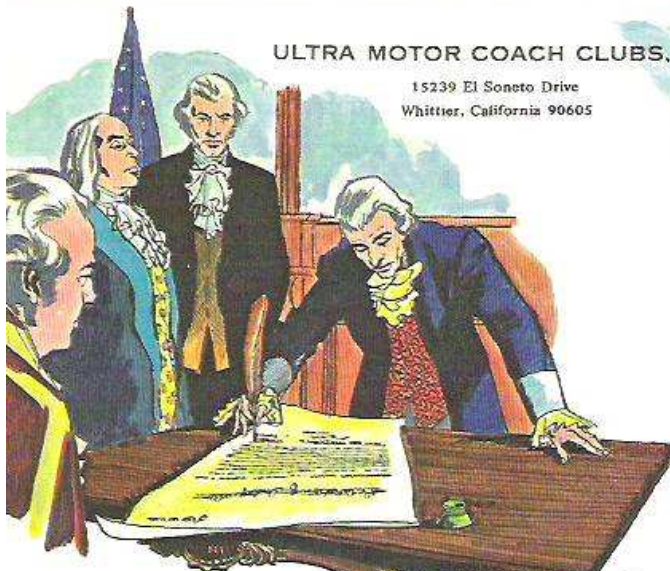


ULTRA MOTOR COACH CLUBS, INC.

15239 El Soneto Drive  
Whittier, California 90605



AMERICAN  
REVOLUTION  
BICENTENNIAL



1776-1976



**HAPPY BIRTHDAY TO US!**

Dear Ultra Friends:

July 1976

Starting October 6th we look forward to personally meeting all club members who are able to attend the big NATIONAL ULTRA RALLY in Michigan. Many of us Westerners will be there also to help celebrate our club's birthday and I'm sure George and Vi Krantz are all prepared for a great turnout from both East and West. Come one...come all!

However, we want to call attention to a prior EASTERN RALLY...this one coming soon...starting August 20th. Our good club member, Check H. Houston #424 from Ohio, is arranging a fine program at Windsor, Ontario. Be sure to read AT ONCE the enclosed green-colored flyer giving all the complete details on next month's rally.

In addition to the above, Dr. Bob and Roberta Franz have put together another tremendous WESTERN RALLY for September 9-12th along the Russian River in California. Edna and I will be there to see the "Pageant Of Fire Mountain" and afterwards tour Utah, Montana, Minnesota, Wisconsin, and other points, visiting friends and relatives as we proceed eastward.

Besides this being the 200th anniversary of our Nation, 1976 is also of course, the 10th anniversary for your Club. The idea for Ultra Club originated in the Fall of 1966 (in October, ten years ago, after we drove #228 home to Whittier from the factory in Kansas). However, as most of you know, the final incorporation was not completed until the next year. But the club might very well celebrate its true founding in October, too, at the big Michigan rally. All the more reason for everyone making extra effort to be there...two (2) anniversaries to be celebrated together!

It may be of interest to some of you that ten years ago when the club was being organized, we thought there may perhaps be eight, or ten (or maybe a dozen) Ultra owners who might possibly want to join. Our thinking soon changed as the number grew to 30, then 50, jumping to more than 100 soon thereafter. This was surprising in that there was no real club promotional effort, and as you know, all the club's officers, directors, and committee people still all serve without any pay, purely on a "labor-of-love" basis as their time permits. Now more than 200 are registered and in good standing to help celebrate Ultra Club's 10th anniversary in October.

Yours Sincerely,

*Ernest Newhouse*



NEWS LETTER  
JULY 1976

## ULTRA MOTOR COACH CLUB

OVER 200 ULTRA COACH FAMILIES

REPORTER - EDITOR  
EDWARD A. MARTIN

WITH THE APPROACH OF THE 10<sup>TH</sup> ANNIVERSARY OF THE ULTRA MOTOR COACH CLUB, THE 36<sup>TH</sup> ULTRA RALLY WAS HELD AT THE IDAHO POINT MARINA AND CAMPGROUND NEAR NEWPORT, OREGON. RALLY DATES WERE JULY 8<sup>TH</sup> TO 11<sup>TH</sup>. BEAUTIFULLY AND EXPERTLY HOSTED BY FRED AND ELEANOR LEARY OF McMinnville, Oregon. THANKS, FRED & ELEANOR! ALSO THANKS TO DICK & RUTH JOHNSON, OWNERS OF THE MARINA, WHO MADE OUR STAY SO PLEASANT. WEATHER WAS TYPICAL OREGON WEATHER - COOL AND MISTY AT TIMES, WITH SOME HEAVY "DEW." HOWEVER, THE SUPERB VIEW OF THE CITY LIGHTS ACROSS THE BAY, THE SPECTACULAR SUNSETS, THE VIEW OF THE YAQUINA BAY BRIDGE ALL HELPED TO KEEP OUR SPIRITS UP.

39 ULTRA COACH FAMILIES ATTENDED THIS RALLY. IT WAS SO MUCH FUN, SITTING IN OUR COACHES AND WATCHING THE TIDE COME IN AND GO OUT, LOOKING AT THE PEOPLE OUT ON THE FLATS, AT LOW TIDE, DIGGING FOR CLAMS AND STUDYING THE WILD BIRDS, GULLS, CRANES AT THEIR VARIOUS FEEDING HABITS.

WE HOPE THAT EVERY ONE APPRECIATED THE LITTLE GOODIES WHICH WE ALL GOT WHEN WE REGISTERED. THESE WERE MADE BY ELEANOR LEARY AND CONSISTED OF A SMALL WOODEN COASTER, WITH A CORK LINING UPON WHICH WAS MOUNTED MINIATURE PILES SURROUNDED BY SEA SHELLS, SEA WEED, TOPPED OFF BY A SMALL SEA GULL. THANK YOU, ELEANORUS, FOR THE ULTRA GULL OREGONUS! WE WILL TREASURE THESE A LONG TIME.

LOUIS AND MAYBEL GRIGGS, COACH #334, CAME ALL THE WAY FROM CUMBERLAND, MARYLAND TO ATTEND THIS RALLY. THAT'S WHAT WE CALL THE REAL ULTRA SPIRIT. THERE WERE SEVERAL OTHER LONG DISTANCE ARRIVALS, BUT THE GRIGGS WIN THE BRASS RING WITH ALMOST 3000 MILES OF TROUBLE FREE ULTRA COACHING. ACTIVITIES, IN BRIEF, CONSISTED OF A DINNER ON FRIDAY NIGHT AT NEPTUNE'S SEAFOOD RESTAURANT WITH 55 ULTRA COACHERS ATTENDING, NIGHTLY BONFIRES AND SING ALONGS, CONTINUOUS FISHING, CLAMING, AGATE HUNTING, SLIDE SHOWS AND MOVIES BY FRANCES O'MARA AND ROMA SMITH. A DRAWING CONTEST AT WHICH THE JOHNSONS GAVE AWAY SALMON, SEA BASS AND FLOUNDER WAS HELD ON SUNDAY EVENING. ELGA GREEN, JOHN HEIDE AND TRUDY SELLARD'S WALKED AWAY WITH THE PACKAGES OF THESE DELICIOUS FROZEN FISH. MEL & MILLIE DINESEN CAUGHT THE MOST CRABS, WHICH THEY FROZE AND TOOK HOME!

OF COURSE, THE BIGGEST SOURCE OF OUR ENTERTAINMENT WAS NONE OTHER THAN OUR ILLUSTRIOUS HOST, GABBY LEARY WHO DID EVERYTHING FROM STOPPING DOG FIGHTS TO POINTING OUT THE LOCATION OF THE SWEETEST SMELLING DUMP HOLE. IN BETWEEN THESE CHORES HE MANAGED TO CONDUCT A VERY INFORMATIVE TECHNICAL SESSION, CHOP WOOD, CUT BAIT, VISIT EVERY COACH, SNEAK IN A CAN OF BEER OR TWO, DELIVER MAIL AND "OVERHAUL" A COUPLE OF ENGINES. THANKS FRED, YOU MADE THIS RALLY REAL SUPER.

THIS BRIEF NEWSLETTER IS BEING WRITTEN AT OUR RALLY SITE SO THAT IT CAN GO OUT WITH THE FLYERS ANNOUNCING THE SEPTEMBER GORNEYVILLE RALLY, THE OCTOBER MICHIGAN RALLY AND THE EMU CANADIAN RALLY IN AUGUST. YOUR REPORTER ENJOYED MEETING MANY NEW FRIENDS HERE. DRIVE CAREFULLY, EVERYONE!

*Edward A. Martin*, NEWPORT, OREGON, 11 JULY 1976



# ULTRA MOTOR COACH CLUBS, INC.

— A NON-PROFIT CORPORATION —

## GENERAL MEETING



YOSEMITE NATIONAL PARK

APRIL 16, 1977

### MINUTES

The General Meeting was called to order by President Barr Musser under the blue skies and whispering pines of Yosemite Park at 1:15 PM. He offered us all a great big WELCOME!

The minutes of the last rally at Barrett Lake were read by Secretary Evelyn Shepherd and it was moved by Herb Elkins that they be accepted as read and was seconded by Elga Green. Edy Ryerson asked if the number of coaches was 58 and not 56 as listed...this was confirmed and entered in the minutes.

The Treasurer's Report was read by Edna Newhouse and was reported as follows:

Receipts - \$2,071.07  
Disbursements - \$2,606.69  
Balance in checking - \$943.18  
Balance in savings acct. - \$2,000

It was accepted as read unanimously.

The Activities Report was as follows:

3:00 PM Maintenance Session and Craft Session  
5:00 PM Smorgasbord and then an option of going to see slide shows given by the Park or attend the campfire group.

It was noted that many had already purchased their jackets and caps that had been ordered for the Ultra Club and that the patches would come later. Also for those who were unable to find the proper fit, special orders can be made. These jackets may be had at the July Rally in Big Cottonwood Canyon, Salt Lake City, Utah. This is the National Rally and will begin at NOON July 1, 1977 and end at NOON July 7. The reason for this "NOON" restriction is that there are other groups coming to occupy the spaces we are allocated.

Under NEW BUSINESS: Anita Tefft suggested that church be held Sunday morning at 8:30 AM and have the coffee hour afterward so that those who want to leave may enjoy both. It was agreed to do so.

### FUTURE RALLIES:

October Rally: Will be either late September or early October at Walla Walla, Washington.....Hosted by the Murray Fishers and the Ed Andersons.

January Rally...1978: Will be either the third or fourth weekend in Arizona at the Black Canyon International Shooting Club Range and will be hosted by Frank & Edith Xiques and Elga & Hilda Green. This is located about 20 miles north of Phoenix. There will be electricity, water and a recreation building with kitchen facilities. A catered dinner is also available.

April Rally ... 1978: Will be the third weekend at Black Butte Reservoir which is BLM property and possibly at no cost. This is located about 15 miles west of Orland, Ca. (north of Sacramento). Mory Snyders and Robert Franz' will host

Ed Martin gave a report on the Director's Meeting: The cost of our magazine "Motorhome Life" has gone up to \$4.50. There was also a discussion of considering Trailer Life in place of Motorhome Life. Details of costs, etc. will



We were given a warning that we should all keep our motorhomes locked even in front of our own homes if it is on the street. Some insurance policies will not cover unlocked vehicles if they are parked on the public streets. Check your own policy!

We have 22 coaches.....44 people.....6 dogs at this rally. Ed & Fran O'Mara came the shortest distance and Barr and Thelma Musser came the farthest.

Herb Elkins brought up the subject of the Maintenance Manual that is being put together by Len Ryerson and stated that if we want our coaches to keep running we MUST have a manual. He felt that there was money in the treasury and it should be used for promoting the manual. Barr Musser said that a letter would be in the mail in two weeks explaining this in more detail. Bob Franz felt that it would be a great asset if and when the coach is sold. Mory Snyder said since the market is limited it should be advertised. He also said that Len & Edy were already \$600 out of pocket in getting this manual ready. Anita Tefft moved that the club reimburse this money to Len and Edy Ryerson and it was seconded by Mory Snyder and Bob Franz. However, Len asked that they put a hold on the issuance for the time being. After the letter is sent out by Barr Musser, all club members interested should reply immediately.

The meeting was adjourned at 3:15 PM.

Respectfully submitted:

*Edy Ryerson*

Edy Ryerson, Temporary Secretary

#### CLUB TREASURER'S DETAILED QUARTERLY REPORT

Checking Acc't Bal. as of 1/26/77

\$1,478.80

##### RECEIPTS

Membership dues received	\$ 700.00	
Barrett Lake Park - Spaces	671.50	
" " " - Registrations	110.00	
" Cafe - Dinner Reservations	490.50	
Trailer Life Publishing Co. - Club article	50.00	
"Ultra Coach" name plates	5.00	
Name Badges - 4 @ 2.00	8.00	
Home Savings & Loan - Quarterly Interest	26.42	
Proceeds from EMU Florida Rally - Quinn	5.65	
Miscellaneous receipts	4.00	\$2,071.07

##### DISBURSEMENTS

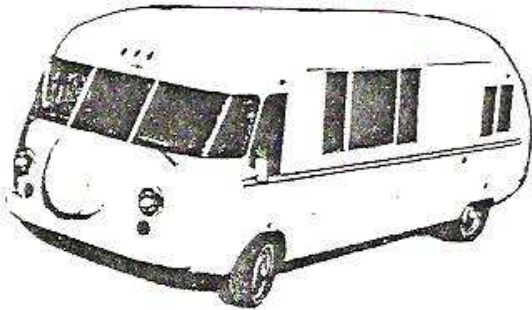
Barrett Lake Park - Camping fees	625.00	
" " Cafe - Dinners	464.89	
Campsite Deposit to Waddells - Donaldson	15.00	
Waddells rally Expenses - Donaldson-Yakel	39.66	
Coffee Supplies - Matthews-Johnson	21.87	
Motorhome Life Subscriptions	300.50	
Stationery House - Envelopes/Letterheads	72.60	
Dorfman-Pacific Co. - Caps/hats	107.40	
Nat-Nast Co. - Jackets	271.44	
Artcraft Swiss Embroidery - Patches	248.00	
Bryant Phillips - Printing Calling Cards	45.50	
State Farm Insurance - 1977 Liability	60.00	
Postage - Shepherd \$54.24 - Newhouse \$45.50	99.74	
Sir Speedy - Flyers, News Letter, etc.	82.92	
Refunds	4.50	
Fredsons - Black & gold Coach Numbers	52.88	
Stationery Supplies - Office expense	34.46	
International Printers - News - EMU Report	50.33	
Memorial Contribution	10.00	2,606.69

-535.62

Checking Acc't Bal. 4/11/77

\$943.18

# Ultra Coach



## Owner's Manual

While the material contained in this manual is accurate and correct to the best of the authors' knowledge and belief, neither they, nor the Ultra Coach Motor Clubs, Inc. assume any liability whatsoever for work or procedures done or reliance on any material contained therein.

Edited by:  
1 & Edy Ryerson  
1976-77

BODY STRUCTURE	SECTION 1
BODY EQUIPMENT	SECTION 2
INTERIOR FINISHING	SECTION 3
FURNISHINGS-EQUIPMENT	SECTION 4
TANKS - GENERAL	SECTION 5
PLUMBING - PUMPS	SECTION 6
PROPANE SYSTEM	SECTION 7
FUEL SYSTEM	SECTION 8
SUSPENSION SYSTEM	SECTION 9
STEERING - ALIGNMENT	SECTION 10
WHEELS - TIRES - BRAKES	SECTION 11
POWER PLANT - CORVAIR	SECTION 12
POWER PLANT - V-8	SECTION 13
POWER PLANT - OTHER MODS.	SECTION 14
ELECTRICAL	SECTION 15
AIR CONDITIONING	SECTION 16
SPECIAL SERVICES	SECTION 17
COMFORT & HOUSEKEEPING	SECTION 18
MODIFICATIONS - IDEAS	SECTION 19
LITERATURE - BOOKS	SECTION 20
SERVICE ORGANIZATIONS	SECTION 21





extensive detail and how much had yet to be done....nor the extent of effort involved. Later in our conversation I mentioned a particular ad....he confused himself and returned in a few minutes arming me with listed parts with procurable part numbers, substitute part numbers and suppliers and their addresses.

Finally, here is some of what you will see in the manual:

1. showing the Sections by number

2. Contents...for each Section

3. sketches, diagrams, pictures...wherever possible near the written text for easy reference and understanding.

4. Name, Description, OEM Part numbers (with the Group No.) where possible  
Substitute or alternate (other manufacture) Part Numbers

5. Reference numbers to drawings...showing where part is used

Our usual problems, weaknesses, breakdowns, etc. will be discussed in the time, repairs and/or modifications as are known at time of writing. A subject, of course, is PREVENTATIVE MAINTENANCE to urge owners to prevent breakdown or a serious accident.

Of the many changes made during manufacture there are many gaps in time and probable errors as well. One might be a critic and say, "That being said"....then needs to know this and eventually incorporate differences on a separate page, in the proper section. A format has been used to make any insertion in your manual as easy as possible. of possible suppliers, storage, service organizations. These have been suggested only.

that early if you have not had the opportunity to meet Len & Edy nor to have done, we have printed this letter on pages taken from the manual as indication of what you will receive for your money. There is no time for you a complete and thorough description but I know you won't be at.

where are being asked to send Len \$50.00 (and many have done so, but so far we have a deposit to reserve a space on the list of purchasers. and in a short time at a total cost and if there are not enough in- get the manual in approximately 100 pages printed. your money will be well.

it is only ONE printing, so only those on the "paid list" will be one one. it will be a copyrighted issue and thus will be valuable to collect in the event of selling. However, we must have enough interest in the manual to warrant continuing work on the manual and the event of it.

it is up to this time Len and Edy have totally supported this project.

OW.....SEND YOUR \$50.00 -- --ADVISE NON-CLUB MEMBERS if you know any.

don't let this manual go! If we do, our coaches will probably fade away, just like the old soldiers! I want one and I am sure you do too!! (printed on 8 1/2 x 11 60 lb paper) will be punched ready to insert in ring binder. We are hoping \$50.00 will cover the total cost except binding and shipping costs. If the response is adequate and quickly Len and Edy say they will spend most of their time to complete it to have it ready for delivery by late spring of 1978.

they MUST have your confidence and cooperation. Write your check NOW!

Mailed 5/13/77 by Barr Musser

Dear Ultra Club Member:

As you opened this letter weren't you surprised? YES! That is the cover page for our new Ultra Coach Manual. Doesn't it look GREAT? I IS gradually becoming a reality.

Most of us coach owners have desperately needed this manual for years. In fact, I talked to one owner who said he had made a phone call from a distant 3500 miles and got the part numbers he needed. Even including the cost of the call he felt that he had saved more than the price of the manual.

Three years ago I first heard of a service manual being considered and a lot of effort was made by our then President Mechem. However, so many obstacles were encountered and the realization of the magnitude and complexity of the job, he was unable to proceed with it.

Then at the 1976 January Rally the Board of Directors felt the urgency of getting something done....the coaches are aging, needing parts and repairs.....then requiring correct part numbers and "how to do the job" instructions.

We are lucky to have as a club member a man who has had years of experience in writing maintenance manuals and working the mechanics of the jobs as well. He wrote manuals for Consairway Airlines, The flying Tiger Line, Pacific Overseas Airlines, to mention a few, and also coordinated with the Air Transport Command of the USAF during the war. He also has had an automotive and aircraft business of his own. In writing these manuals he wife did most of the initial typing and much of the research and manual set-ups. You know them.....Len & Edy Ryerson. What a team! They are truly hard working and dedicated to being as accurate and precise as research and knowledge permit. You'll love them!

When this man was discovered and approached about writing this manual...he did hesitate (he is trying to relax in his retirement!) but realizing the urgent need of his fellow travelers he accepted.....if he could get Edy to help....Like lambs going to slaughter, they said OK. He didn't, then realize, I am sure, that the information previously issued, or offered from one source or another, was so muddled, incorrect or lacking in the data that would show various changes in construction of different areas in the coaches and at what number these changes occurred. These changes involved obsolete parts, suppliers long gone, and each small group of coaches were assembled with parts from Corvair, Chevy II, Nova, Corvette and even some parts from Ford. The use of many of these assemblies were questionable for Coach construction and have been combined with Ultra Manufacturing parts which had no part numbers recorded or even existing.

How is an owner or his mechanic to service these vehicles? No regular GM Service Manual will guide the mechanic...it's just not there... doesn't conform to anything. Of course, we aren't talking about engine overhaul...that you can get from Chevrolet Service. A manual could save you hundreds of dollars by preventing the unfamiliar mechanic from experimenting, researching, etc. hours upon end.

DON'T LET ME SCARE YOU! I believe we have one of the finest vehicle made and it is most economical on the road....nowadays that is important! BUT....it is unique.....Right?

So.....we need a manual. A Service Manual with correct part numbers (eliminating obsolete numbers for those that can be purchased today), detailed drawings showing Ultra construction, step by step instructions to repair, modify or overhaul Ultra configurations, electrical drawings, wiring diagrams, etc. etc.....a place to go to help us solve problems no matter where we may have a breakdown or what we may want to do to our own unique vehicle. The manual NOW in preparation has all of this and more.

I was at Len Ryerson's home. He showed what he has researched, organized and compiled so far. I was dumbfounded. I hadn't realized what was being done in such understandable detail and how much had yet to be done....nor the extent of time and effort involved. Later in our conversation I mentioned a particular problem I had....he excused himself and returned in a few minutes amazing me with a list of needed parts with procurable part numbers, substitute part numbers and even some suppliers and their addresses.

Now briefly, here is some of what you will see in the manual:

1. Cover.....showing the Sections by number
2. Table of contents....for each Section
3. Drawings, sketches, diagrams, pictures....wherever possible near the written material for easy reference and understanding.
4. Part Numbers, Descriptions, GM Part numbers (with the Group No.) where possible
  - a. Substitute or alternate (other manufacture) Part numbers
  - b. Reference numbers to drawings....showing where part is used
5. Throughout manual problems, weaknesses, breakdowns, etc. will be discussed along with fixes, repairs and/or modifications as are known at time of writing. The main object, of course, is



PREVENTATIVE MAINTENANCE to urge owners to act before a breakdown or a serious accident.

6. Because of the many changes made during manufacture, there are many gaps in information and probable errors as well. One might be a critic and say, "That isn't like my coach"...Len needs to know this and eventually incorporate these differences on a separate page, in the proper section. A Format has been created to make any insertion in your manual as easy as possible.
7. A list of possible suppliers, garages, service organizations. These have been "Owner Suggestions" only.

Knowing that many of you have not had the opportunity to meet Len & Edy nor to see what he has done, we have printed this letter on pages taken from the manual to give you an inkling of what you will receive for your money. There is no way I can give you a complete and thorough description but I know you won't be disappointed.

Ultra Owners are being asked to send Len \$50.00 (and many have done so, but not enough so far) as a deposit to reserve a space on the list of purchasers. All monies are in a trust fund at a local bank and if there are not enough interested to get the manual (of approximately 500 pages) printed, your money will be refunded in full.

There will be ONE printing, so only those on the "paid list" will be able to secure one. It will be a copyrighted issue and thus will be valuable to you and an asset in the event of selling. However, we must have enough interested persons NOW to warrant continuing work on the manual and the eventual printing of it. Up to this time Len and Edy have totally supported this project.

REPLY NOW.....SEND YOUR \$50.00 - - - ADVISE NON-CLUB MEMBERS if you know any.

Let's don't let this manual go! If we do, our coaches will probably fade away one by one, just like the old soldiers! I want one and I am sure you do too!! The manual (printed on 8 ½ x 11 60 lb paper) will be punched ready to insert in your three ring binder. We are hoping \$50.00 will cover the total cost except for the packaging and shipping costs. If the response is adequate and quickly attainable, Len and Edy said they will spend most of their time to complete it and attempt to have it ready for delivery by late spring of 1978. However, they MUST have your confidence and cooperation. Write your check NOW! Send to Len Ryerson, 18628 Rayen St., Northridge, CA 91324.

Sincerely yours, Barr Musser, President, Ultra Coach Clubs, Inc., Coach #163

# TOP LIGHTS & TURN SIGNAL SYSTEM

SAMPLE ONLY

Ref. DWG: 21A

SPICER 128

ULTRA COACH

DRIVE SHAFT ASSEMBLY

Item	Group	P/N	Description
		Ultra Mfg.	Shaft Assembly
		24 1/2 to 26 1/2 in	Tube
			Yoke
			Slip Stub
			Dust Cap
			Sleeve Yoke
		Universal	
		Alternate -	
		Alternate -	
		(NOTE: 5	
		5.428 3955571	
		5-153X	
		5-200X	
		5.428 3882979	
		5.428 3887348	
		5.428 3890829	
		5-806 3890827	

SPRING & SHOCK REMOVAL:

1. Jack up and support front of coach
2. Using small jack under lower "A" wheel and tire assembly.
3. Remove 3 bolts and nuts attaching these are special hard bolts and
4. Disconnect spring at supper att and nuts through "I" beam) (cl

## ULTRA COACH

### STEERING SYSTEM

#### SECTION 10

#### STEERING SYSTEM GEOMETRY

One of the most overlooked and "taken for granted" aspects of steering system analysis and service is that of the basic geometry.

Good steering geometry requires that, at straight ahead driving position, the 90° principle of rigging be designed in and maintained to insure a constant distance of all units each side of center.



2. Attach point for front install new aluminum

NOTE: This is a composite of several pages from manual....information not applicable in any way.





# YOSEMITE

APRIL 14 - 17, 1977

## UPPER PINES CAMP

PARK ENTRY: \$3.00  
GOLDEN AGE PASS: Free

CAMPSITE FEE: \$4.00 per nite REGISTRATION-RALLY: \$2.00

National Parks take no reservations..COME EARLY to get your choice of 239 campsites.....Elevation: 4000 feet.

Raise your eyes to the dazzling winter white mountain tops with their spires, cliffs, peaks and domes slashing the azure blue sky and KNOW that you are sharing the peace and serenity of one of GOD's glorious creations.....YOSEMITY NATIONAL PARK.

Rushing and roaring, the rivers become cascades plunging to the valley floor 1600' below. Since our weather has been so warm, we may see the meadows exploding into wild bloom. Our camp in the valley, glacier carved 1,000,000 years ago, offers nature's best in hiking, biking on good trails, or fishing. The Park offers movies, lectures, guided tours, exhibits, nature centers and the Visitor Center. There is a free bus service every thirty minutes on week days and every fifteen minutes on weekends which leaves from our camp entrance and will take you to all the key points of the valley.

Our rally hosts, Mory & Esther Snyder & Bob & Roberta Franz, want you to enjoy to the fullest extent all the wonderful things that are presented by the Park. You may get a schedule of events at the Visitor Center.....plan to go in your own small group or perhaps all of us will join you. We won't want to miss anything, surely!

BRING: Card Tables and Chairs (each campsite has a chained down table and a B-B-Q). Briquettes for our Friday night B-B-Q (Bring your own dinner and we will eat together). Bring your specialty for the Bountiful Buffet to be held outside under the trees on Saturday. ALL meals will begin at 5:00 PM so that we can take in some entertainment starting at 7:00 PM. We will need goodies to share at Coffee Time! Also be prepared to donate a pot of coffee brewed in your coach....since we have no electricity we can't use the large pots except for dispensing.....Unless our hosts have dreamed up another idea! Don't forget your camera, binoculars and film.....WARM CLOTHES for COOL evenings....STURDY SHOES for hiking. Stories for around the campfire (wood furnished free). Good singing voices!!! Sopranos, Altos, Tenors and Bassos we need your support....maybe we can hear our echoing chorus bouncing back to us through the evergreens. Anyway it will scare the B'ARS away! Pets must be on leash..Take NOTHING but memories...Leave only footprints.

Southerners on Hwy 99 take Hwy 41 at Fresno to the gate...Maps there show the camp. Northerners on I-5 take Hwy 140 near Merced to the gate...Camp directions there. If there are no maps at the gate they may be had at the Visitor Center. Our camp is a short distance past Curry Village....see sketch below.

Available: Gasoline, Propane, Stores, Hospital, Phones. Contact Phone: 209-372-4461

THURSDAY: Drink it all in! Absorb the beauty, the charm, and your Ultra friends.

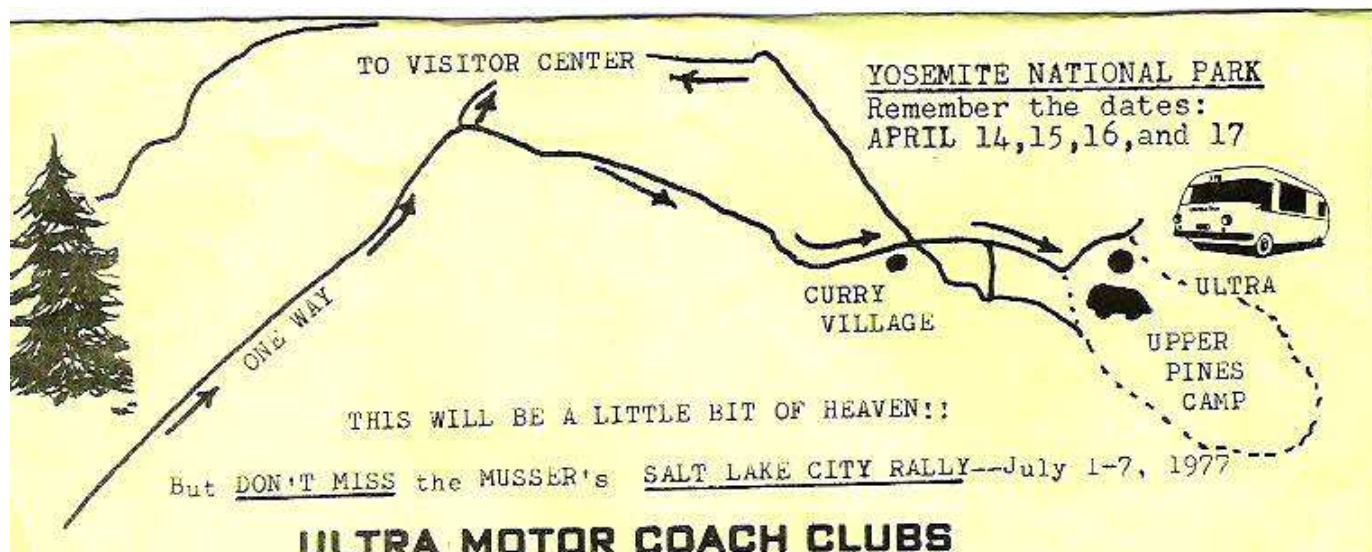
FRIDAY : Director's Meeting. B-B-Q..bring food, table & chairs to designated spot.

SATURDAY: General Meeting...Bountiful Buffet Oh!...Of course Maintenance Session!

SUNDAY : Non denominational Services at 11:00

• COFFEE EACH DAY @ 9:30 AM







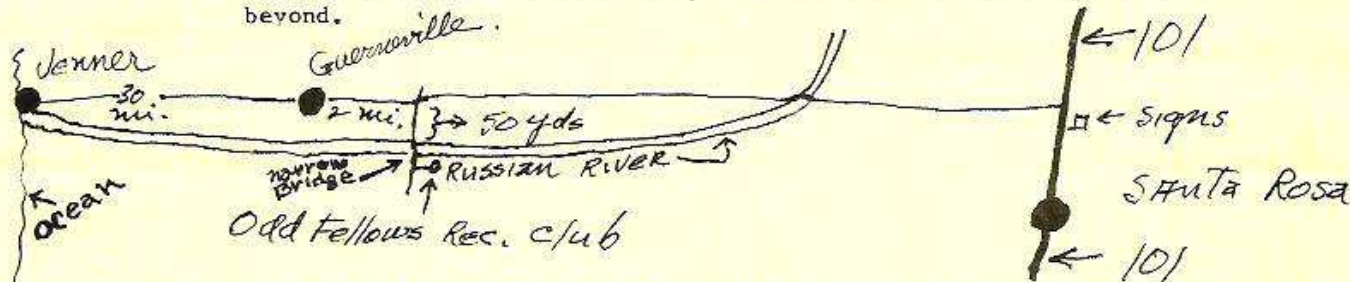
# ANNOUNCING ULTRA RALLY

ODD FELLOWS RECREATION CLUB  
GUERNEVILLE AREA, SEPT, 9-12, 1976

ATTRACTIONS: "Legend of Fire Mountain" pageant,  
Armstrong Redwood Grove  
Fort Ross (45 mi.)  
Beautiful weather  
Korbel Winery  
3 excellent restaurants  
Jenner-on-the Sea (30 mi.)

FACILITIES: Electric hookups  
Some water hookups  
Dunip Station  
Small store  
Charge \$4.50 per night

LOCATION: 2 miles East of Guerneville. From south on 101, go through Santa Rosa. In 5-6 miles, big signs saving "Russian River Resort Area" & "Guerneville" (Ignore same signs south of Santa Rosa.) There is no route number on this road from 101. 12-15 miles to resort area. Immediately after sign for Schoolhouse Vehicle Park, take road to left. (If you come to Korbel Winery, you are just past it.) This road is steep and narrow. Sound horn. Cross narrow bridge and turn left. If coming on State #1 to Jenner, head for Guerneville and go 2 miles beyond.



Please send card to us if you plan to come. Absolute reservation not necessary.

What to bring: It has been suggested it would be fun to have an outdoor barbecue one evening with a potluck salad bar. Those wishing to participate, please bring along fixings for a salad, or the like, plus your steaks or other meat, and a little charcoal. See you.

Bob & Roberta Franz  
220 W. 4th St.  
Antioch, Ca. 94509





# ULTRA POSTSCRIPTS ★★★★★

We have been asked to publish the humorous "What's Up" (as read by Thelma Musser around the campfire at the Indio rally) and to please repeat some of the helpful service and other suggestions from earlier club mailings. This we will do below as space permits.

## WHAT'S UP

We've got a two-letter word we use constantly that may have more meaning than any other. The word is UP.

It is easy to understand UP meaning toward the sky or toward the top of a list. But when we waken, why do we wake UP? At Ultra Club meetings, why does a topic come UP, why do participants speak UP, and why are the officers UP for election? And, why is it UP to the secretary to write UP a report?

Often the little word isn't needed, but we use it anyway. We brighten UP a room, light UP a cigar, polish UP the silver, lock UP the house and fix UP the old car. At other times it has special meanings. People stir UP trouble, line UP for tickets, work UP an appetite, think UP excuses, get tied UP in traffic. To be dressed is one thing, but to be dressed UP is special. It may be confusing, but a drain must be opened UP because it is stopped UP. We open UP a store in the morning, and close it UP at night. We seem to be mixed UP about UP.

To be UP on the proper use of UP look UP the word in your dictionary. In one desk-size dictionary UP takes UP half a page, and meanings listed add UP to about 40. If you are UP to it, you might try building UP a list of the many ways in which UP is used. It will take UP a lot of time, but if you don't give UP, you may wind UP with a thousand.

## LIKE BRAND NEW

Every Ultra owner should be proud of his coach and maintain its appearance. Don't ever let it get a "beat up" rough look. We just returned from Playa Del Sol, on the Gulf in old Mexico, about 128 miles south of the border. We camped overlooking the beach with 72 other FMCA coaches. As you know, some drive converted bus jobs (mostly already worn out from Greyhound highway passenger-use before being sold for conversion). But many "bus nuts" restore them to brand new specifications, so they are actually beautiful. Painting and polishing them doesn't cost a fortune either. Our member Anita Tefft (#277) rented a sprayer and painted her own Ultra to look like new. If she can do it, we men-folk should be able to do no less.

BUMPERS: The foam type have been a problem with some of us, but here is one solution...easily fill all gouged-out places or uneven areas with EXTERIOR "Spackle" available at most hardware and paint stores. Do NOT use regular Spackle. With a putty knife spread the white material into holes and then carefully smooth it out. Now get a quart of Sinclair #250 or any other good brand of synthetic white enamel and coat the entire bumper. A 2" size bristle brush is best. Takes only a few minutes. Re-coat the bumpers each six months to maintain clean neat appearance.

We hope to see many of you at the coming rallies.

*Ernest Newhouse*