connersville is over. We only had ten aircraft and seventeen coupers that showed. The weather was

great with no haze and temps in the mid 80s. It must have been such a nice day that everyone stayed home to cut the grass and cook out. The small numbers did not dampen the party. We danced and indulged until the wee hours of the morn. I even took a 3:00 AM swim in the pool with the help of Bud Wilkinson's swim trunks that did not fit at all. As stated in the last letter we had NO COMPETITION and we gave away NO TROPHIES. This week-end was set-up for the coupers to do what they wanted and they did.

Some of those in attendance this weekend were: J. Mushrush, Lincoln, Ill.; Budd Wilkerson, Lincoln, Ill.; Bob Bouterse, Milford, Ind.; Paul Hawn, Syracuse, Ind.; Dave McPherson, Bell Fountaine, Ohio; Marshall White, Indianapolis, Ind.; Florence White, Indianapolis, Ind.; Everett Stedman, Indianapolis, Ind.; John Summers, Brazil, Ind.; Gloria Summers, Brazil, Ind.; Jeff Edmonson, Ashland, Ohio; Jo Ann Edmondson, Ashland, Ohio; Alan Ralston, Wheeling, Ill.; Tom Minskee, Wheeling, Ill.; Don Dunkerly, Carmel, Ind.; Carl & Lorene Hall, Bowling Green, Ohio.

Thank you,
Joseph E. Todd
Indiana Wing Leader

REGION 1

Dear Northwest Coupers,

How about a picnic this month? It may be our last chance for this season and we'll hope for good weather. So, next Sunday, Sept. 21, let's all meet at noon at our place. For you newer members, we live at Dietz Airpark, a North-South grass strip 2 mi. East of Canby (6 mi. East of Aurora Airport). Our house is the last on the South end. Left side and just taxi on into the back yard. Dietz Unicom is 122.7. Bring your own picnic lunch and we'll provide coffee, iced tea, and diet pop. For a little extra excitement we'll be having a "White Elephant" exchange. Each of you bring a White Elephant type article (the most impossibly useless thing you have on hand), wrapped or bagged, and we'll trade treasures after lunch.

Last month we had a comparatively small gathering - must have been a bad date for many of the regulars. But we were pleased to meet Ira Dare's wife, Nell; glad Helen Looper could come along with Hal again after a summer full of weddings and company; and great to see Gibsons, Damewoods and Steve Crosley again.

We enjoyed a visit a couple weeks ago from Al and Karen Henderson. They have decided to sell their Coupe now but hope to get another one in the future.

Mary Ellen Levulett, who keeps her Coupe in our backyard, recently experienced the famous EOC helping hand. She needed a stainless steel gas tank for her '46 Coupe and called Skip Carden, Coupe Capers Editor in No. Caro., for help. He gave her a list of names to call. Within a few days several of her new Coupe friends from all over the United States were calling or writing to report that they had located a tank for her. She was delighted and rather surprised at the response. We weren't. We are now used to having fellow Coupers assist each other this way and realize it's not the sort of thing one is accustomed to. Sure makes Couping a lot more fun, doesn't it? But this experience did not complete Mary Ellen's indoctrination. On a recent visit to relatives in the El Paso, Tex. area, she ran across Father Tom Rowland, attended his Sunday Service, visited the local airport at his invitation, got a plane ride with another Coupe owner, and enjoyed Father Tom's version of the National Fly-in in Ohio - all in all, a good old Texas Coupers' welcome.

This weekend we've enjoyed having Ken and Dorothy Damewood as overnight guests. Since the 99's had their annual Pancake Breakfast at Dietz this Sun. we invited the Damewoods up for Sat. dinner and overnight and strolled up the street for breakfast. We saw several other Coupers: Jack Stevens, Prossers, Roscoes, Newtons, Conkey's, Walt Seely, and Mary Ellen Levulett. Great way to spend a weekend!

Hope to see you all at Dietz next Sun. noon - bring your lunch and don't forget your White Elephants!

FOR SALE: Coupe - Bill Crothers (503) 668-6439; Coupe - Al Henderson (503) 678-5608.

Roy & Eileen Wright

BOOKS AVAILABLE

Dear Skip,

Sorry you couldn't make it to Oshkosh. Everyone was asking for you. As you had written me a note that you wouldn't be able to make it, I passed on that information to well-wishers. I was able to obtain permission to discount my ERCOUBE book 20% to the members of the Ercoupe Owners Club and sold 16 at the dinner and 21 the next day. I brought back about 75 copies out of the original batch of 200 I brought with me to Oshkosh, so I will offer these to all our members at \$7.15 each plus \$.85 postage or a round \$8.00 per copy. Members can write to me directly at 10413 Pearl Street, Fairfax, Va. 22032 and I will mail out the book upon receipt of order and check. I'm sure I can get more when I run out.

There was a very fine turn-out at the dinner and the forum. The only things I regret are that my Ercoupe is still down at Front Royal undergoing engine rebuild, and that the Ercoupes were not all parked to-

gether at Oshkosh. I even saw some at the north end of the field parked with Cessna 150's and 172's!!! Don Stretch, being his usual valient self, did a superb job in gathering as many Ercoupe's as he could for a formation fly-by.

MORE ON BOOK

Dear Skip,

Thanks for your note. I have just written the Edwards to let them know I currently have about 70 copies of the ERCOUBE book in hand. I also told them that I have been permitted by ESSCO to sell them to Ercoupe owners at a 20% discount. I should say, members of the Ercoupe Owners Club.

Skip, I wrote you about this last month. The letter may not have reached you or it may be lost on the editor's very busy desk. I checked with the post office and they charged me \$.92 to mail one copy of the book not counting the cost of the envelope. So, I would ask the members to kindly send me a check for \$8.15 and I will send them a copy of the book postpaid. This represents a 20% discount as ESSCO also charged for postage -- and now I can see why.

The National Air and Space Museum may come in with an order in a week or so which may deplete my on-hand stock. There are also a couple of fly-ins coming up which may result in some sales. I really regret not being able to make the National fly-in as it was so close. I had made arrangements to go, but on the Thursday before the three-day weekend, I was given a requirement to accomplish something that required me to work in my office the entire holiday. I was very unhappy about that. But wearing Army Green, I have to expect things like that to arise. In 17+ years, they arose a lot. I have a suspicion the taxpayer is getting his money's worth.

When my current stock has dwindled, I'll make arrangements to get more from ESSCO. They have talked about reprinting them.

A strange thing happened to me the other day. Going through a ton of old magazines, I got caught up in a nostalgia about old stick and tissue model airplane kits -- Megow, Cleveland, etc. (they were airplane magazines, of course). If any of the members have any old model airplane kits for sale or trade, I'd appreciate it if they'd drop me a line. I have some old kits -- and new from Germany and Italy -- for trade as well.

Finally, I have run out of ERCOUBE stationary. Do you know how I may obtain some?

Take care and let me know if I can help with anything in the EOC.

Sincerely,
Lou

HINTS 'N' TIPS

Dear Skip:

That red mark on my Coupe News tells me to renew my subscription once again, so enclosed is my check.

My wife, Louise, and I flew our Coupe from Longview, Texas, to St. John, New Brunswick, Canada, by way of Detroit to London, Canada, then straight east to St. John. We left Longview on May 1. From St. John we flew down the east coast to Concord, N.H. where we put in two nights because of the weather. Then on to Palmyra, Pa. to York, Pa. to Yorktown, Va. to Greensboro, N.C. where, after two days of visiting, we left at noon to fly around and between thunderstorms to Gregg County Airport, Longview, Texas, to land by 11:30 p.m. Fortunately for us, the Longeneckers, who run Flight Specialties, Inc. at the Gregg County Airport, stayed up to meet us and tuck 93352 in the hanger. They couldn't start our car which had a dead battery, and were so kind to take us home since they couldn't move our car out of the hanger for us to use when we arrived.

The trip was uneventful except for a stuck valve on the No. 2 cylinder, pilot side. We took off the valve cover and popped it out, several times when it seized after the engine cooled. Once it seized while flying, but it freed up again and ran smoothly for us to get home.

We left home, May 27 to go for a two month ministry to Australia and New Zealand, so the coupe was annualled while I was gone. I arrived home to find it still in pieces and a sad story that one of my jugs was cracked and the other three had to be worked over because of lead fouling on the valve stems.

This O-200 was brand new factory rebuilt, zero time year before last. When compression check revealed a burnt valve after only 250 hrs., the company stood good and reworked all four cylinders, putting in oversize valves and 30 degrees instead of 45 degrees bevel for coping with higher lead fuels. So, I came out with a zero time engine again.

Only 200 hours have been placed on the engine this year, and most of that time was burning 80 octane. Whenever we used LL 100 we added TCP. It is difficult to understand why the engine gummed up so badly.

Anyway, we are trying to get the company to stand behind the work they did, as the valves will be completely reworked again. This time the mechanics are advising me to use mineral oil only, because the LL-100 seems to give off a residue which does not mingle well with detergent oils. I am also advised to use plenty of TCP even in the 80 octane because they are not making it like they have in the past. Also, in the Oklahoma and North Texas Aircraft Owners Bulletin of July 31, 1980, Vol. 1, No. 10, pg. 22, there is a notice on how Teflon Additives

can save engine wear and Avgas. Enclosed is a xerox copy. You may wish to reprint it for all club members.

While on the trip to New Zealand, I tracked down the history, together with a picture, of the only Ercoupe on the islands. It is a fascinating story which I will keep for another time as to how this little 75 h.p. coupe flew from Belgium to New Zealand and where I found it. I'll send that story to you to share with the club under separate cover as soon as I get pictures developed.

The Lord's best to all of you,
Ken McKinley
N93352

TEFLON ADDITIVE CAN SAVE ENGINE WEAR, AVGAS

Anyone who has signed a check for an aircraft engine overhaul knows how welcomed any product would be if it could extend the TBO of the expensive piece of machinery. A product promising to do that recently has been offered to mid-western pilots.

Called *Microlon*, the product uses microscopic Teflon to coat the inside of internal combustion engines, causing moving parts to become "soap-suds slippery." By reducing the friction, the product promises to increase fuel economy, give more horsepower, reduce oil consumption, lower operating temperatures, increase RPM, lower exhaust emissions and increase compression.

The product was accepted by the FAA for use in aircraft engines under FAR 33.49.

Alan Blood, whose St. Louis company markets the product, said that when *Microlon* is introduced to an engine it cleans the engine's microscopic pore structure before leaving a practically invisible film of Teflon. Blood said conventional lubricants cannot always fill these small pore structures, which, when magnified 2,000 times resemble jagged hills and valleys. He said *Microlon* fills these irregularities permanently, becoming an integral part of the metal it coats. The material is designed to withstand -300 to 550 degrees F. in continuous operation.

In addition to aircraft engines, the product has been used in over-the-road trucks, boat engines, small industrial engines and automobiles. Blood has several endorsements from many of these users, including professional auto racers. One such endorsement claimed that after *Microlon* was introduced into the engine of a Pontiac Firebird, mileage increased from 22 mpg to 25 mpg. At 1800 RPM the car's top gear speed went up from 30 to 40 mph and manifold pressure from 16 to 18 HG.

Probably the most dramatic automotive test occurred last year near Paris. There, an Associated Press reporter and an automobile research firm representative drove a *Microlon*-treated Renault R5 more than 500 miles from Marseilles to Paris *without oil* in the car's crank-case. The car's engine was later disassembled in a French Army laboratory and inspected by 35 engineering and technical representatives who could find no discernible engine wear.

Bill Shirley, an A&I mechanic in Ft. Scott, Kan., did the testing on *Microlon* that resulted in FAA approval. Shirley first used the product in his personal car before trying it in a turbo Bellanca *Viking*.

Shirley said it was decided not to try to get an STC on the product as that would mean certifying it for every aircraft engine available—an expensive proposition. No STC also means that the owner-pilot can add it to his engine without the aid of a mechanic.

Using the Bellanca's IO-540 engine, Shirley duplicated the engine certification and new lubrication testing to prove *Microlon*'s mettle to the FAA. That meant running the engine at either high cruise or full power for 150 hours. When the engine later was disassembled there was no sign of wear, Shirley said. So little wear was found, he said, the same rings were used when the engine was reassembled. The engine now has 400 hours on it and is performing normally, Shirley said.

Shirley said he has treated more than 500 aircraft engines around the midwest. There have been only a handful of complaints, and these were the result of improper use of *Microlon*, he said.

Compression on the engine went up from 72-74 pounds to about 76-78 pounds, Shirley said.

Microlon is added to the engine along with new oil and filter. A smaller can is poured into the fuel tank. The engine must be run for a minimum amount of time for the product to adhere to the engine's interior.

Shirley said that engine head temperatures go up 5-15 degrees during the period that the adhering process is taking place. Once bonded—at a thickness of 0.05 to 0.5 microns, which is a fraction of the diameter of a red blood cell—cylinder head temperatures drop because friction is reduced.

Microlon was developed by Bill Williams of Houston, Texas about 15 years ago. Williams was looking for a formula to reduce the friction and residue build-up in bores of high-powered firearms. He began marketing it to gun enthusiasts and gunsmiths.

Realizing that the bolt and chamber of a gun is actually a one-time piston, Williams poured his formula into his four-wheel-drive vehicle, and *Microlon* was born.

For his discovery, Williams won an award from the International Exhibit for Inventions and New Techniques in Geneva, Switzerland.

HINTS N TIPS

I would like to call to attention a problem I found on my 415C which was overlooked by the mechanic who licensed the plane before I bought it.

The 100 hr. A.D. on the cables on the control yolk was not checked for 400 hrs. and the cables on my plane were 3/4 broken in two. These cables have got to be taken loose to find the breaks for they will not show up when they are in the plane.

Tom Tyson

BATTERY FOR 1965 ALON

As you know, after searching several places throughout the U.S., you and I found a battery that would fit my 1965 Alon when we were in Oshkosh last month. The battery is a gel cell type and is made by Globe-Union Battery Co. in Milwaukee, WI. I don't have the battery number but it is exactly 5" wide (at the bottom) and is the one that is approved for the STOLP STARDUSTER experimental aircraft.

It is actually a little better than the actual replacement battery (which is no longer available) in that it has a 30 amp capacity and it won't spill (gel cell).

To install it I had to slightly modify the hold down clamp by cutting off the center section of the brace which extends across the top of the clamp.

It was also necessary to lengthen the negative battery cable. I did this by going to Sears and buying an 18" extension (for about \$5.00), bolting it to the original cable and taping it with electrical insulation tape.

Although this is not necessary, I think it is a good precaution.

Joe McCawley

GULF OIL EXPANDS AVGAS BUSINESS. During a recent meeting with AOPA President, John L. Baker, officials of the major oil producer announced plans to not only stay in the aviation gasoline market but to aggressively solicit new business. Expansion will be sought initially in the southeast and then possibly to areas supplied by Gulf's Ohio and Mississippi River barge routes.

SHELL WITHDRAWS FURTHER from the aviation gasoline business. Having already announced termination of 80 octane avgas production (July AOPA Newsletter), Shell Oil Co. says it will stop supplying 100LL and jet fuel to 30 dealers in the northeast states and another 20 throughout the country. However, the company has assured AOPA, FAA and Dept. of Energy (DOE) that it will not abandon any dealer without an alternate source of supply.

ELT REMINDER. If you have an emergency locator transmitter made by Communications Components Corp. (CCC), Garrett Manufacturing, Ltd., or Leigh Systems, Inc., you have until October 15 to *replace the batteries or get a new ELT.* The Sharc-7 ELT (Leigh Systems) is now owned by Deft Laboratories, Inc., which warns that existing corrosion can ruin new batteries and cause ELT malfunctions. Owners of Sharc-7s may call Deft at (315) 437-0229. The Collins Divisions of Rockwell Int'l. have acquired the CCC line and will modify CIR-10 and CIR-11 ELT's to take alkaline battery packs (Beech and Piper dealers will handle their aircraft with CCC units). For details call Collins at (319) 395-2920.

IF FUEL RUNS LOW let controllers know. A "minimum fuel" call formerly was strictly a military advisory, but any pilot can run into a situation where route changes, traffic delays, or wind changes can eat up his reserve fuel. If you feel your fuel has reached the point where you cannot accept undue delays at your destination, go ahead and declare "minimum fuel" *before an emergency arises.* Controllers will be alert for possible delay situations and will pass on minimum fuel advisories when handing off control jurisdiction. Keep these guidelines in mind, though: the minimum fuel call is an advisory, not an emergency call. And it is not an "out" for violations of minimum reserve fuel requirements. It does not imply a need for traffic priority — if the situation has gotten to that point, declare an emergency.

THE FAA WILL DISTRIBUTE latest AOPA Air Safety Foundation slide/tape show "Coping with ATC" to all accident prevention personnel for the use at safety seminars. Show contains instructions and communications phraseology for flight operations at uncontrolled airports through those in Terminal Radar Service Areas (TRSAs) and Terminal Control Areas (TCAs).

HAPPENINGS:

Aircraft owners have until Dec. 4, 1981, to install seatbelts with metal-to-metal latches, not this December as reported elsewhere. Recent Federal Register item clarified confusion.

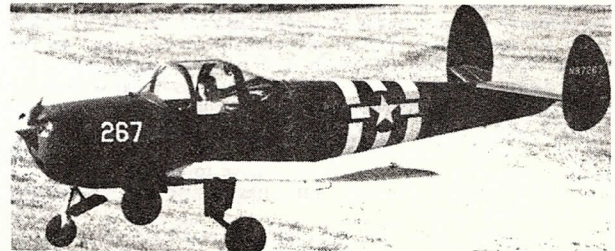
Look for at least one major oil company to continue production of 80 octane avgas.

The Hughes Flying Boat — the Spruce Goose — has been saved from the chopping block (June AOPA Newsletter). It will be housed in a new museum adjacent to the Queen Mary in Long Beach, Calif.

FOR SALE AND WANT ADS are placed free of charge to any current member of the Ercoupe Owners Club. Ads are run as received and those received after the 15th of the month will be held until the next publication. If you want to repeat your ad, then you must re-submit it for publication before the 15th. We accept no responsibility for any errors in ads other than to re-print it the following month. Non-members may place ads for a \$5.00 service charge per ad.

FOR SALE

1946 415-C, N87267, S/N 440, Merced First 1980, Vintage Airplane, Aug. 1979. Complete rebuild Jan. 1979, Stripped, alodyned, all new paint over chromate inside and out. New interior and carpeting, original panel, new control wheels, many instruments. Beautiful nose strut w/polished original nose gear. New tires, bearings, bushings, plexi, wiring, fuses. Strobe, nav, int. lites. Wired for ldg, taxi, com & nav



radios (antennas inst). Art horiz w/extra 4" venturi. 100 hrs. on air-frame since rebuild, TTE 700, less than 20 hrs STO. New Slicks, harness, starter, gen, fuel pump, hoses, plugs, batt, ELT, lg spkr in hatrack. All documents, factory manuals, logs, receipts, just annualled. \$6500.00 or neg. on trade of needed parts. Tony Whitehurst, Box 909, Los Banos, CA 93635 (209) 826-4242 — 4250 (eves.) Serious Coupe lovers only, please.



Clean and Quiet — Skyhawk, 1972, L Model, 1265 TT, Full Panel, Narco Comm 11, Narco Nav 12, Ganave 200 Nav/Com, Narco Transponder, Marker Beacon, Glide Slope, Strobes, Fueling Steps. N3866Q. \$15,500. St. Pete (813) 525-8375 evenings.



3 Place Mooney — Mooney M10 Cadet, 800 TT, Better than new condition, Full Panel, King Nav/Com, ELT, 110 MPH @ 4.3 GPH, 25 MPG. N9510V, \$12,500. St. Pete (813) 525-8375 evenings.

1946 Ercoupe, Model C75, Serial 3614-6-12, Continental engine, Genave Alpha 200 radio, emergency locator transmitter, total hours on aircraft 1034. Annual due. Mrs. Kenneth Schultz, Springfield, South Dakota 57062 (605) 369-2949.

1946 Ercoupe 415C, N2393H, 390 STO. 754 since major. Wings covered/painted in 1971 - hangared since then. Much more - asking \$5250. If interested call or write Cliff Hogston, 205 River Heights Dr., Cocoa, FL 32922 (305) 636-5166 - work (305) 867-4909.



Super Sharp Cherokee — Cherokee 150 2800 TT, 1100 SMOH, Full Panel, Narco Com 111B, Narco Nav 112, Narco MK III, Narco Transponder, King ADF, Narco ELT, New windows, New paint, Complete new interior, always hangared. You have to see to appreciate. N5530W. \$12,500. St. Pete (813) 525-8375 evenings.



23 MPG — Ercoupe 415C, 1575 TT, 142 SMOH, Full Panel, Narco Escort 110, Bubble Windshield, Forney windows, Metal wings, Cleveland Brakes, 105 MPH @ 4.5 GPH. N93415. \$6,000. St. Pete (813) 525-8375 evenings.

1946 415-C Ercoupe. June annual due 1981. 1400 TTAF 1125 TTE, 90 STOH, new stits poly/fiber wings in June 1980. Lifetime cover. Professional cream over brown Imron paint June 1980. (No dings, dents, patches, or runs in paint). Kenny nose bowl, wing kit landing and taxi lights, Grimes Strobe, new tires, dual forks, new carpet, cockpit light, Electric Remote compass, artificial horizon, lighted post mounted compass, outside thermometer, E.L.T. - 10 with external antenna, and many, many more. \$10,000 firm. Warren Jackson, (405) 654-1059 days (405) 654-1636 evenings.

Narco Mark VI 12 volt Receiver and Nav. \$85.00. Also used tires and inner tubes for sale. Call after 9:00 p.m. Jasper J. Bowman, Jr. Southwick, Mass. 413-569-5122 or 584-4536.

1970 Mooney Cadet N9509V - 1500 hrs. TT A&E. Full panel eng. driven vacuum. Dual toe brakes. Dual landing lights, single tail, spring gear Cleveland brakes. Rotating beacon, rear seat, Mark 12B VOA 8 Lic. to Nov. 1980. No damage history - stripped for paint. \$10,000. John Frostbutter, 3206 Church Rd., Mitchellville, Md. 20716 (301) 390-6596.

12 Amp generator and matched voltage regulator for Ercoupe or others with C-85, 85, Q-200 engines. Generator without gear since it was used for 60-amp alternator conversion. Approximately 100 hrs. in use cine new/remanufactured. Robert L. Little, 711 Northside Dr., Valdosta, GA 31601.

It is with deep regret that I have to write this letter to the Coupe Capers and offer my 1966 A2 Alon for sale. However, I no longer can afford to fight the brilliant so called doctors they have in Oklahoma City. My own cardiologist has time and time again said that my past heart condition should not be a factor in my Medical, as I have gone for 11 years without one ounce of problems. I have not been on any type of medication for over six years. Just because I had taken one (1) lousey pill to see what effect it would have on an isolated P.V.C. on my E.K.G., the brilliant minds in Oklahoma City thought I was dead or was dying but not before I paid my income taxes so that F.A.A. medical doctors (I use that term loosely) could get paid. So much for my soap box. My Alon has only had two owners, myself and the original owner in Oklahoma. It is fully equipped Bendix 360 channels communications unit, Bendix Nav. unit with glide slope, A.D.F. digital read out, transponder (new) E.G.T., C.H.T.G., C.T.G., two speakers, mike button on yoke complete with one ounce planitronic mike, brand new tires, new battery, factory installed large baggage compartment. Original logs and history, fresh annual and has 1400 hours total time on AF & engine. \$9,500. Area code 602 932-4749 after 6 p.m. M.S. T. Ed Brown, 19839 W. Hilton, Buckeye, AZ. 85326.

1947 415CD approx. 600 SMO. P-40 paint by Joe Todd. Priced to sell at \$5,500.00. All Metal, Alpha 200. Call 317-825-6688 or 827-0064.

1946 Ercoupe, 30 hrs. Top - Imron, landing lites, new tires & tubes, new brakes, Alpha 300, Bubble windshield, large rear windows. \$4750.00. Bob Vaughan, 918-589-2646.

1946 Ercoupe 415C, N93798, 1505 TT, 365 SMOH. Bubble windshield, large rear windows, tinted center section, all metal, new Airtex interior, refinished panel, new tires, new battery, double nose fork, rudders, 360 Com., V.S.I., EGT, T&B, ELT. \$8500.00 invested. Would like to trade for, or toward, 4 place aircraft, Tricycle or conventional. Duncan Aspinwall, Box 349, Boston, Mass. 02101 (617) 482-4270.

For Sale or Trade - Nice Antique Aeronca, 1939, 50-L Model, all new wood, new ceconite cover, yellow & red paint scheme (Butyrate finish), original 50 HP engine, one of six on FAA Registry. Looking for a real nice Ercoupe, original or near original. Harold L. Prior, RD 7, Box 191, Fulton, N.Y. 13069, (315) 598-3537 (evenings).

WANTED

Heat Muff for 85 H.P. and control. Joe LaLonde, Rt. 1, Williamsburg, Mich. 49690, 616-938-2316

Forney 85 HP Coupe in top condition. Low time. Western U.S. area. Ed Schnefer, 1262 Miramar Dr., Fullerton, CA. 92631 (714) 525-0546.

Need a RS wing tank to replace my wind damaged one. My plane is a '46 "C" model so I prefer the original 9 gal. steel type. Bill Bayer (316) 685-4114.

COMING EVENTS

TULLAHOMA '80

October 1 - 5, 1980

8:00 A.M. to 5:30 P.M.

EAA National Convention site,
Old Shelbyville Hwy, Rt. 1,
Box 33A, Soesbe-Martin Field,
Tullahoma, Tenn. 37388

Admission: \$4.00 for adults; \$2.00 for students (age 12 to 18) (Children under 12 free when accompanied by an adult). Parking \$1.00 (free for EAA members). Housing and campground information may be obtained by calling 615/455-5497.

Chapter 3 EAA ANTIQUE-CLASSIC FALL FLY-IN CAMDEN, SOUTH CAROLINA Woodward Field OCTOBER 17-19, 1980

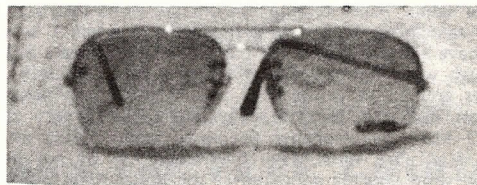
For further information contact: Geneva McKiernan, 5301 Finsbury Pl., Charlotte, N.C. 28211

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Skip

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FROM THE MAILBOX

Dear Skip,

During the mid 1970's while attending college, I enjoyed owning Ercoupe Ser. No. 440. Naturally, when I returned to the Philippines, the first airplane I looked for was an Ercoupe.

There are about four Ercoupes remaining in the whole country. Only one is airworthy. It was a hangar queen, the type that the owner would give a wax job every month even if it was not flown. The rocker arm covers were chromed and at one time sported wheel pants and needle nose spinner. The other Coupes suffered from various degrees of neglect. One was badly vandalized and was eventually cut up for scrap, another fell into an irrigation canal and one was eaten up on the ground by a wayward DC-3.

When the Coupe was put up for sale, Capt. Dan O'Steen beat me to it. The Coupe is now based at Clark Air Base and I imagine Dan O'Steen flies it like an F-4 Phantom. Eventually, I acquired a Piper Cub and Dan and I would fly together in loose formation (the Cub at top speed, the Coupe just loafing). Dan and his Coupe has covered a lot of ground over Northern Philippines with virtually all free space in the cockpit crammed with extra fuel, provisions, maps, wife and occasionally scuba gear.

It is a nice feeling that even thousands of miles away from its birthplace, the Ercoupe still gives its owner pleasure and the pride of ownership and it has become the source of friendship and camaraderie.

We hope to get another Coupe assembled and flying by 1981, we'll keep you posted.

With warm regards,
Desiderio Laperal

Hi Skip:

I am planning on a flight to LaPaz, Mexico the first week in November. The thought has occurred to me that perhaps others would like to join me. We will gather on Saturday, the 1st of November at Calexico International to discuss our plans. Then Sunday morning, the 2nd of November, we will depart for Mexicali to fill out our tourist visa and other necessary Mexican forms. Upon completion of our visas we will depart South and the first stop will be Bahia DeLos Angeles Sur, 285 miles south of Mexicali. The second stop will be at Loreto, 243 miles south. The third and final stop will be at LaPaz, 149 miles further south. Anybody that's interest can contact me at 38545 Lemsford Avenue, Palmdale, Cal. 93550, (805) 947-9714. Bill Jacobi "The Coupe Moose"

Dear Skip:

Please renew my subscription to the Ercoupe Owner's Club ASAP. Hope I don't miss the next issue. My wife, Carol and I had a great time at Bowling Green and are very pleased to have been awarded the "Longest Distance Driven" plaque.

If I may, I would also like to comment on a new Couper whose name recalls one of my most memorable adventures.

In 1971, I was called down to Cabo San Lucas, Mexico to install a radio-telephone station for a large hotel there. After about three or four days, the work was completed and I, along with a co-worker, was ready to leave. We caught a flight to La Paz in a DC-3 and although it wasn't pre-paid as agreed upon, we did have cash and didn't hesitate to pay. We were supposed to make a connecting flight from La Paz to Los Angeles International but discovered our seats had been cancelled and re-sold. Now neither of us could speak enough Spanish to make our point that we were stranded in La Paz. I then remembered seeing a yacht in the harbor and knew the skipper aboard, John Riffe, alias Juan Pistolas! We hired a local boy to row us out to the yacht and found John in the salon. After telling him our story, he instructed us to go ashore and take his van, an old Helms bakery truck I believe, to his house and have his wife Gloria call the airline to arrange a flight.

I still laugh when I think of that drive. A story in itself! A cautious housekeeper greeted us at the door and unfortunately spoke no more English than our own Spanish. She did make a very clear point, however. It was very improper for us to come calling on a happily married woman! We must have convinced her of our un-romantic motives and soon Gloria appeared at the door. After much gesturing and waving of hands, (the international language), she understood our problem, laughed and went to the phone. After a brief conversation in the most beautiful Spanish I have ever heard, she returned to tell us to go to the La Perla hotel where a ticket agency was located, and they would have our tickets. We had fifteen minutes to make the last flight.

A very cheerful taxi driver rushed we newly ticketed Gringos to the airport "mas rapido"! We couldn't have done better if Richard Petty had been driving. I have not seen John since, and did not have an address, so I would now like to extend my greatest appreciation to John and Gloria for their much needed help. You know, it really is a small world!

Keep coupes flying,
Dennis K. Peterson

Hello Skip,

Thanks for your prompt response to my request in August for info. First, my wife and I drove from Memphis to the Page gathering in Belleville, Ark. and really enjoyed the day. I'm very grateful to all there for the hospitality we received, and especially thankful to Leonard and Fred for all the pointers they passed on concerning Ercoupes. Incidentally, Fred allowed me to fly his Alon from the right seat and that topped the day.

Second, I flew up to Ohio the following week and really looked over a 1960 Forney but decided to pass and I'll be forever thankful I did, because after leaving Ohio I heard from a friend of a friend that Mr. Roy Alger of Clarkston, Mich. would part with his 415-D to the right party and conditions. I checked those items out and Mr. Alger's friend, Mr. Bob Arnold of Rochester, Mi. was satisfied I guess, so I wound up becoming the very proud owner of N3385H September 12, a big day for me.

Mr. Alger bought 85-H new in 1946 (Serial 4010) and kept it hangared in Pontiac, Mi. all of its life. 85-H had only 1378TT, 428 SMOH. This beautiful little aircraft has a paint cover that looks 5' deep and is equipped as follows: Edo-aire 71-0 Nav-com w/auto omni; Edo-aire 360 Nav-com w/auto omni; King KR 76 digital A.D.F.; Collins Audio Panel, Slowed gyro; 3 lite mkr beacon; Belly Strobe and much more. 85-H now is hangared in Holly Springs, after a seemingly reluctant trip to its new home, but that's another story that I'll send sometime later.

Mr. Alger:

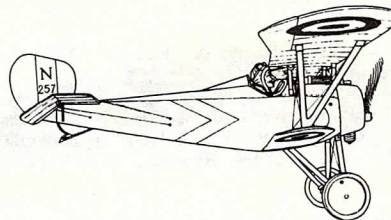
I enjoyed meeting you Friday and after reviewing your meticulous records of 85-H and seeing your den with aviation everywhere I realize how difficult it must have been to sign the bill of sale for that which was a part of your life for so long.

I thank you again Roy, for the opportunity to have 85-H as part of my family and rest assured it will continue to receive the attention and care it has had for its lifetime.

Finally, Skip, if I've been self indulgent as a 5 year old with a new bag of jelly beans please overlook it, because 85-H couldn't have been more of what I wanted. It was a rare find indeed.

Any members nearby Memphis or transient or otherwise, please feel free to call any hour if I can assist you in any way.

Sincerely,
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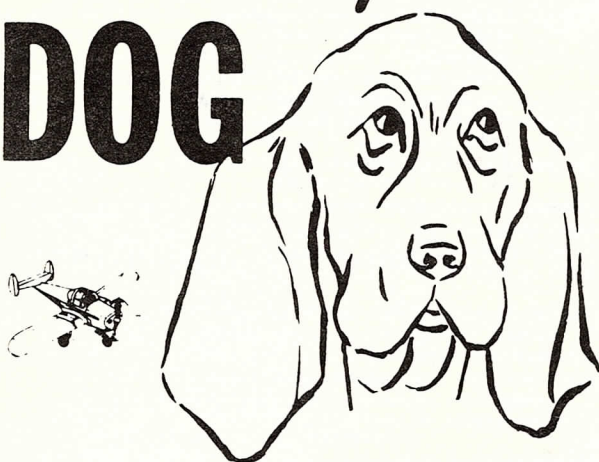
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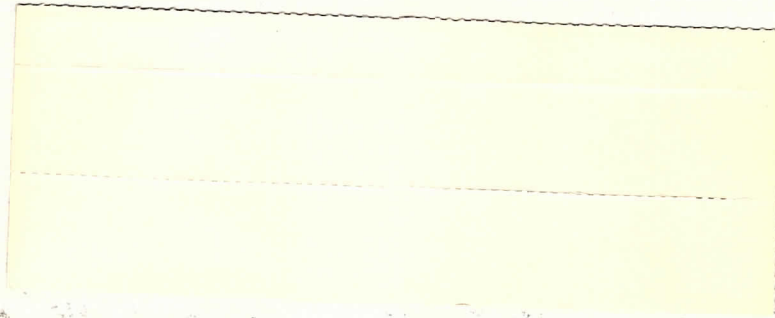
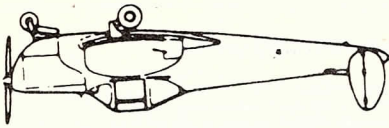
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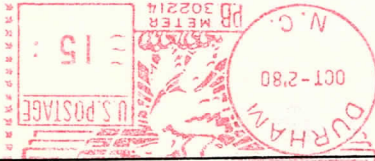
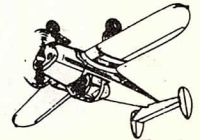


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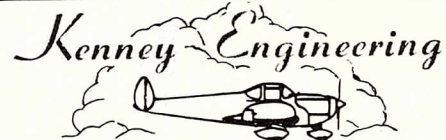
The Ercoupe Owners Club was founded to further and promote Ercoupe Aircraft through a mutual exchange of ideas, and to make available information needed for their safe operation. Membership dues are \$15.00 per year which include our Coupe Capers newsletter and many other free services. National Headquarters is located at 3557 Roxboro Road, P.O. Box 15058, Durham, N.C. 27704, Telephone 919-477-2194. Skip Carden, Executive Director, EOC.

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