



ULTRA COACH MOTORHOME CLUB

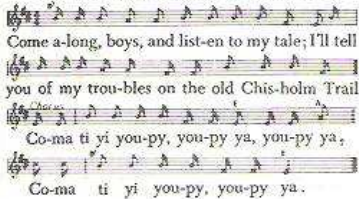
AUGUST 1974

NEWS BULLETIN

ED. MARTIN, EDITOR & REPORTER

"The Old Chisholm Trail"

Words and Music by John and Alan Lomas



THE TEXAS ROUNDUP. ALL YOU COMANCHES AND APACHES - CHIEFS, BRAVES AND SQUAWS, BURN THESE DATES ON YOUR TEPEE POLES! OCTOBER 9TH TO 20TH, 1974. THE 29TH GATHERING OF THE ULTRA TRIBE WILL BE HELD AT McDONALD'S FARM & CAMPGROUND IN ARP, TEXAS ABOUT 18 MILES SOUTHEAST OF TYLER, TEXAS. ACCORDING TO SMOKE SIGNALS JUST RECEIVED, ARP IS ON

HIGHWAY 135 NEAR LAKE TYLER, EAST. THE ADDRESS OF McDONALD'S FARM & CAMPGROUND IS: ROUTE #1, ARP, TEXAS 75750. PHONE: (214) 859-7612. BIG CHIEF ULTRA HORSE HAS SPOKEN! ALL EASTERN EMU AND WESTERN WMU TRIBES WELCOME. ANY CRITTER WHO DOES NOT BRING HIS ULTRA TRAVOIS TO THIS GATHERING WILL BE BANISHED TO THE HAPPY HUNTING GROUNDS WHERE HE WILL WANDER TILL HELL FREEZES OVER. CHIEF WAGON BOSS, FRANCIS TEX CARROLL, OUR ROUNDUP HOST, EXPECTS AT LEAST 100 COACHES AT THIS STAMPING GROUND. SO, BEAT YOUR DRUMS, SEND OUT YOUR SCOUTS, SPREAD THE WORD. EVERYONE COME TO THE TEXAS ARP STAMPEDE. DON'T MISS IT. LOTS OF SURPRISES PLANNED. JUST DON'T GET CAUGHT ALONG THE WAY IN AN "OKLAHOMA" RAIN, OR GET BLOWN AWAY BY ONE OF THOSE "BLUE NORTHERS." REMEMBER EVERYTHING'S BIG IN TEXAS!

RANGE QUIZ. 1. HOW DO YOU MAKE TEXAS BUTTER? 2. WHAT IS A PUNCHER'S PRAYER BOOK? 3. WHAT'S A HOG LEG? 4. WHAT IS A PUNCTURE LADY? 5. IS A LIZARD SCORCHER A VERY HOT DAY? SEE PAGE 2 FOR ANSWERS.

WARNING: DRY COUNTY. SMITH COUNTY, IN WHICH ARP IS LOCATED IS AS DRY AS CARRIE NATION'S CUPBOARD. SO BRING YOUR OWN KANSAS SHEEP DIP, REDEYE, SUDS AND FERMENTED JUICE OF THE GRAPE. ALL GOOD FOR WHATEVER AILS YOU!

CARAVANS. GET TOGETHER WITH OTHER ULTRA COACH OWNERS. PLAN TO MEET SOMEWHERE, FORM A CARAVAN OF TWO OR THREE ULTRA COACHES. TRAVEL TOGETHER. NOT ONLY IS IT MORE PLEASANT TO TRAVEL THIS WAY, BUT IT IS A LOT SAFER. AND IF YOU SHOULD HAVE ANY TROUBLES ALONG THE WAY, THERE'S ALWAYS SOMEONE WHO CAN STOP TO HELP, OR GO AND GET HELP. COACH TO COACH CB RADIO CHATTER HELPS TO SPOT THE WATERHOLES REST AREAS, POINTS OF INTEREST, ETC. - ALSO, ANYONE CAN CALL A HALT IF HE OR SHE GETS SADDLE SORES.

PROFESSOR FRED LEARY, Ph.D. (DOCTOR OF GOD) HAS WRITTEN AN ESSAY ON ENGINE OIL CHANGES. THE TITLE OF HIS LITERARY MASTERPIECE IS - "FLUSH IT", OR WHY YOU SHOULD NOT USE 3 IN 1 OIL IN YOUR CRANKCASE. THIS GEM, WRITTEN IN FRED'S OWN INIMITABLE STYLE, WILL BE INCLUDED WITH THIS NEWS BULLETIN TO ALL CLUB MEMBERS. NON-MEMBERS MAY GET THEIRS BY JOINING THE ULTRA COACH CLUB



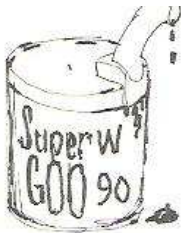
LIKE ALL OUR ULTRA COACH MOTORHOME RALLIES, THE PISMO BEACH/OCEANO RALLY CAME OFF WITHOUT A HITCH. THIRTY ULTRA COACH FAMILIES CAME TO THE FESTIVITIES. HOW FORTUNATE WE ARE TO HAVE DEDICATED MEMBERS LIKE FRANK & SOPHIE MATTHEWS AND JOHN & MARGE HEIDE WHO HOSTED THE RALLY. THEY CAME UP WITH ALL KINDS OF SURPRISES - GAMES, PUZZLES, BINGO, BATHING SUIT AND CLAMMING CONTESTS AND NIGHTLY BON FIRES. FRANK PRESENTED EVERYONE WITH A MEMENTO OF THE RALLY IN THE FORM OF A CLAM SHELL UPON WHICH HE ENGRAVED THE PLACE AND DATE OF THE RALLY. SOPHIE BROUGHT SOME HUGE HOMEGROWN DAHLIAS WHICH SHE PLACED AT EACH TABLE. IF WE WERE MAKING PRESENTATIONS, WE'D CERTAINLY HAVE TO TAP ELGA & HILDA GREEN AND MORV & ESTHER SNYDER. THE GREENS WERE THERE EARLY EACH MORNING, STRUGGLING WITH EXTENSION CORDS AND HAULING THOSE BIG COFFEE MAKERS AROUND SO THAT WE COULD ALL ENJOY OUR COFFEE HOUR. ALL THIS WITHOUT FUSS OR FANFARE. WE REALLY DON'T KNOW WHY THE SNYDERS COME TO THE RALLIES BECAUSE ALL THEY DO IS WORK! ANY TIME YOU LOOK AROUND, THERE'S MORV WITH NOTEBOOK IN HAND, JOGGING LIKE MAD, WITH TONGUE HANGING OUT, (HE DOESN'T KNOW HOW TO WALK) GREETING NEWCOMERS, ASSIGNING PARKING SPOTS OR ANSWERING QUESTIONS. HE CAN, WITHOUT HESITATION, TELL YOU HOW MANY COACHES HAVE ARRIVED, WHERE THEY CAME FROM AND HOW MANY PEOPLE, BLONDES, KIDS, DOGS, CATS AND CANARIES ARE IN EACH COACH. THE SNYDER WAGON MASTER TEAM WINS THE TROPHY OF THE YEAR. TIME AND SPACE DOES NOT PERMIT MORE SINGLING OUT. THANKS ALL GOSH ALMIGHTY, MUSTN'T FORGET WOODSMAN JOHN HEIDE WHO BROUGHT BIG PILES OF WOOD FOR OUR BONFIRES.

EMU RALLIES. WE THANK JANET HART FOR HER REPORTS ON THE CRETE, ILL. AND MILLERSBURG, OHIO RALLIES, AND DON RICHARDS FOR HIS FLYER ON THE LATTER RALLY. WE ARE SURE YOU ALL HAD A GOOD TIME AND WISH WE COULD HAVE BEEN THERE. SO, THANKS TO JANET, DON, THE SMITHS, THE CASSELMANS, THE BRININGS, THE FITZGERALDS AND OTHERS - WE KNOW YOU ALL HELPED A LOT.

ANSWERS TO RANGE QUIZ. 1. IT'S A GRAVY; ADD FLOUR TO THE FAT IN WHICH STEAK HAS BEEN FRIED, LET IT BROWN, THEN ADD HOT WATER AND STIR TILL THICK. SPREAD ON BREAD. 2. HIS BOOK OF CIGAROTTE PAPERS. 3. ANY BIG SIX-SHOOTER. 4. A GOSSIPY WOMAN WHO PUNCTURED PEOPLE'S REPUTATIONS. 5. NO, HE'S A COOK.

ULTRA COACHES FOR SALE. YOUR REPORTER HAS A LIST OF COACHES FOR SALE. ANYONE WHO WANTS TO BUY OR SELL A COACH, PLEASE CONTACT US - WITH THIS UNDERSTANDING; DUE TO THE GREAT AMOUNT OF TIME SPENT IN DEMONSTRATING OUR COACH, HOURS SPENT IN EXPLAINING ITS VARIOUS FEATURES TO PROSPECTIVE BUYERS, TIME SPENT ON PHONE CALLS AND WRITING NUMEROUS LETTERS, YOUR REPORTER FEELS JUSTIFIED IN ASKING A 3% FINDER'S FEE TO BE PAID BY THE SELLER. DO NOT UNDERSSELL YOUR COACH. DON'T SELL FOR PEANUTS. ULTRA COACHES ARE GETTING VERY SCARCE.

MISCELLANEOUS. AMONG THE FIRST TIMERS AT THE PISMO BEACH RALLY WERE: SANDY & BUNNY FRANKEL, THEO & INGA KOLLAR, ART & MILLIE ELLER AND BARR MUSSER ACCOMPANIED BY HIS VERY BEAUTIFUL DAUGHTER, JENNY SPOTTEN WHO ADDED A BIT OF SPICE TO THE RALLY. A HEALTH RECORD CARD IS BEING WORKED UP CONTAINING BLANKS TO BE FILLED IN BY MEMBERS TO SHOW BLOOD TYPE, SPECIAL MEDICATION, ALLERGIES, DOCTOR'S NAME, RELATIVES NAMES AND OTHER PERTINENT INFORMATION. TWO CARDS WILL BE SENT TO EACH MEMBER - ONE FOR THE COACH, THE OTHER FOR YOUR WALLET. THIS VITAL INFORMATION WILL BE USEFUL IN CASE OF ACCIDENT WHILE TRAVELING OR SUDDEN ILLNESS AT A RALLY. THE CLUB WILL UNDERWRITE THE COST. IN MEMORIAM. ERNEST DURRANCE #483, OKEECHOBEE, FLORIDA. SEE YOU ALL AT THE TEXAS ROUNDUP. BRING PLENTY HAPPINESS! YOUR REPORTER, *Ed. Martin*



August 1974

ULTRA BULL(ETIN)
"FLUSH IT"

By: Fred Leary # 434
McMinnville, Oregon.

The original gasoline engines had the bearings and other "works" out in the open and the operator applied a squirt of oil now and then. Quickly, it was observed that the system was bad - so some inventor built a box around the machinery, poured in a few quarts, added a pump, and the problem was solved - almost.

Exactly five minutes after the wet sump system was born, the big argument about what to put in, and how often to change it, was in full swing. Seventy-five years later, we are still at it. Some popular quotes - "straight oil - no additives". "additive oils plus one or more special additives", "change oil often", "don't change at all - just add", "oil doesn't wear out", etc. Add your own.

Let's hop on that last one first. It seems well established that oil really doesn't wear out - it merely picks up a collection of goodies like water, acid, fuel dilution, dirt, metal particles, sludge, and new oxides, etc. formed under conditions of high temperatures and severe agitation. Also, any modern oil worth the trip home has at least a half dozen special "additives" already in the can. And, these additives in normal "line of duty" do wear out.

A good filter, regularly changed does a job on solid particles and sludge. The remaining liquid and chemical contaminants are real villains. They generally stay put and get worse with mileage and/or time alone.

How often should we change oil? Ten true experts give at least ten different answers - and the writer is not an expert. Some years ago, we were involved in teaching and writing on this subject and had available oil testing equipment. Testing new oils was some fun, but rather early it seemed a good idea to test samples of drained oil from several sources. Result - some samples drained after 2,000 miles of continuous driving were still O.K. But, in short trip service, some samples were completely "shot" in 500 miles. About a "IOW - Nothing" grade.

The best advice we have ever received was from a prominent Detroit engineer speaking at an S.A.E. Conference. He gave no pat answer either, but stated: "The difference between your factory new engine and the junk yard is three ounces of metal" (maybe two ounces for the smaller Corvair).

Our reaction to this bit of enlightenment was to insist that good oil (at any price) is a real bargain. Our practice is to change oil on mileage (if miles are put on quickly); time (2 months maximum); type of driving (short trips/change often); or, if for any reason, it seems like a good idea. We probably throw away some pretty good oil at times and plan to keep right

on doing it. The filter is changed each time the oil is changed. This is a positive recommendation. Beware of people (includes some factories) who say "change at 6,000 miles and replace the filter each second oil change." They will very probably lie about other things, too.

Assume we drive the Ultra 10,000 miles per year. Is 8¢ per mile a reasonable total expense figure? If so, \$800.00 is the tab. If we never change oil, there is not much saving. Change six times, and the annual cost is \$835.00, and a very happy engine.

What kind of oil for the Corvair?

Any established brand by a leading company which meets current car manufacturer's specifications (label on can).

Single or multi-viscosity? We definitely favor 10W-40 in preference to a single grade. The opposition will quickly point out that the 10W feature is needed only in cold weather. Partly true. But when we start and warm up the engine even at 95° air temperature, this is relatively "ice cold" to the Corvair. The multi-grade gets "on the job" quickly and circulates freely at all times. Especially good for those hydraulic valve lifters and not bad for cylinders, rings, and valve stems, either. Our experience to date has covered two Corvairs driven 128,000 and 122,000 miles with multi-grade oils, frequently changed. Zero wear on shaft and bearings, max .003" on cylinders. New rings, a valve job, and they were sold in top condition. Can't see much room for improvement with trick additives, or special filters. We don't necessarily disapprove of the special deals - if your pet recipe works for you, stick with it.

The options:



- a. Single grade SAE 30 or 40. O.K., if you insist.
- b. Multi 20W-40. Our actual top choice. Hard to find.
- c. Straight oils - no additives. Wouldn't touch them with an 11 ft. pole.
- d. 20W-50. Not generally needed. Probably won't hurt anything.
- e. Racing oils. If your engine operates hot enough to need these, you have trouble. Fix.

The procedure:

Point #1 - Your friendly neighborhood service station does not have either the equipment or ability to change oil and filter correctly. A couple of tools, a container, a little good clean fun, and the job is just right for the do-it-yourselfer.

Proceed thus:



GREASE MONKEY'S
DARLING.

1. Locate a sloping drive (level will not do) and point Ultra down hill. Steeper the better - within reason. The Corvair engine has a long flat oil pan with drain plug at the front. (Service station struck out already).
2. Engine should be warm. Run, if necessary. Multi-grade oils drain well - oil does not have to be hot enough to produce third degree burns on hand. Minor feature, but handy.
3. Place container, remove plug, and watch the fun. Note color of oil, check body on oily hand and say, "Should have done this last month".
4. Oil mostly drained. Just a drip (nothing personal).
5. Start engine - repeat start engine, run at idling speed for 15 seconds or until red light comes on. Look at drain again and say, "Where did the 'extra' oil come from?". Take a break and let oil drain and engine cool. (Club Soda with proper "additive" suggested).
6. Hold filter and remove the $\frac{1}{2}$ inch nut at top. Remove filter and note that it is only about $\frac{2}{3}$ full of oil. No mess - no spill. One of the reasons we ran the engine with "no oil". If you still have the extra belts and the filter mounted "sideways", shame on you. Fix.
7. Install new filter. Use new seal washer on stud. Tighten "snug, but not too tight". Book says use torque wrench. Forget it.
8. Replace drain plug. Again - not too tight. Note: If a "hired hand" did the last - or any other - oil change, check plug and oil pan for stripped threads. They are strong boys with big wrenches.
9. Wrap a big cleaning rag around oil filler. (Stations never do----they love to oil the fan belt et al). Pour in proper amount of favorite lube.
10. Run engine. Check filter for leaks. Let it warm up well.
11. Tighten filter nut, if necessary. Heat softens the rubber gasket, so a second check is advised.
12. Check oil level on dip stick. Probably low. (We really drained it this time.) Don't go over the F mark. Corvairs like to run at about the mid-point between L and F.

13. Finished. Took longer to explain it than to do it. Sorry about that.
14. Repeat often. If our reasons aren't fully acceptable, develop your own.

The negative side:

Lack of oil (and filter) change has a pattern which we see often in Corvairs brought in for "service" in the last of the ninth inning.

- a. One or more valve lifters "hang up" or leak excessively. Much noise. Owner hopes it will go away. It doesn't.
- b. Lifter and camshaft continue a percussion act until metal failure occurs.
- c. Ruined cam lobe and lifter face. Metal chips well distributed thru system.
- d. New camshaft costs only about \$25.00. Replacing same, however, is something else. Remove entire power train, remove transmission, differential, all accessories, completely disassemble the engine. The camshaft is the very last olive out of the jar. Parts scattered over a $1\frac{1}{2}$ sq. block area.
- e. Replace camshaft, lifters, and all other parts damaged or worn. If you can find a competent Corvair man, he should do the job in about one week and shouldn't charge over \$400.00 for the operation.
- f. Look up the individual who "doesn't believe" in frequent oil changes or is opposed to "wasting" too much oil. Conduct friendly discussion and notify his relatives of intended action.

It isn't always the valve lifter/camshaft routine. Piston rings especially the top one operate in a rather hostile situation with limited lubrication. Hard carbon (mostly gum from gasoline) deposits in the ring grooves, sticks the ring, then may break the ring, hot gases leak past the rings - and there goes the ball game.

There is, of course, some concern about possibly wasting a resource by changing oil frequently. But we simply weigh this against our most valuable and irreplaceable resource - The Ultra Coach.

434 returned a short time ago from the Pismo Rally. 1800 miles, steady driving, warm weather, few starts, all factors that are favorable to oil life. The oil looks, feels, and probably is about like new. We will change it this afternoon.

Typed by: Gorgeous Kaffe.

4.

Fred Leary.



MINUTES OF THE GENERAL MEETING OCTOBER 12, 1974

McDonald Farm & Campground.....Arp, Texas

The meeting was called to order at 8:00 PM by President T. E. Mechem. He greeted one and all and gave thanks to Fran & Lucile Carroll for locating such a beautiful campsite for our rally.

The minutes of the last meeting were accepted as published and Edna Newhouse gave the Treasurer's Report as follows:

Previous balance reported in Checking Account	\$ 841.97	
Receipts		\$ 587.21
Distributions		640.69
Minus Balance		<u>-53.48</u>
Present Balance	788.49	
Savings Account	1000.00	

A motion was made to accept the report as read. It was seconded, moved and carried.

Rally master, Mory Snyder reported that there were 52 coaches present and about an equal number from both west and east. Though Edy and Len Ryerson drove from British Columbia as the farthest distance, it was felt that the Snyders came the longest distance directly to the rally, and won a beautiful prize that was made by the Carrolls.

President Mechem expressed thanks to Buddy and Jackie McDonald for their outstanding effort to make our rally a success and their participation in it. The McDonald Campground is truly one of the most beautiful settings in East Texas. Our Eastern Director Ken Casselman liked it so much he arrived a week early and fished with Buddy in Lake Tyler and after the rally stayed one week more!

Thanks was also given to Fran and Lucile Carroll for the many hours of hard work in preparing the registration tokens (a resin plaque of Texas with shells and fossils), the table decorations of cowboys made out of horseshoes...plus, and the many details worked out to give the Ultra members daily activities that will not soon be forgotten, and to the Casselmans for their able help.

A report on the Directors meeting was given. There will be a 50¢ per day per vehicle registration fee so that each rally will be self sustaining. This will be a trial procedure for two rally times and then a reevaluation will take place. A nominating committee was established with Len Ryerson as Chairman who will bring a list of persons offered for the 1975 slate of officers. This will be submitted at the January, 1975 meeting.

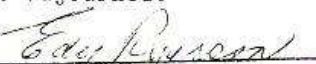
The January 16-17-18-19, 1975 rally will be held at Ryan Campground in Joshua National Monument.

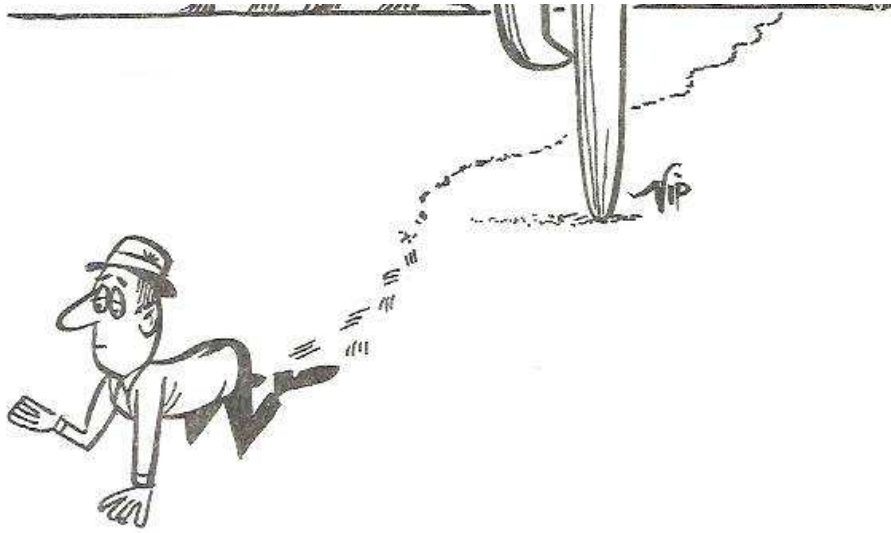
The April 17-18-19-20, 1975 rally will be held at Heritage Ranch near Lake Nacimiento (north of Paso Robles)

The July/August rally 1975 will be in Roberts Creek, British Columbia. The dates will be released as soon as the date for the FMCA Convention in Salem, Oregon is known. The rally will be for seven days and will be coordinated so that members can attend both FMCA and the B.C. rally.

Since there was no further business the meeting was adjourned.

Acting Secretary


Edy Ryerson



Never travel across the country without your *COACH!*

Each gives you the opportunity to get out into America; it can be your
own cabin, a house at the beach, your apartment near a park, a lakeside
golf, a cottage in the forest, or your home in the desert. Consider your
coach as your INVESTMENT in good American living!

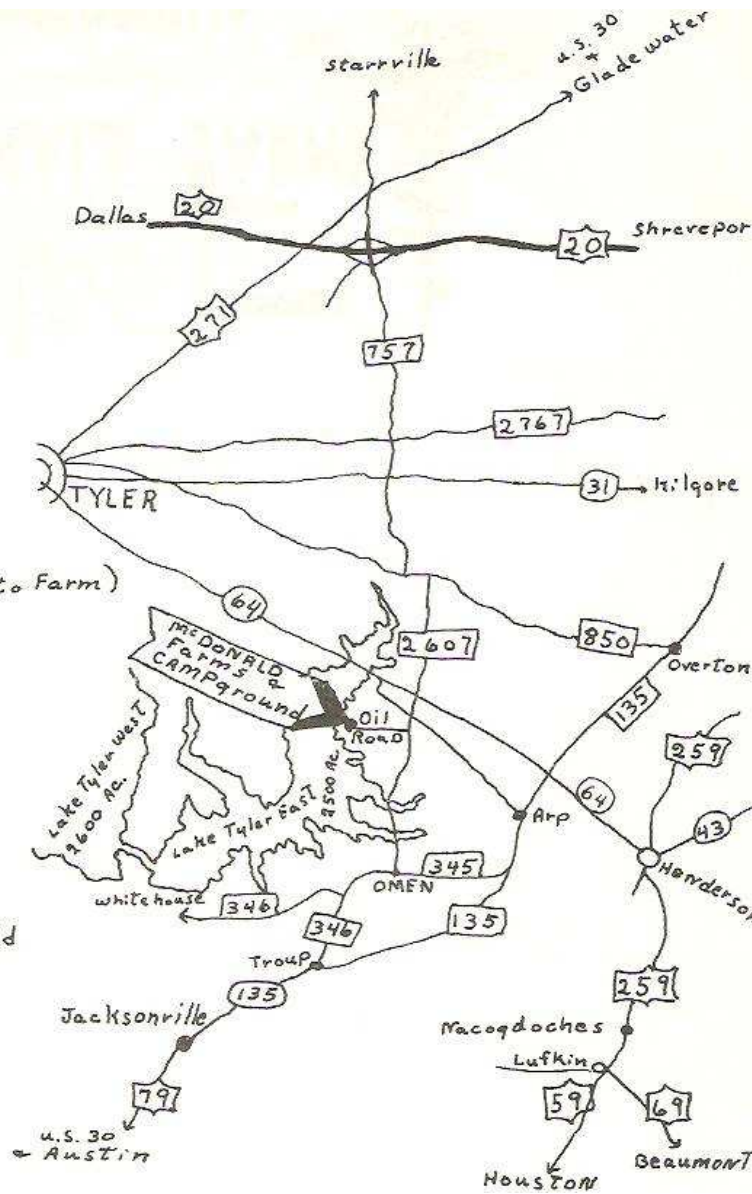
see you in Texas October 9th

- Pool • Playground • Lake
- Bath house • Store • Pavilion
- Picnic Tables • Fall-Throghs
- Water • Electricity • Dump Station
- Some Sewer Hook-ups
- Botanical Garden • Miniature Holy land
- Skelly Gasoline
- Mini Bike trails
- Bottle Gas Station

From U.S. 20 take the South Exit
of the Starrville to Omen Road
and follow map on right.
(approx. 12 mi. from u.s. 20 to Farm)

From Tyler take first two paved
rights after Lake Tyler East
Bridge, then turn right again
on first Oiled road.

owned + operated by
Buddy + Jackie McDonald
Rt. 1 Arp, Texas 75950
Area 214 8597612
for reservations



What's Up? Pard

Hosts: Fran & Lucile Carroll
 Ken & Treva Casselman
 Coffee: Hilda & Edna Green
 Wagonmaster: Mory & Esther Snyder

- October 9
 Wed. Registration all day
 Noon ...fix your own lunch and eat with a friend
 Dinner...at home
 ✓ Sing-along at the campfire after dinner...about 7:30
- October 10
 Thur. 9:30-10:00 Coffee HourBring goodies to share
 Coach Hop on take a nature trail hike...gather up a crowd -- the trees
 are marked so no guide is needed
 After dinner Special Event...Undergarment Bingo! Nuff Said!
- October 11
 Fri. 9:30 - 10:00 Coffee Hour
 ✓ 10:15 Guided Tour of Holy Land by the McDonalds
 1:30 - 4:00 PM Men's Bull Session and Ladies What's New Session
 6:00 Hobo Supper around the campfire. Bring a can of something to put
into the pot...soup, stew, or? Dress as a Hobo. Bring tin pan
or can to eat out of and drink from and a spoon.
 7:30 Hopefully a program by the Texas Parks Dept. (To be arranged)
- October 12
 Sat. Up Early today?! Assembly of vans to go to the Rose Festival at Tyler.
 We'll take 4 or 6 to each van. Will leave the campground at 8:00 AM
 Show starts at 9:00 and ends at 12 noon. Seats in Stadium are 1.00.
 We stay in stadium and eat the box lunch you have brought with you. Then
 we'll take a tour of the Rose Fields. Bring your camera. It's beautiful!
 6:30 Our famous Ultra Potluck -- we will have the General Meeting after
 dinner.
- October 13
 Sun. 9:30 Coffee Hour
 11:00 Non denominational Church Services
 This is a free day...Do what you wish
- October 14
 Mon. 9:30 Coffee Hour
 10:00 - 11:00 Men's Hour...wonder what they are doing with these hours?
 Ladies bring your crafts
 12:00 Bring a Picnic Basket Lunch to an "Old Time Picnic" of fun and games
 Picnic goes on all afternoon with prizes and awards. Be Careful tho
 the Sheriff's lurking near!
- October 15
 Tues. 9:30 Coffee Time ...Be sure to bring goodies to these to share, ladies.
 Watch Bulletin Board today: This may be the day we will take the
 tour of the cattle ranch.
 An Easy Day: Bonfire after dinner...swap yarns or sing or both!
- October 16
 Wed. 9:30 Coffee Hour
 Parade through downtown Arp. Vans should be decorated if possible
 as it will be covered by TV and the news media out of Tyler. Wear
Western Wear
 yes 6:00 Texas Catered Bar-B-Que \$3.50 each person Be sure to fill in
 the square for your desire to participate.
 There will be prizes for the best costumes.
- October 17
 Thurs. 9:30 Coffee Break...join in a steaming cup of java and meet new and old friends
 1:30....Boy! Here's another Men's Session! Hey Gals how about in-
 vading their territory?
 Dinner at home and Bingo in the evening
- October 18
 Fri. 9:30 Coffee Time
 After coffee another tour of the Holy Land with the McDonalds
 6:00 Fish Fry Dinner...Bring a side dish of salad, vegetables, casserole,
dessert or? We like all you guys and gals to help
catch the fish for this fry...OK?
- October 19
 Sat. 9:30 Coffee for all those sleepy heads
 2:30 General Meeting
 6:00 Another of those Ultradelicious Potlucks.
- October 20
 Sun. Church at camp for those who wish to attend. For those who are leaving
 "Adios" and safe journeying. Ya'all come back!

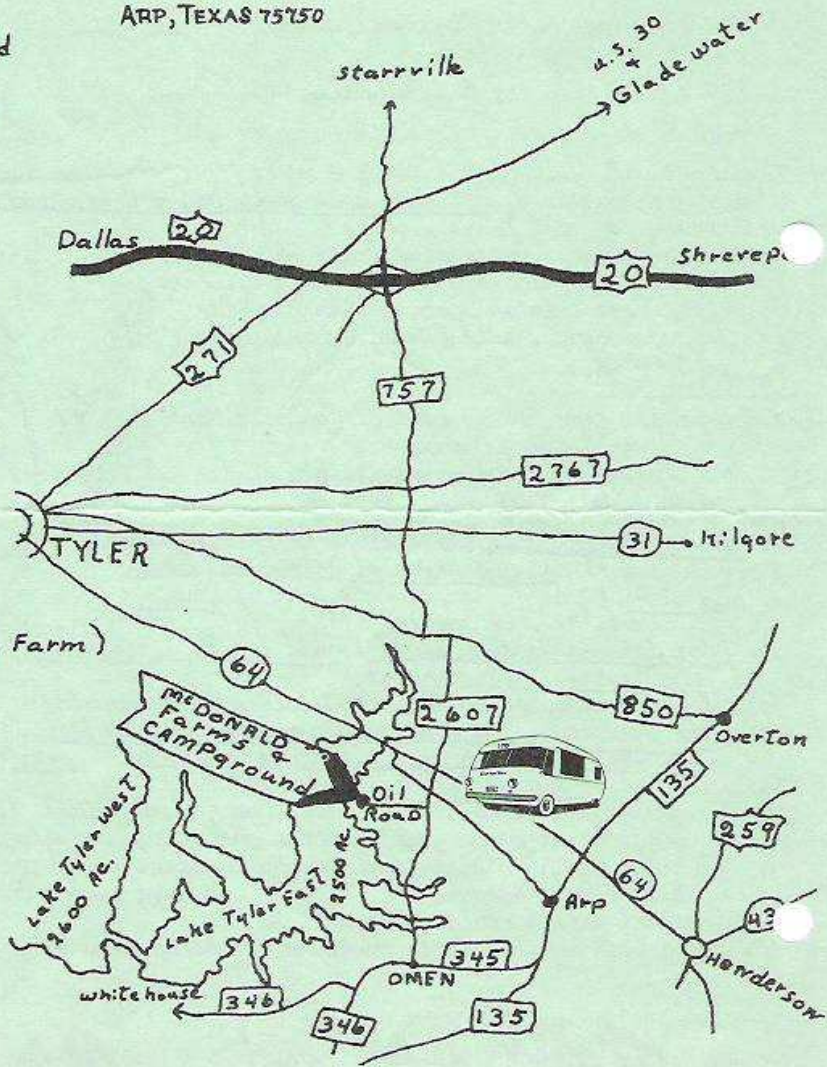
MCDONALD FARMS AND CAMPGROUND

owned + operated by
Buddy + Jackie McDonald

Area (214) 859-7612

- Pool • Playground • Lake
- Bath house • Store • Pavilion,
- Picnic Tables • Pull-Throughs
- Water • Electricity • Dump Station
- Some Sewer Hook-ups
- Botanical Garden • Miniature Holy Land
- Skelly Gasoline
- Mini Bike trails
- Bottle Gas Station

ROUTE 1
ARP, TEXAS 75750



From U.S. 20 take the South Exit
of the Starville to Omen Road
and follow map on right.
(approx. 12 mi. from U.S. 20 to Farm)

From Tyler take first two paved
rights after Lake Tyler East
Bridge, then turn right again
on first Oiled road.

ALL ULTRA PEOPLE ARE INVITED

TEXAS OCTOBER ROUND-UP ALL ULTRA COACHES

October 9-19, 1974

McDonald Farms & Campground

Arp, Texas 18 miles from Tyler, Texas
Follow the enclosed map.....Highway 64

Cost: \$3.50 per nite (discounts, too!)
1.00 registration

Let's Make This the Biggest Rally Yet!

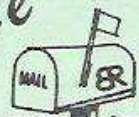
So much to do!.....So much to see!

Rose Festival.....October 10-13 @ Tyler
Ultra Coach Parade....decorate your coach; but not required
Arboretum ...Guided Tours...Free
Texas Bar-B-Que....(catered..October 16 ..#3.50 ea.
Tour of Working Charolais Cattle RanchFree
Holy Land Tour...later Special Fish Fry-18th
Fishing..Swimming..Trail Biking.. Hiking

Check Off List:

1. Send for free "Texas Land of Contrast Book"
Texas Highway Department
Travel Information Division
P.O. Box 5064
Austin, Texas 78763
2. Bring Fishin' Pole...no license in private lake.
3. Required!! Bring a piece of throwaway under-clothes (1 per person) ..it's part of your registration...Fun Special!!!!
4. Come dressed Western style to add to the atmosphere and another Special Event!
5. If you want Happy Hours...BYOB...it's a dry country.
6. Come prepared for a Hobo supper around the campfire. eat out of tin pan or can...dress up too -- a prize!
7. There'll be two potlucks...1 each Saturday
8. Do you subscribe to Rand McNalley Campground Guide? There's a discount coupon for the first night camping at the Farm and on one propane fill.
9. When the men have their jam session...ladies will have a What's New & Trade Ideas session
Please come prepared! Also if you have crafts that you do...bring them along and we'll have a craft session!
10. Bring your musical instrument and a good loud voice for sing-alongs.

Ya'll Come



Ya Heah!

Mailed
9/14/74 Reg
1.00
Enclosed

