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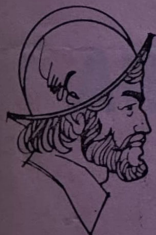
310 THE ARCADE ■ CLEVELAND, OHIO 44114 ■ (216) 621-1860



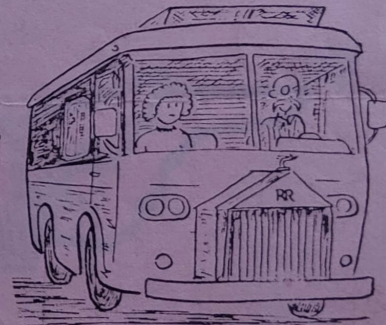
You are invited to attend a  
Secured Party Sale by:

# PUBLIC AUCTION

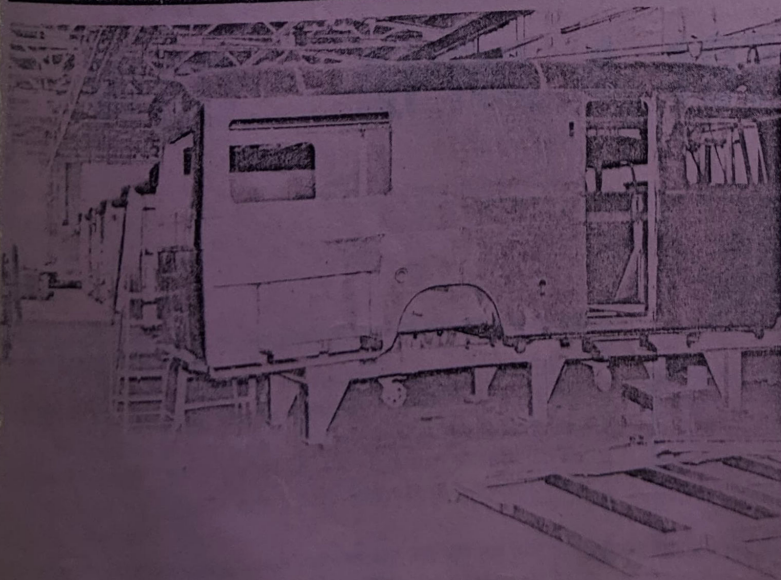
(22) MIG, ARC & SPOT WELDERS \* METAL WORKING MACHINERY \* JIGS-FIXTURES & TOOLING  
TO MAKE THE FAMOUS CORTEZ MOTOR HOMES \* WOOD WORKING TOOLS \* PAINT/DRYING  
LINE \* GARAGE EQUIPMENT \* FORK LIFT \* SAWS \* ELECTRIC HOISTS \* (60) 4' x 8' SECTIONS  
PALLET SHELVEING \* (8) CORTEZ MOTOR HOME SHELLS \* QTY. OF OFFICE MACHINES &  
FURNITURE \* LARGE QTY. OF REPAIR & REPLACEMENT PARTS for CORTEZ MOTOR HOMES \*  
All being offered by order of the Secured Party, the assets of:



**CORTEZ ENTERPRISES, INC.**  
777 STOW STREET  
KENT, OHIO

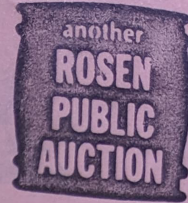


**WEDNESDAY APRIL 4, 1979 10:30 AM**





**CORTEZ ENTERPRISES, INC.**  
777 Stow Street  
Kent, Ohio



**WEDNESDAY APRIL 4, 1979 10:30 A.M.**

**WELDERS**

(14) LINDE V1-400, 400 amp MIG welders w/Linde wire feed & gun . . . (3) LINDE V1-300 & V1-252, 300 amp MIG welders w/wire feed & gun . . . (4) MARTIN overhead . . . amp spot welder w/Weltronic 200 amp power source & mitco spot welder gun . . . PROGRESSIVE Mdl. 640-ES-1, 70 KVA spot welder, 18-36" throat, 440V, 60 cy. . . (2) Oxygen acetylene cutting outfits . . . Lincoln 225 amp portable arc welder . . .

**MACHINERY**

DO-ALL 36" vertical band saw . . . WELLS horizontal band saw . . . DiAcro #2 pipe bender . . . Delta 14" chop saw . . . Dake #4 pedestal arbor press . . . Delta 15" pedestal drill presses, Delta & Powermatic 20" vertical band saws . . . double end bench grinders, 4' x 8' granite surface plate, electric hand tools, support equipment.

**PAINT & CLEAN LINE**

Full Motor coach or bus cleaning, drying & painting line w/DeVilbiss spray booth, drying lites, one million BTU heating unit, blowers, motors & controls . . .

**GARAGE EQUIPMENT**

Gusco undercoating machine . . . Coats tire changer, Hydraulic garage jacks, jack stands, Hunter front end alignment machine, Hunter wheel balancer, Graco pump, Sun starter testers, Pneu. bumper jack, Air conditioning test unit . . .

**WOODWORKING TOOLS**

DeWalt 3 hp. radial cutoff saw, Russell Mdl. CPS6-16-PM wood photograph router, Delta 12" tilt table saw, ONSRUD type W240 Router, Delta combo disc. & belt sander, banding cart. . .

**FORK LIFT**

Clark 2000 lb. electric fork lift w/battery charger . . .

**(8) CORTEZ MOTOR HOME SHELLS**

**INVENTORY**

Large quantity of repair & replacement parts for CORTEZ MOTOR HOMES, metal replacement parts for outside, lots of new spare parts, a few stoves, a little carpeting, simplex time clock . . .

THE JIGS, FIXTURES & FRAME UP TOOLS for manufacturing the CORTEZ MOTOR HOMES - to be offered as a package.

**SHELVING**

Approx. 60 sections 4'x 8' steel pallet shelving, dozen sections standard steel shelving, storage cabinets, hi steps, ladders, etc. . . .

**OFFICE**

(2) IBM self correcting Selectric II typewriters, IBM selectric IBM Mdl. C typewriter, Victor adder, Victor electric adder, Monroe calculator, General blue print machine, Dictating units, walnut receptionist desk w/type section, 4 dr. letter file cabinets, metal executive & sec'y desks, swivel chairs, office chairs, drafting tables, bookcases, infirmary room, misc. office supplies, etc. . . .



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NOTE: FINDER'S FEE PAID for information leading to our buying complete manufacturing facilities, machine shops, job shops, printing equipment, furniture mfgs. or just about any type of complete shop involving any kind of machinery or equipment. Call Stanley Rosen at Rosen & Co., Inc. 621 1860

Letter from Preson M. Wright  
Chairman of the Bd., CEI  
Taken from Indiana Club

March 13, 1979

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## HISTORY OF THE CORTEZ VIAJEROS

January, 1978

On many occasions the early organizers have discussed the happy circumstance that brought us together in 1965 to form a Club for the purpose of having more fun with our motor homes, together. Several of the early volunteers are still reasonably active, and many of the original concepts prevail. So, as we are about to round out our thirteenth year, a chronology of the Club's beginnings might be timely and interesting to both present and future members. With maybe a touch of pride--here, then, is how it all happened, as developed from early records and some memories of the volunteer "Historians."

March 9, 1965 - First meeting. Attended by 21 families at California Motor Homes in Pico Rivera, by invitation of Don Ferguson, President of CMH. The minutes show that, after introductions, brief descriptions of similar clubs, and several interesting stories of Cortez experiences by those present, it was agreed that some sort of Club was desirable, and that organizing work to that end should be commenced. The first volunteers (volunteers are a necessary ingredient to our success) were Warren Jaynes as Temporary Chairman, and Margaret (Peggy) Genge as Temporary Secretary. Mr. Ferguson offered the continued use of his offices, someone offered the use of a copying machine, each family wrote a resume of it's recreational interests and donated a dollar to cover mailing expense. All were invited to suggest a club name; a group trip was discussed; and, after appointing some more "volunteers" to submit nominations for a permanent committee (later becoming the Organizing Committee), Chairman Jaynes adjourned the meeting and everyone demonstrated the most popular future activity-- talking and talking and talking about Cortezes, while enjoying coffee and doughnuts until 11:00PM on a rainy night in East Los Angeles area.

Those 21 families were: Bashor, Beem, Burris, Campbell, Fallenbuchel, Farrar, Finch (Mracek), Genge, Holmes, Jaynes, Keyes (Dulle), Lenkeit, Lopp, McCready, Noack, Sager, Weech and Wells--plus Ferguson, Bucklew and Prouty of California Motor Homes

"Volunteers" appointed by Jaynes were: Bill Dulle (for Miss Keyes), Joe Fallenbuchel, Peggy Genge, Don McCready, Claude Weech and Fred Wells.

March 17, 1965 - The nominating committee met at CMH with Warren presiding and Peggy recording. The Secretary was handed a list of Cortez owners, and many organizing ideas were discussed. All suggestions emphasized simplicity, minimum rules and maximum fun as objectives.

The Temporary Chairman then nominated Fred Wells to become Permanent Chairman and Peggy Genge to become Permanent Secretary-Treasurer. Nomination was conditionally accepted by Fred and, while Peggy was furiously taking notes, husband Gordon unconditionally accepted in her behalf. Upon agreeing with Fred's suggestion that a permanent chairman was premature, he was elected as Steering (or Organizing) Committee Chairman, and Peggy became Secretary-Treasurer. All 7 committee members agreed to continue to serve and try to develop specific proposals for submitting to the potential members at an early date. After agreeing that membership should not include those who only rent a Cortez, a Statement of Intent and Purpose was composed for proposing. It was: "To form an association of Cortez Motor Home owners through which added enjoyment and usefulness may be developed."

After suggestions for a club name were considered, and after Joe Fallenbuchel volunteered to plan a group trip and Warren Jaynes volunteered to design a club decal, the Committee adjourned.

History of the Cortez Viajeros  
January, 1978

March 24, 1965 - This was the second "general" meeting and also held at CMH. Of the first 21 families, 16 returned--being the Beems, Burris', Farrars, Finch (Mracek), Fallenbuchel, Genges, Holmes, Jaynes', Keyes (Dulle), Lenkeits, Lopps, Sagers and Wells, plus Ferguson, Bucklew and Prouty of CMH. Attending for the first time were the Earles, Greguoli's, Griffins, Boatwrights, Footes, Lapworths, Mathesons, Mowreys and Victorsons, for a total of 25. Not returning were Bashor, Campbell, McCready, Noack and Weech.

The Chairman presided and reported Committee activities as: Correspondence with Lady Cortez and FMCA regarding possible relationships with the Clark factory, and/or similar clubs; submitted nine proposals for the club name and the statement of proposed intent and purpose; discussed insurance matters and the need, if any, to incorporate. The Secretary-Treasurer reported that mailings had reduced the original \$21.00 to \$12.69, so Dr. Earle passed the hat for \$24.00 to add to the fund. Fallenbuchel, as our first Wagonmaster, detailed the Death Valley trip for April 2nd. Ferguson advised a Club bulletin board had been installed at CMH. Jaynes recommended Citizens' Band radios. Mowrey described the Arizona Cortez Club. Those attending approved the work of the committee, then adjourned to again talk about Cortezing and enjoy refreshments served by CMH.

April 2, 1965 - This was it! The very first trip. Joe led us to Death Valley (but it's strange he never attended another meeting or outing!) Those trip pioneers, in addition to Joe, were Farrars, Genges, Greguolis, Griffins, Holmes, Jaynes', Lenkeit, Matheson, Wells. The rain drowned out all campfires; one unit arrived after dark and didn't see the group had moved to Texas Campground, so spent the nite alone behind the Visitors' Center; more than one unit got stuck in soggy sand; but spirits were still not dampened when rains closed the area and Park personnel ordered all vehicles to leave by noon on Sunday.

Getting on with it - The Organizing Committee continued to gather data, compare notes, meet and report to potential members through April and May. Also invited everyone on the list to sign an authorization to Ferguson which agreed "... to pay a reasonable periodic assessment to cover unusual expenses...". (None ever occurred!)

April 24, 1965 - Second trip. This one to Lake Isabella and it seems to have not come up to expectations. No records available, and those who went ain't talkin'.

May 28-30, 1965 - Now this was quite a trip, and it made up for the April outing. It started from an invitation by the Family Motor Coach Association to join them at Mule Canyon near Calico. Ten of us made it (Beem, Bucklew, Fife, Hansen, Jackson, Jaynes, Matheson, Mowrey, Victorson and Wells). We learned how they manage their club and we enjoyed their hospitality. They drive monster bus conversions, which didn't persuade any of us to trade off a Cortez. However, Mule Canyon was a bit too hot (like 105°), so the second day Jim Matheson did such a good job leading us out of the wilderness and up the 16.7% grade to Big Bear, he cinched the job of our first permanent Wagonmaster, then and there. This trip surely foretold more than we could have possibly guessed about what typical Cortez outings were to be. Consider (a) one amateur mechanic and 7 superintendents never finding the noise buried somewhere in the maze of Mowrey's V-belts; (b) one family finding out what that tank in the back room was for when the floor plug blew out going around some fast mountain curves; (c) the swingiest stop-over in Apple Valley where Jim sat in on a jazz music session he "just happened to know about"; (d) Vic demonstrating for us all that neither the lug wrench nor the scissor jack worked when he had a flat tire; and (e) all of us learning we couldn't come down the mountain in high gear and have any brakes at the bottom. But we took it all in stride.

Page  
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1978

Remember that business  
Sured  
June 9, 1965 -  
organization  
Food in Fun  
Sager  
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Remember that business about "more enjoyment?" Well, even trouble is lessened with friends along. Surely many good friendships were started on that particular trip.

June 9, 1965 - This was the general meeting which was called to condiser formal organization proposals. It was a dinner affair arranged by Hazel Jaynes at Dublin's Food 'N Fun in Los Angeles. Those attending were the families Bashor, Bayliss, Bucklew (for Ferguson), Farrar, Genge, Griffin, Hansen, Jaynes, Lenkeit, Lopp, Matheson, Mowrey, Sager, Victorson and Wells--plus newcomers Murray, C.Miller, Heinmiller, R.Smith and Thomassen.

Following dinner and preceding a showing of travel slides, the Organizing Chairman, Fred Wells, called the meeting to order and stated it was the time and the place to elect the permanent Board of Directors and retire the Organizing Committee. Fred gave the Committee's final report and suggested that a Director be elected to each of several subdivisions of club activity, thus constituting a governing board, which would then elect a chairman from it's members. After discussion, 7 subdivisions were identified and directors duly elected as follows:

Wagon Master .....	Jim Matheson
Secretary & General Meeting Chairman .....	Peggy Genge
Bulletin Editor(s) .....	Vic & Jan Victorson
Budget and Finance .....	Clyde Mowrey & Don Ferguson
Radio Officer .....	Warren Jaynes
Public Relations and Legal .....	John Murray
Inter-club Relations .....	Fred Wells
Director-at-Large .....	Jim Griffin

And that, Dear Reader, is how it all began. In spite of a few "blind alleys" and through some improvements properly made, the original Idea has continued to help us get more enjoyment from those interesting Cortezes, and especially from their more interesting owners.

Clyde Mowrey was elected our first Charter Chairman, serving the short term until January 1966, when Gordon Genge became the first full-term Chairman. His administration surely blazed our "fun trail" and set the target for all to follow.

Subsequent members serving as officers, appointees, volunteers and participants in all phases of the Cortez Viajeros operation have brought us through some wonderful years of comraderie and enjoyment. In an effort to stress the necessity of participation, credits for voluntary club work were listed on individual member pages in the Directory for the 1971 printing, which was updated during the '73 printing. An attempt will be made in '78 to fill the gap and list more current credits--but how can one document loyalty, perseverance and long hours of clerical work "for the good of the cause"??

More than 375 dear families have joined our ranks in the past thirteen years. Each one is important. Some may have been more active than others, but every one has contributed something. Many members have left the Club for various reasons, and as new members come in, a marvellous normal attrition rate tends to keep our membership at a manageable level. We often think of how "poor" we would be had we limited our membership and placed a cutoff at a certain number as was once proposed.

(The above was researched, composed and edited by some anonymous "old timers", who gratefully acknowledge the help of all who have made the first thirteen years so very successful. And so, on to a bigger and better period of sharing our experiences through the Cortez Viajeros.)

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Chairman of the Bd., CEI  
Taken from Indiana Club

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Upon checking with the Sales Department\*, only three orders were on hand yet only three per month had been sold in January, February, and March, 1978.

It was evident that the Board had moved maybe too late, at least, to save Cortez without additional money and more sales.

I called the SBA office in Cleveland and explained what I had found and submitted to them a plan of action. They agreed to guarantee an additional amount up to their limit and called the bank for me. The bank refused.

Had we received this additional amount, (\$120,000.00), at that time, May, 1978, I believe Cortez would be running today.

By improving the quality control in our production, dealers submitted orders and by May 31st, we had 12 to 15 orders over what we could make and deliver on our cash flow.

In mid-summer, I determined that we could not match our production to the sales demand because we were running out of more parts than our cash flow could replace.

It was about July and August that a new possible source of sales began to come from other companies. One offer to come by January, 1979 was a \$4,000,000.00 order for bus shells with up to 20% cash with the order. Another was from the manufacturer of Bluebird Motor Homes to purchase CEI. These developments seemed to demand Cortez stay alive until a contract could be negotiated.

At the annual stockholders meeting in October, 1978, I presented the potential and possible future of Cortez and the necessity of staying alive until the potential could be confirmed. I also stressed the fact that operating capital must be made available. I got no results from the stockholders. I also stated we could not live much longer.

The bank took over just thirty days later. We were past due at the bank less than \$11,000.00 when they stopped our operation. I had already personally advanced money on two occasions to meet the payroll and I resolved to not advance more of my own money. We also had a unit ready for delivery and the cash flow from this would have covered most of the bank deficit.

In conclusion, Cortez could still be saved but it would take much more capital now than it would have last May. It seems to me, and it may be only coincidence, that the bank, as the time drew near when Cortez might survive, at the first legal excuse, moved to keep any chance of survival remote.

I have not been brief in this resume of Cortez but will be glad to answer any questions on records or my own personal conclusions.

Sincerely,

Preston M. Wright  
Chairman of the Board, CEI

EL MIRAGE DRY LAKE

\* \* \*  
MAY OUTING, 18,19, & 20th., 1979, For LAND SAILING & FUN, FUN, FUN & FUN

WAGONMASTERS, MYHRES, PEOPLES & KELLEYS, I have not heard or received any data on the May outing except from Thelma who said it was the Third week end, 18,19, & 20. It was a smash last year, so it could only be a better smash this year. Everyone come to El Mirage, Dry Lake. Only one direction this year we heard some got lost last year. Bring Food, water, empty holding tank & be prepared to get dirty.

11 1  
20'3" 2  
12" 3  
1" 4  
22'3" 5  
45" 6  
51" 7  
96" 8  
113" 9  
30" 10  
58" 11  
16" 12  
13" 13  
90" 14  
92" 15  
NECESSARIES  
HEIGHT OF AIR  
HEIGHT OF RAC  
HEIGHT OF LAKE  
DISTANCE