



# Happy Holidays

"The Kewpie Tree" is one of the hundreds of drawings made by Rose O'Neill who spent some time in her most productive days at the family home not far from The School of the Ozarks and returned here in her retirement days. Through the medium of her art Rose brought much love and goodwill into the lives of millions of young persons for more than a quarter of a century. And to know her was to know the bubbling affection shown by the twenty-nine Kewpies charming the little girl under the Christmas tree.



ULTRA MOTOR COACH CLUBS, INC.

EVELYN SHEPHERD, SECRETARY  
7940 S. E. JENNINGS RD.  
PORTLAND, OREGON 97206



FIRST CLASS MAIL

PERSONAL

Ed & Betsy Hull  
Box 78  
Layton, New Jersey 07851



Newsletter

*Ed & Betsy Hull  
& Rose O'Neill  
11/29*

*KBBY*

# ULTRA MOTOR COACH CLUBS, INC.

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EMU AUGUST 1979 RALLY

WATKINS GLEN, NEW YORK

Speaking for the host and hostess, we had a wonderful time... the trip to the Corning Glass Factory, Friday night dinner out (and only those who were present will appreciate that), and the marvelous 1 1/2 mile walking trip through the gorge, but the one thing that remains outstanding in our minds was the group participation. The people who arrive at the rallies in "those" vehicles and not the number of vehicles are what really make a rally and since rallies are for the people to get together what could please a host and hostess more than for everyone to participate.

Lucky and I took a week of our vacation so that we could be at the rally site early. We arrived on Monday afternoon and as we rounded the bend by the park lo and behold an Ultra Van was already there and friendly smiling faces greeted us. Gus and Neva Brining (393) had been there since Saturday - Gus was anxious I guess. Tuesday the four of us took a short tour of the city, bought some much needed groceries and talked - oh how we talked. We speculated on who the next arrival would be. Would you believe that Wednesday they started rolling in and by Wednesday night Dorothy and Norvin Yocum (455), Burton Friedman (355X) and Edna Lamborn, Gerry Hutton and Mark (508), Marion and Geoffrey Rumble (430), Jerry and Blanche Lipnick and daughter Linda (467) and Al and Virginia Lyles (499) had all arrived and the rally didn't even start until the next day. Gus Brining and Lucky took turns being wagonmaster with lots of help from those already there. We decided on Thursday morning coffee time since there were so many of us there. We visited and during Thursday welcomed arrivals Helen and Dick Evans (446), Mary and Archie Marks (270), Mic and Don Richards (379), Helen and Charles Smith (348) and Lorraine and Dale Smith (378). The rally officially began and with the gas situation we were extremely pleased that so many had arrived to join in the festivities.

The Corning Glass Factory trip was scheduled for Friday morning and to get the "show" on the road early coffee time was skipped. The caravan left close to schedule. A side note from the hostess - as I attempted to take a picture of the caravan leaving with camera to eye and finger poised - I quickly changed my mind for would you believe right in the middle of the caravan was "the camp trash truck" - everyone says I should have taken the picture anyway. When the Corning tour was finished each coach was on its own - some went shopping, some to a museum and one group went to the Glider Field - the Lipnick's daughter Linda had her first glider flight and I doubt that she has come down yet. Everyone, and I mean just that, everyone - returned to the campground in time for Friday night out - the restaurant was near beautiful Hector Falls - the Hungarian owners welcomed the group - salads were served (and rolls) and the rest is history - but no one

13  
Ultra

will forget that restaurant. (I wonder if Grace did have anything to do with it, Mic .) We have to admit that there was group participation and we were placed in a position where we didn't "eat and run" back to our coaches. Back at the campground after dinner the conversation was light and jovial. Because of the location of the restaurant instead of taking a number of vehicles we formed our own local transportation system. Thanks, Burt.

Saturday morning coffee time brought forth the news that everyone had signed up for the 1 1/2 mile walking trip down the gorge. Now that is participation - and courage. I am always amazed at nature - how often we pass it by - for here right in the midst of a city water rushes down through the gorge cutting out niches, smoothing rocks; plants grow from the rocks without cultivating, etc. and the mist makes for natural terrarium conditions. Oh for the time to just sit and enjoy and let everyone and everything go by.

Our rally transportation system served us again but would you believe that we have members among us who decided to walk back to camp after the hike down the gorge. Brave souls... Saturday afternoon was "free time", some went to wineries and then there were those of us who just "rested". Some of the men arranged the picnic tables for pot luck - boy, did your hostess get a little nervous when she saw all those pies and cakes - I had just about figured that this pot luck was going to be all deserts when other dishes began arriving. Neva told me not to worry.

The general meeting was held immediately after dinner - figured as long as everyone was present it was a good time for it. I opened the meeting very informally to get in our thanks to all who helped, to those who brought goodies for coffeetime, and especially to Neva and Gus Brining - we never would have made it without them. Every host and hostess should be so fortunate as to have a "Gus and Neva" at their rally. The meeting was then turned over to Director Helen Smith. When the meeting ended the conversations continued well into the night.

Sunday brought coffeetime, some early departures and one coach with trouble. But!!! with all the spare parts that are carried in the coaches a part was soon found and the situation remedied.

Lucky and I left for home late Sunday afternoon and waved goodbye to the Brinings, Jerry Hutton, the Richards and the Rumbles as we pulled out of the campgrounds.

Two comments for those who attended the rally - I stopped at "that" restaurant as we were leaving and Mr. and Mrs. Juhasz, the owners, commented on what a marvelous group we had - also received the same comment from the managers of the campground - what a better way for a host and hostess to wind up a rally !!!

EMU GENERAL MEETING

MINUTES

*Next page*

Watkins Glen, New York

August 4, 1979

The meeting was called to order by Director Helen Smith. Joy Howard thanked all those who helped with this rally.

The Howards had both a car and their Ultra Coach at the rally and provided a private transportation system for people needing groceries and transporting the members to and fro from various attractions such as the dinner night out and the gorge. This meant most of the vans did not have to move from their campsite except for the Corning trip.

A motion was made, seconded and unanimously carried that any money left from the registration fees after the expenses of the rally were deducted should be turned over to the Howards to compensate them for all the gas used in providing transportation.

A letter was read from Ernie Newhouse by Don Richards regarding appointment of a new director from EMU. A committee of Neva and Gus Brining, Mary and Archie Marks and Gerry Hutton was appointed to look into the matter of a new director.

Future rallies were discussed. Since Virginia and Al Lyles had to leave the rally early, Joy Howard reminded everyone of the Hannibal, Mo. National Rally which the Lyles are hosting with Minnie and Richard Allman from October 3 through 7, 1979. Dick Evans then discussed the March 1980 rally he is scheduling for Ponce DeLeon Springs in Florida. Details will be mailed to members with the club mailings. An open discussion was had on a Hutchinson, Kansas National Rally and/or possibly a Nashville rally. Further discussion and information is necessary on these projects.

Everyone joined in on a multi thanks to the Howards for such a nice rally.

The meeting was adjourned.

Respectfully submitted,

MARION RUMBLE, Acting Secretary



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### Exchange Information

NOV. 19, 1977

*From Your Technical Reporter Roma Smith, Ultra Coach #298*

All you Hannibal Mo. Tourist should have some tall Huckelberry Finn stories to tell at our next Rally. I will donate a prize to the person who tells the wildest, funniest, etc., Huck Finn story around the camp fire if we have at least 5 contestants.

How many of you have the same problem I have of having to crank your engine for a few minutes to get the gas up to the fuel pump after a few weeks of not starting your engine? It might be interesting to have several solutions to the problem and see who can come up with the best solution. ????

Verna Foster #518, has a 50 gal. Holding Tank available, that's the one that fits the later model Ultra Coaches. It is available to the first buyer who can come and get it as she can not deliver it or ship it. If you wish to buy the tank it would be advisable to phone her and let her know as soon as possible.

Chance and Margaret Fitzgerald, #456, were struck from the rear by a big truck while driving at night in Arkansas. Chance received neck injuries requiring surgery. Last reports were that therapy was proving successful. They wish to thank all the Ultra Club Members for their concern and for the many cards, letters and phone calls.

Our Club Treasurer reminds us that the new year of 1980 is about here and it would help her a great deal if we could send our checks for Membership renewal as soon as possible. It would spread her work load over a longer period. She also has to send in Motor Home Life subscriptions and make the Club Roster additions for each new Membership renewal. So let's give her a break.

Bill Helander, #459 (Calif.) and George Cook, #461 (New York), converted their Coach brakes to the modern dual system. Bill said he came up with several problems when doing the conversion and George had some difficulty also. So far as this writer knows they solved their problems and completed the installation in fine shape. All this information came to your Tech. Reporter second hand and since that particular improvement is the most important change we can make in our Ultra it's important enough to pass the details on to the Club thru your Technical Reporter. They still may be planning on doing that and if so I will write it up with sketches. We are promised a look at their installation at the January Rally so do come.

As some of you know I have a small Cruiser and belong to the Presido Yacht Club. The new Commodore of the Club recently appointed me to be the Fleet Captain for Power Boats. As such I will have to plan our Mini Cruises, (two and three day cruises) to the various Yacht Clubs around the Bay. Also I have to plan our Summer and Fall Cruises to the Delta which are seven to ten days duration. Should be quite a challenge.

The Club should be getting a new member from the Bay Area soon. His name is Ed Alexander and he has restored a burnt out Coach and when he can ever get time off to attend one of our Rally's you will get to see something different in interior arrangement of the Ultra Coach. I have not seen it yet but he promised to drive by and show it to me soon. He is very interested in the dual brake system and intends to put it

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Ed and Betsy Hull, #551 (New Jersey), took a trip to Alaska and made it back with a new rear axle and a cracked windshield and a wonderful experience which made it all worthwhile.

Ed loaded his whole garage into the Coach, knowing that a trip to Alaska means break-downs. Betsy loaded her Litcher into the Coach knowing that with all the work Ed and the two boys would get mighty hungry. Ed built a ladder to the roof for access to the rack he built to carry all the extra gear. He took along two extra six gallon fuel tanks, (boat type), but found he didn't need them as there were plenty of open gas stations along the way. They installed the wire mesh in front and flaps behind the wheels for the flying gravel. Found the roads to be fairly good but dusty in between watering trucks. At one point they had a big water tank truck come right at them in their lane and they had to pull over into the on-coming lane. At another place a camper had to put on chains to make it up a hill after the water truck made the road too muddy and slick.

Their biggest breakdown was when the left rear wheel axle broke, letting the left side drop to the ground. By the time Ed stopped and got out of his Coach a truck had already stopped and the driver offered to help. This is where his foresight came in handy and he just dug out the spare axle he had brought along and was back under-way within four hours.

To give my readers an idea of what they are missing if they don't read this whole letter at our Jan. Rally, I am quoting this one paragraph; "During the two months we stayed we enjoyed the fields of Fireweed, the busy Homer Spit, the huge pansies, gardens that were mostly still in the hot houses, rhubarb that was three feet tall. We tried all, the fish available---King Crab, Dungeness and Tanner crab, Mussels, Razor and Butter clams, Halibut, Salmon and Shrimp. We canned 34 lb cans of Salmon, (pink) to bring home. We watched the cannery load salt-glazed Halibut, (the 50lb kind) into the Sea-Land trailer trucks. We saw a trophy Halibut weighing 197 lbs. We didn't see mid-night sun, but saw the sun rise at 3AM. We saw the 4th of July fireworks at 11:30 PM and wondered why we didn't see them very well, it was still light."

They returned home Aug. 22 after logging 11,226 miles. Now they are ready to go again as they "Didn't quite see it all".

This whole interesting letter will be available at our Jan. Rally so be sure to read it.

Will expect to see you all at our January Rally in Arizona. We may start a week early and stay in one of the R.V. Parks around Phoenix for a week.

Have a Merry Christmas and a Happy New Year and may all your trips be