



PERSONAL

Fowler, Melvin & Mary
Rte. 1 Box 43
McNeal, Az,
85617

Newspaper

FIRST CLASS MAIL



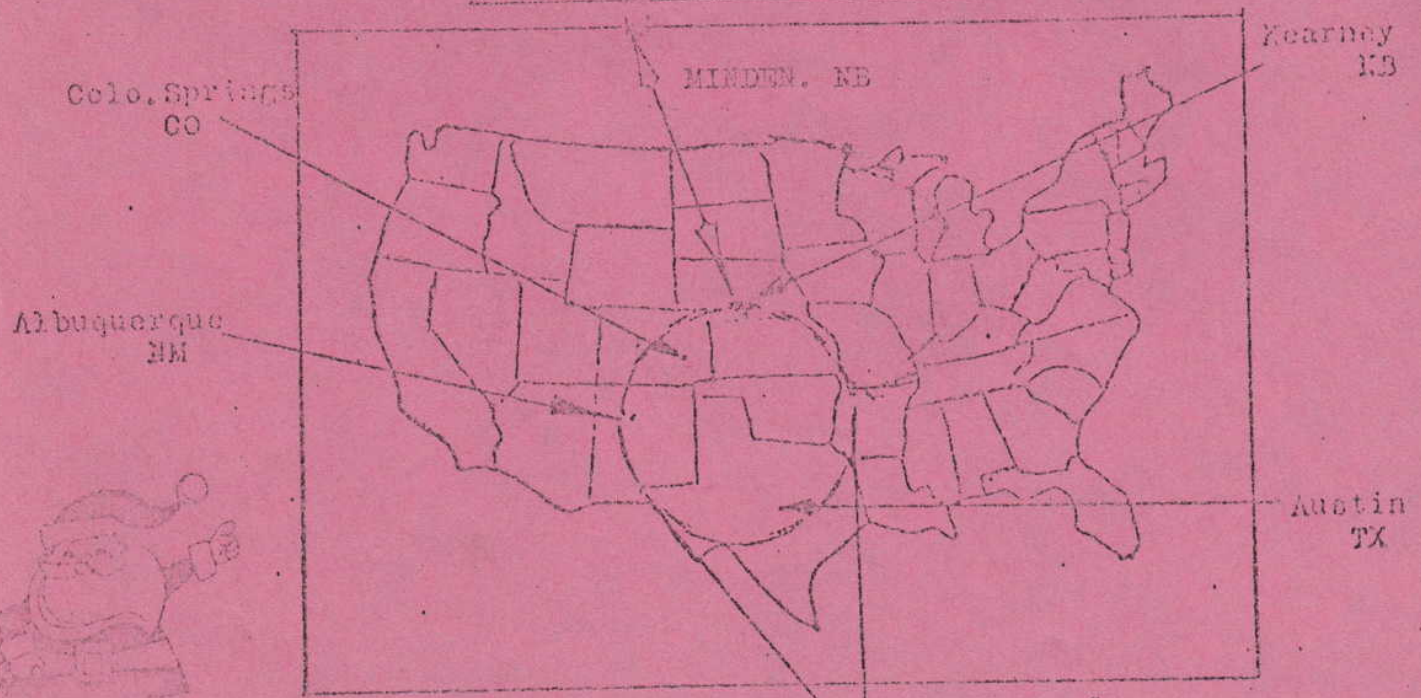
ERNEST PERLICH - SECRETARY
P.O. BOX 126
PASADENA, CALIFORNIA 91356



MOTOR COACH CLUB, INC.



"NATIONAL RALLY" COUNTRY OF ULTRA CLUB



This is basic "target" Geographically, of

THE CIRCLE



ULTRA VAN MOTOR COACH CLUB, INC.

PRESIDENT MESSAGE

--November 1984--



Dear Fellow ULTRA Club Members:

We wish you all a Wonderful Holiday Season and a full and Happy New Year. And we pray that all will go well for you and yours in 1985.

We are very proud that you folks have selected us to be your ULTRA Club President and First Lady to serve for the coming year. And you can be sure that we will do the best job for you that we can.

Yes, we have our ULTRA 404 and enjoy it very much, but really we are members of the ULTRA Club because we like the Members so much. We have had so many good times together.

We plan & hope to be good contributors to the Club's warm Fellowship activities and to the art of members enjoying helping each other.

Thanks again for your trust in us, and we are looking forward to seeing all of you folks at our Club Rallies.

Yours Sincerely
Your President
Dan Reinhardt
and First Lady
Betty Reinhardt

ULTRA VAN MOTOR COACH CLUB, INC.

Wilderness Point Campground
Henderson, AK

OCTOBER 1984
Minutes of Meeting



GENERAL

The meeting was called to order by Bob Franz, President.

Business

Business was minimized, agreed to and approved at the Final Business Session of the Rally. (see Business Report)

Business Highlights (in part, briefed from taperecording)

1. That the Secretary had the original proposed By-Law Revisions at the Rally within procedural time for review by the Members.
2. That the President chaired a Review Committee of some Directors, Officers and the Executive Director.
3. That the Board of Directors were harmonious but not unanimous on all items, however, the majority ruled.
4. That the Secretary, per request of the President -- revised, retyped, reproduced and collated some thirty pages at the expenditure of the Secretary's energy, the Board of Director's energy and the expense of the Club -- for naught, as this procedure delayed the whole process for review by the General Assembly of members present.
5. That the Chairman of the By-Law Revision Committee reported to the General Assembly, he incurred no difficulties; that the report was completed, ready for presentation -- signed and approved by four out of five members of his committee and was delivered on time to the President.
6. The Chairman of the By-Law Revision Committee further stated that although the President had the right to setup an "Ad Hoc" Review Committee, this procedure obviated the fact of taking away the right of the General Assembly members to review -- even though a 23% quorum of the total Club membership was present. The original plan of action was to allow Club members present two days to review, revise and then vote.
7. That this procedure by the President disenfranchised the General Assembly members present, the right to review and revamp to their liking and vote thereon.
8. The Secretary declared the "Ad Hoc Committee Edition" of By-Law Revision, as being out of order, since it included basic reorganization changes, relative to including the "water-shed line" (Continental Divide) two sector or region division and Director representation changes -- not currently a legal status as not being fully implemented by a General Assembly at a National Rally by a quorum of the Club. A major change notification detail thereof should be sent to all Members before being acted upon at a National Rally.
9. It was brought out that to postpone the By-Law Revision would cause no problem -- that although the current By-Laws are partially incomplete, ambiguous and minimal -- the proper intent and guidance of the Officers, the sincerity and quality of the members shall keep the Club functioning.
10. The Executive Director justified the current By-Laws on the basis that rules & by-laws of a recreational club should be simple and minimal; he also stated that his position was one of a advisory capacity with no voting right on the Board of Directors.

GENERAL (continued)

11. The Rally Site Selection Committee recommended the Pioneer Village in Minden, NB -- it was unanmously agreed to for the 1985 National Rally.

12. The President made a special "Thank You" to the Officers for a job well done this Year of 1984.

Attendance at National Rally

The Rally Wagonmaster report was made by Gus Brining: Total were 53 units being 40 Ultras, 13 Brand-X (including trailer, van & car); 12 from California, 7 from Florida, 4 each from Arizona and New Mexico, 3 from Ohio, 2 each from Iowa, Michigan, New York, Oregon and Texas and 1 each from Alabama, Colorado, Idaho, Illinois, Indiana, Kansas, Maryland, Minnesota, Mississippi, Missouri, New Jersey, Tennessee and Utah.

Ernie Award

The Ernie Award medal of honor was presented to Threasa Vandersteeg.

Rallys

Schedule of Rallys reviewed, in part: (see Flyer details)

Casa Grande, AZ (area) Winter Rally
January 17 / 20, 1985
Miami, FL (Tamiami Park)
January 25 / 27, 1985
Hobe Sound, FL (between W. Palm Beach & Stuart)
March 21 / 24, 1985
Indian Hills Camp, CA (San Diego area)
April 17 / 22, 1985
Maryland area PENDING (contact L. Griggs)
June 12 / 16, 1985
Colorado Springs, CO "Rally to the Rockies" (contact J. Wood)
July 11 / 14, 1985
Eureka, CA (Fairgrounds) (contact R. Franz)
July 25 / 28, 1985
Indiana area PENDING (open?)
August (TBD) 1985
PIONEER VILLAGE -- Minden, NB
THE NATIONAL RALLY
October (TBD) 1985

Meeting Adjourned.

Respectfully Submitted,

Ernest H. Perlich
Secretary



Season's Greetings

From
YOUR OFFICERS AND BOARD

ULTRA VAN MOTOR COACH CLUB, INC.

October 9, 1984

From: Office of the President



Subject: The 1984 NATIONAL RALLY BUSINESS REPORT
at Wilderness Point Campground - Henderson, AK

The subject Rally was held with a quorum of total membership present. The following items basically of official business transacted and by this report are placed in record:

1. The election results as follows:

- Dan Reinhardt.....President
- Jim Craig.....Vice-president
- Ernest Perlich.....Secretary
- Louis Griggs.....Treasurer

2. It was agreed that the 1985 National Rally will be held at Poiner Village in Minden, NB.

3. Motion introduced:
That By-Law Revisions not be acted on at the 1984 National Rally and that all materials developed by committee action to date be made available to the 1985 Officer complement. Motion carried.

4. The Board of Directors are:

- Melvin Dinesen
- Robert Franz
- Louis Griggs
- Jerry Hutton
- Morris Randle
- Arnold Steenburg

Approved at the Final Business Session this 9th October, 1984.

Robert Franz President
Robert Franz

ULTRA VAN MOTOR COACH CLUB, INC.



Quarterly Treasurer's Report-Third Quarter, 1984

Receipts since last Quarterly Report	
Dues received by LCG	160.00
Interest	39.93
	<u>199.93</u>

Expenses:	
Filing fee-Secretary of State- California	2.50
Edna Newhouse-postage	20.00
Expense money to Secretary	380.00
	<u>402.50</u>

Balance from last report:	5038.50
	+ 199.93
	<u>5238.43</u>
	- 402.50
	<u>\$4835.93</u>

Total assets:

Location of assets:	
Capital Preservation Fund	2000.00
American Capital Government Securities	2000.00
Al-Gar Federal Credit Union	835.93
	<u>\$4835.93</u>

Respectfully Submitted, *Louis C. Griggs*
 Louis C. Griggs, Treasurer

Report-National Rally of Ultra Club at Wilderness Point, Arkansas.
 October 3 thru 10, 1984.

The National Rally was held at Wilderness Point Campground in North central Arkansas near the Missouri border on beautiful Lake Norfork. Coaches started arriving on Sunday, September 30. By Wednesday most of the coaches had arrived. Thursday morning started with the "goodies" from the Ultra galleys, along with the pots of coffee, ready for those who wanted it.

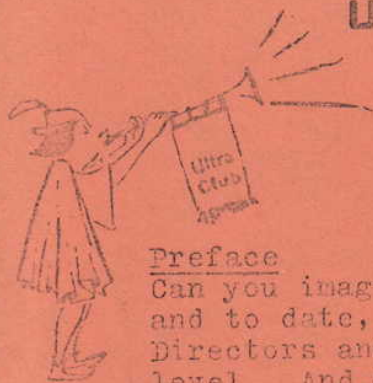
There were craft sessions for the ladies most days, while the men held tech sessions. Three evenings slides were shown: Zion Canyon, including the most scenic hike in the United States; the flowers and Riverwalk of San Antonio, and the Butchart Gardens; and a scenic tour of New Zealand. Several people took advantage of the Mountain-HomeFest in nearby Mountain Home to see local crafts and exhibits.

On Sunday morning a local pastor led Divine Worship. In the afternoon a Yankee Swap was held. Who finally ended up with that bottle of champagne? Two pot luck dinners were held. At Monday's potluck a celebration of the fiftieth wedding anniversary of Ernie and Edna Newhouse was held. Ken Powers, President of the Mountain Home Chamber of Commerce, gave a very interesting talk about the area.

On our last day we wound up our craft and tech sessions, had the annual meeting with election of officers, followed by an open house given by our President and First Lady, Robert & Roberta Franz. Evening meal was a catered catfish supper.

Wednesday morning everyone but we left for home. We stayed for a Good Sam rally, but that's another story.

Hosts- Louis & Maybel Griggs



FROM THE DESK OF THE SECRETARY

Preface

Can you imagine since the first Rally I attended at Wickenburg, AZ and to date, that I have been honored to attend all Board of Directors and General Meetings, both on a local and national level. And now realize that certain comments crossing this desk do have merit.

Club Name

Like sports announcer, Howard Cosell says -- "call it how it is!" or what it is. Therefore to allay your concern as to what is the name of our Club and why the letterhead change. Inasmuch as this Club Quarterly Report is and must be recognized as an "Official Publication" document -- the official name has always been: "Ultra Van Motor Coach Club, Inc." .

Need Change

A serious mistake was made in March 1974 at a local rally to drop "Van" ; this decision was made without knowledge of and majority membership consent. This illustrates a "behind the barn" strategy and not participatory democracy by majority club members. Therefore to prevent such strategy -- necessitates and justifies By-Law Revision changes and maybe realignment of the organization.

We have a fine Club that is big and old enough to operate in a "Participatory Democratic" way -- wherein the voice of all members may be heard.

Many comments have crossed this desk both of praise and of criticism of club functions and personnel. For example, imagine the club might split at the "water-shed line" -- known as the Continental Divide, like the history of our country with the Mason-Dixon line separating the north from the south. The majority of club members do not want nor need a division in the club -- let us all raise ONE "American flag" & a new "Ultra Club flag" and pull together and avoid clique control.

Insurance

To Caravan is now ok as a part of club function with good judgement; the insurance that lapsed because of poor decision, now is covering the Club with higher dollar amount. Thought you ought to know.

Advertisements

Ads are free and only for members of the club. The current ads will be stopped and not appear in the next Quarterly Report unless notified specifically to continue.

Greetings

May your burdens be small & your Holiday be Great,
A 1985 Edition -- MEMBERSHIP DIRECTORY be alert to take;
Enjoy a Blessed Christmas/Hanukkah & Happy Ultra Year!



BY-LAWS REVISION COMMITTEE #2 --UPDATE/STATUS

For those of you that did not attend the recent Ultra Club National Rally, be advised that the membership voted to not consider the proposed By-Law Revisions at that time due to inadequate time for review of the second edition proposal that required a quorum vote of those present in order to pass. (Note: The shortage of time was the result of the Directors and Officers having to review and the Secretary to retype and reproduce copies while at the convention. See BUSINESS HIGHLIGHTS.)

The original #1 By-Law Revision Committee headed by Fred Leary did a tremendous job in compiling the proposed changes and all to be congratulated!

I have been assigned to coordinate a New Committee, consisting of all Directors & Officers to review the proposals and then submit them to the membership prior to next years (1985) National Rally where they will be reviewed and voted upon per procedures.

If any member has any question, suggestion or comments regarding this Subject, please advise me.

Jim Craig #232

INDIAN HILLS CAMPOUT --- INVITATIONAL RALLY
April 17 / 22, 1985

HOSTS: San Diego Corvair Club, Al Polus, Wagonmaster

ACCESS VIA: Southern bound I-5 to Campo Rd Hwy-94 -- left on Lyons Valley Rd -- (continue on Skyline); right on Lawson Valley Rd -- almost a reverse left turn onto Lyons Valley Rd (again) -- turn right on Indian Hill Road to campsite.

LOCATION: About southeast of Spring Valley, Ca
Address: 15753 Lyons Valley Rd., Jamul, CA

COSTS: Usual campsite fee and other items optional.
\$3.50 per day & Registration fee of \$2.00

FACILITIES: Electric hook-up (bring long cords!)
Water, dump and restrooms nearby

SITE: Beautiful meadow, brook, trees nearby

ACTIVITIES: Archery, mining, hayrides, Mountain man program, various games, horseshoe, campfire story-telling, Potluck buffet, morning Coffee and -- hour, etc.
Tech, Craft

PREPLAN: Bring firewood, mystery gift about \$2.00 value
table & chairs; and RELAX.

Memo: Your Secretary can vouch for a real funtime; been to the last three; this is an opportunity!



1985 ULTRA RALLY IN ARIZONA

Time: January 17 - 20, 1985 Hosts: Reinhardtts and Suckows

Place: I-8 Exit 140 (1/4 mile south of Interstate 8)

Registration Fee: \$2.00 Emergency Phone: 602-424-9977
(Busy Bus Kitchen cafe)

Parking Fee: None

Parking Area Features:

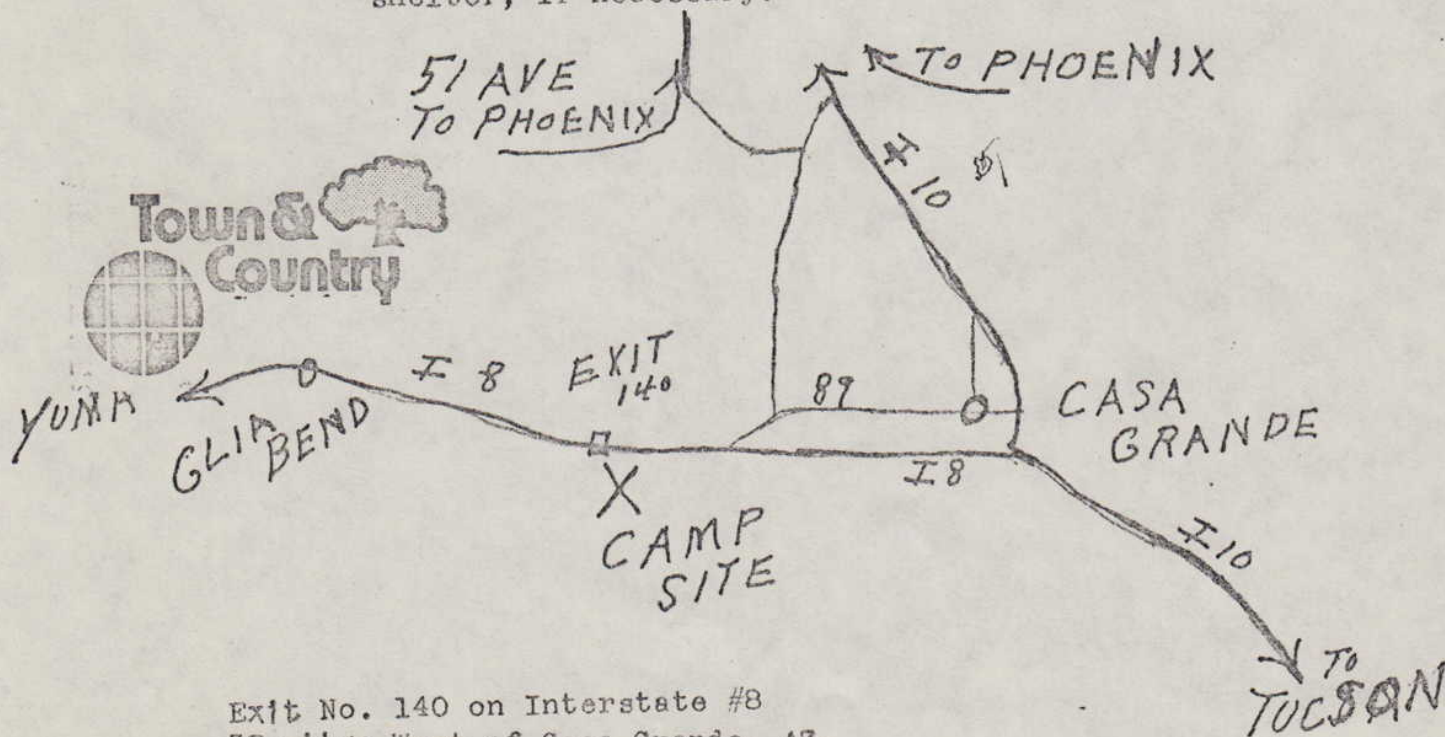
<u>Yes</u>	<u>No</u>
Solid Gravel Parking	Water
Plenty of Firewood	Sewer
Desert Setting -Rolling Hills	Toilets
Undisturbed Desert Flora	Neighbors(No other people for miles)
Good Hiking and Biking	

Other Facilities: 11 miles to Truck Stop - 2 cafes
Private Overnite camping
Motel

Must come with empty sewer tank and full water tank.
We plan a possible 12 -mile move to the West Pinal Co. Park (free) at the time of our eating out nite. (The same location as our 1983 Arizona Rally.)

Activities:

Normal Rally Activities
Please bring something to put into our Rally Hobo Stew.
Also please bring tarps & ropes to improvise shelter, if necessary.



Exit No. 140 on Interstate #8
32 miles West of Casa Grande, AZ.
or 24 miles East of Gila Bend, AZ.

ULTRA VAN MOTOR COACH CLUB, INC.

MEMBERSHIP DIRECTORY NOTE:

Binney, William & Betty #295
P.O. Box 547
Morongo Valley, CA 92256
Ph: 619-363-6424

Henderson, Virgil & Winnie #358
1812 Cherokee
Leavenworth, KS 66048
Ph: 913-682-1160

Sproul, Howard & Daryl #315
2846 Washington Blvd
McKeesport, PA 15133
Ph: 412-678-2594

Morris, L & J #100
Rt 2, Corning, Ia
50841, Ph: 515-322-4557
Snelling, B & E T-2028
614 Palomas NE

Albuquerque, NM 87108
Ph: 505-255-9081
Breeland, Geo & B #293
3124 Hayward Av
Phoenix, AZ 85021

Canipe, J & Porter, B T-2013
3365 Oakcreek Dr
Rocklin, CA 95677
Ph: 916-440-7821



NOVEMBER BULLETIN

Item	Detail
1. Ultra Van for sale -- contact:	
<u>Number</u>	
520	Arnold, Dan -- 1135 Asher Ct., Walled Lake, MI 48088
104	Fisher, Murray -- 1011 Hobson St., Walla Walla, WA 99362 509-529-0916
264	Grootenhaar, G. -- 1505 Quincy St., Grandville, MI 49418 616-896-8630
430	Harvey, Gordon -- 7685 - 64th St North, Pinellas Park, FL
469	" 33555 813-541-3433
484	" "
527	" "
Windshields	" "
492	Honer, Hal -- 30493 Kings Valley Dr., Conifer, CO 80433 303-838-5295
311	Howell, Everett -- 5943 Libby Rd., Paradise, CA 95469 916-872-8238
547	Hull, Douglas -- Box 36, Layton, NJ 07851 201-948-5106
206	Koller, Noel -- 5555 Pray St., Bonita, CA 92002 619-479-3964
494	Plamowski, Stan -- 45800 East 10th, Sp 151, Lancaster, CA 93534 805-942-1985
453	Ross, Clark -- 438 Binford St., Ogden, UT 84401 801-392-6109
300	Toomay, R.H. -- 16222 Monterey Ln., Sp.179, Huntington Beach, Ca 92649 213-582-1439
440	Shepherd, Evelyn -- 7260 S.E. Tenino St., Portland, OR 97206 503-775-4469
343	Bogardus, Tom -- 2309 Anderson Rd., Lawrence, KS 66044 913-842-0253
Front Hv "A" frames & Rear Bearings	
	Nelson, John -- 6097 Cragmont Dr., Goleta, CA 93117
413	Lane, Wm. -- 466 Jupiter, Nipomo, CA
397	Houck, Norris -- Rt#2 - Box 389B, LaBelle, FL 33935 813-675-2417

1985 FLORIDA RALLY'S



JAN. 25 - 27

MINI RALLY

MEET AT TAMiami PARK----MIAMI, FLA.

FRIDAY EVENING - Will go to Walt Davidsons home...For Hors d'oeuvres 5:00 PM.
POTLUCK.....7:00 PM (Some good socializing).....

MOTOR HOME SHOW AT TAMiami PARK.....(Hook-ups available)

1985 ULTRA RALLY IN FLORIDA

TIME: MARCH 21---24...1985

HOSTS: McMASTERS, LEE'S & FITZGERALDS

PLACE: US HWY A1A, HOBE SOUND FLA. (Between West Palm Beach and Stuart.)

REGISTRATION FEE...\$10.00

PARKING FEE... NONE

YES

NO

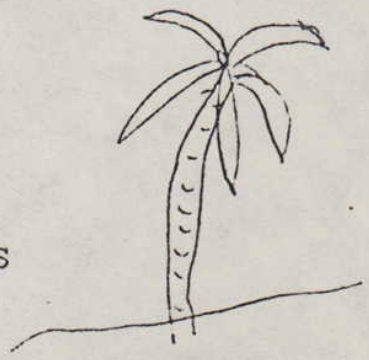
PARKING AREA FEATURES

WATER

SEWER

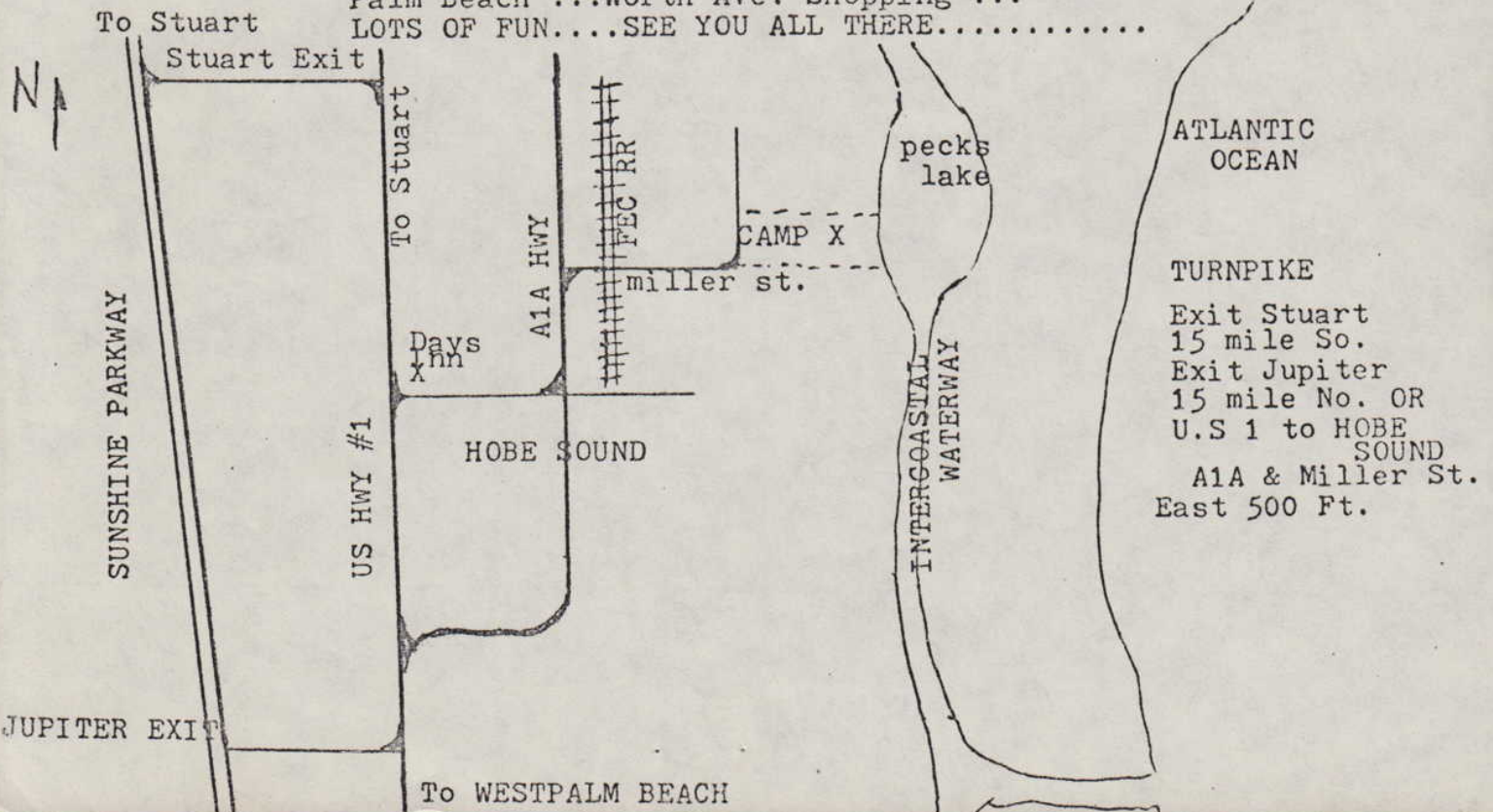
TOILETS

Grass parking
10 acres estate unused for 10 years
Dump Sta. Available (nearby)
Trees.....Citrus and Palms
Some electric available.
~Good hiking and biking



OTHER FACILITIES:.....One mile to Motel...RV Park...Shopping Center.

ACTIVITIES: Normal Rally Activities...PlusSide Trips To;
Hobe Sound Beach...National Wildlife Refuge...
Jupiter Inlet Fishing....(No license needed). Bring Fishing tackle.
Palm Beach ...Worth Ave. Shopping ...
LOTS OF FUN....SEE YOU ALL THERE.....



ATLANTIC OCEAN
TURNPIKE
Exit Stuart
15 mile So.
Exit Jupiter
15 mile No. OR
U.S 1 to HOBE SOUND
A1A & Miller St.
East 500 Ft.



President Dan Reinhardt has assigned me as the new Technical Chairman or should I say -- he accepted my offer to perform this task.

Len Ryerson #513 has been the Chairman the pass years and has done a fine job even though he had other commitments. A big "Thanks" Len -- from all of us.

Now then what I would like to do with this new assignment is to provide to all the members technical information regarding modifications, improvements or just handy items to know -- in order to keep your Ultra on the road with the minimum amount of maintenance.

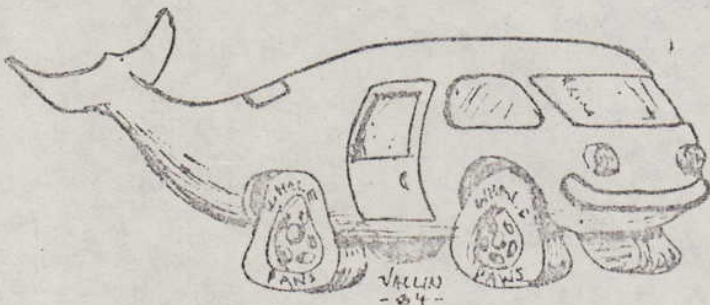
To do this I encourage you to send to me at my home address noted below, anything that you think some other Ultra owner could benefit from. Provide me with prices, part numbers, who it can be purchased from and any other pertinent info, including a sketch or drawing, if applicable.

In this issue: Harold Starbird #495 tells us how to cool the automatic transmission and Arnold Steenburg #507 tells us how to keep the batteries charged.

So get your pencils and paper out and please lets hear from YOU.

"Carvains Forever"
Jim Craig
7731 Peacock Dr.
San Diego, Ca. 92123

TECHNICAL WHALE TALES



"Technical Whale Tales is a collection of technical tips submitted by Ultra Van Motor Coach Club, Inc. members. Although the technical tips included in this section have been reviewed for technical content and are believed to be both acceptable and workable, no guarantee is implied that they will work correctly, nor is any liability assumed by either Ultra Van Motor Coach Club, Inc. or the author for any problems resulting from using these technical tips." Forward all technical tips to Jim Craig #232.

The Ultra Coach Technical Book -- section 13, page 33, shows the front pump body oil cooler bypass valve; upon checking writing on top of page explaining hot oil circuit and examining inside of front pump cover, this bypass valve lets most of the transmission oil bypass the cooler!

There are three types of front pumps; I have found, 1st is like the picture with spring loaded valve; 2nd is similar with "pear" shaped cavity; and 3rd is cavity shaped like a slanted rectangle. These cavities let the hot oil bypass partially inside of the cover. (In other words all of the hot oil does not go to the cooler.)

In order to make a 100% of the oil go through the cooler, I did the following:

I used the pump with the rectangular cavity, cleaned it with carburator cleaner & dried it with compressed air. The cavity was filled with metal type, two part epoxy. Filed and sanded smooth after 24 hours. Installed the cover and torqued bolts to specs.

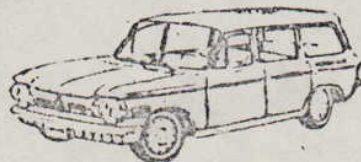
External mounted cooler used was "Swirl Type" #651 -- purchased from Perma Coil, P.O.Box 854, Glendora, CA (213) -963-7212; price: \$49.00 plus shipping cost. New Aeroquip hose #2556 and socketless fittings #4738-2-4B & #4797-4B were used to hookup cooler to transmission.

Previous to this change the coolest temperature I could obtain in flat country was 190 degrees F and the mountains 230 degrees F at which time I would stop and let the transmission cool down (for approximately 15 minutes).

Now the transmission temperature in flat country is 145 degrees F and slightly higher in mountains and hot days. No more stops are required to cool it down and the engine runs cooler, too. (#495 rig loaded weighs 5800#.)

FOR SALE
VAIR TIPS

These excellent books published by S.D.C.C. can now be yours for \$25 a set. There are eleven books including the index. These books have a glossy cover and are a must for the Corvair owner. We have books from 1974 to 1983. Ordered separately, they are \$3.00 each. Send check or money order to: S.D.C.C. Vair Tips, John Evans, 3296 Via Bartolo, San Diego, CA 92111.



Batteries seem to have a habit of losing their charge when the Ultra sets too long. So I did a little investigating into how to correct the problem. What I finally decided on was a Solar Cell Panel that would be working, charging the batteries while the coach sits or was moving.

The system I have is a "direct current solar battery system". Purchased from: So. Calif. Solar Works, 11372 Trask #109, Garden Grove, CA 92643. The equipment is made by Solac International, Inc., 12533 Chadon Av, Hawthorne, CA 90250 (213)-970-0065

Several sizes are available depending on what applications are intended. The model I chose was #S-4134. (see detail & photo)

In addition to the solar panel a voltage regulator is required to regulate the power flow. The supplier recommended a 12 volt unit #SR 1202A. A wiring diagram was furnished and it was a very simple installation. I mounted the solar cell on the roof of the Ultra on the left side above the clothes closet area. The regulator was mounted in the closet.

Results: NO more rundown batteries!

S-4134

The standard 12 volt power module. For a wide range of traditional applications.

Electrical Characteristics

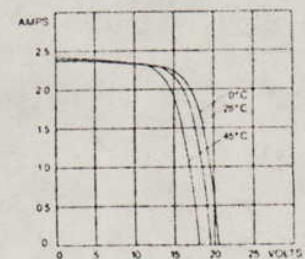
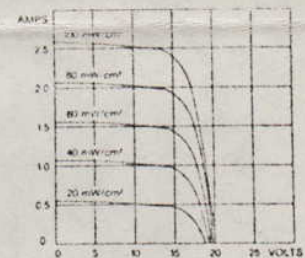
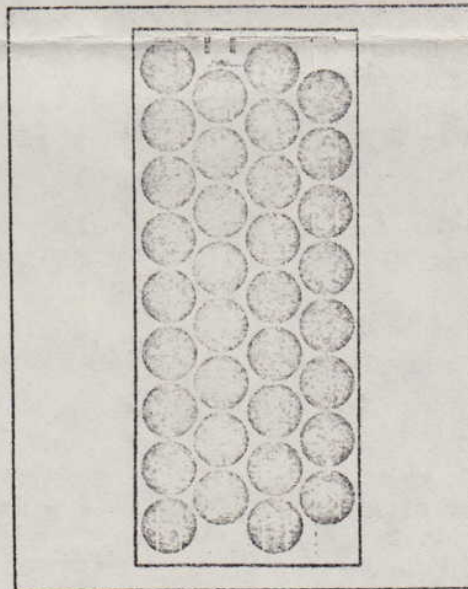
S-4134 electrical characteristic at solar intensity of 100 mW/cm² and a cell temperature of 28°C (82°F)

Power (peak)	35.0 Watts (±10%)
Voltage (peak)	15.7 Volts
Current (peak)	2.23 Amps
Voltage (open)	20.5 Volts
Current (open)	2.40 Amps

Module Specification

Physical Dimensions:

Length	37.4" (950 mm)
Width	15.6" (396 mm)
Thickness	1.5" (38 mm)
Weight	12.0 lbs (5.4 kg)
Cell Size:	3.94" dia. (100 mm)
Circuit:	1 string of 34 cells in series



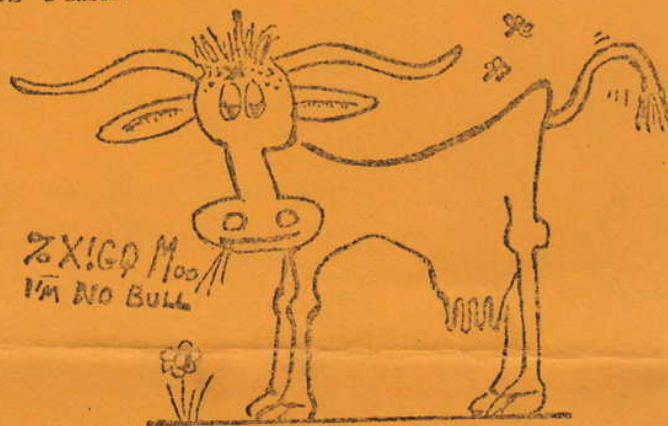
ULTRA POSTSCRIPTS ★★★★★

"O' Great Spirit, whose voice I hear in the winds, and whose breath gives life to all the world, hear me! I am weak and small, I need your strength and wisdom." -- Sioux Indian prayer

The Ultra National Rally in Arkansas again brought the Club's coast to coast membership together for a week of fun and business. Lest we forget, right NOW might be a good time to express our thanks and appreciation to those who served so faithfully and efficiently over the past year. In our opinion they DESERVE everyone's gratitude for a job well done. Today - a NEW Administration is in charge of Club destiny. I'm confident the year 1985 will be equally as successful if all of us get behind them - and do our best to aid in assisting their efforts. Congratulations are due also to Theresa Vandersteeg for winning the 1984 Ernie Achievement Award.....a well earned tribute to an outstanding member. Now it's three -- by their "Silver Medals" we shall know them.

"An OPTIMIST sees buds on the trees and says, "Spring is coming." The sad PESSIMIST says, "More leaves to rake up this Fall."

We did quite a bit of sight-seeing on our return journey from the Rally. At the Flying C Ranch in New Mexico #603 hit 90,000 miles on the speedometer. Mileage to Henderson was 1,899 miles, and a bit more on the return trip. As everyone did, we saw lots of cattle on the range, mostly beef, but also many dairy herds. The "art work" here (ha!) is a sketch made while waiting for dinner one evening. It's a caricature of the steak house sign. Our gasoline costs varied from 99¢ at Conway, Oklahoma up to \$1.19 at Barstow. We used 265 gallons on the trip. The total gas



came to \$292.41, at an AVERAGE of about \$1.10 per gallon. Maybe Club members do not care much for figures, but to me data is interesting. Anyway, our TOTAL round-trip out-of-pocket cost came to slightly under \$300. That included a propane refill \$4.63 and the crankcase oil change \$2.50 upon our return (got several cases of multi-grade Shell and Arco at 48¢ a quart (case lots) before oil shot up). The \$300 does not include numerous dinners out, nor the cost of food for coach meals. People have to EAT (whether at home or on the road) so we never consider meals an honest travel cost. Conclusion: For that small sum we got away from USUAL things for 3-wks-plus, saw many interesting States, saw the country and took in a number of sights enroute. Like all members attending the National, we were able to "play house" in our small home-on-wheels, somewhat like children all over again. Most importantly, we thoroughly enjoyed seeing all our dear ULTRA friends once more.

"There are NO LOSERS in life ----there are only those who quit too soon"

Edna and I were SURPRISED -- you could have knocked us over with a feather! The 50th Anniversary Dinner, with beautifully decorated tables, wonderful wedding music, and all the rest, was overwhelming. That leather ALBUM with all those photos of members and their coaches, the large vase of flowers (needlework by Maybel so meticulously done the pedals look real; arrangement, we understand, artistically done by Arlene), all those Special Cards, some with words of wisdom, all was appreciated. We can't forget the anecdotes and spicy comments about each early acquaintance. A few good friends spun far-out stories of first meetings that we are certain not a person could believe. OH -- almost forgot -- the special round white cakes! There must have been 30 (?) or more of them. At least it was that impressive as the cakes were carried, individually, into the dining area. We hope someone took a picture; it would be nice to add to the Album, or the Club Scrap Book. THANKS ALL.

"Look to this day! TODAY, well lived, makes every yesterday a dream of real happiness and every TOMORROW a vision of hope. Look well, therefore, to this day!" -- Sanskrit

NATIONAL PATRIOTISM: Few citizens are able to recite the Declaration of Independence and fewer still are able to click off the Bill of Rights from memory. But - coach owners CAN display our Nation's Flag at rallies. Most Stationery Stores have cotton flags. Nylon flags are longer lasting -- they are generally available at Boat or Sporting Goods Stores. The most popular size is 8"x 10". Do you not AGREE more of us should display pride of country?

"Those who GROWL all day -- can expect to be dog-tired at night."

Has anyone noticed that TRUCKERS are having problems these days? Could it be because there are more of them on the roads? We saw a total of five (counted 'em - 5) 18-wheelers "kaput" -- burned up, tipped, jackknifed, upside down -- all were basket cases -- at various places during the recent trip. Tried to stop one 18-wheeler with a smoking right rear tire. He got away - going about 70. Later we caught up...rubber skid-marks all over the freeway. Evidently the other dual-tire also caught fire; but the driver was able to keep his truck upright with skillful handling, although it neared disaster.

"Be sure BRAIN is engaged -- BEFORE putting mouth in gear."

Maybe we should try to answer a few investment questions members write about most frequently: In your opinion, what is the safest Money Market Fund?

Capital Preservation--toll free 1(800)227-8380; --in Calif. 1(800)982-6150.

They are 100% in US Treasuries and all the experts I know recommend CPF.

There are others almost equal, such as First Variable Rate--1(800)368-2745 and Aarp US Govt. Trust--1(800)245-4770, also consensus approved.

How does one invest in genuine US Treasury Bills? Ok - at any Federal Reserve Bank, just ask for a "Tender". We do not advise you get them through any regular Bank or Broker -- they usually charge a fee of \$35 up to \$75 for each transaction.

Go direct or write or phone direct, specify "term" desired such as 13-wk, 26-wk, 52-wk. - each is different. The minimum is \$10,000 per T-Bill. If investing by mail, send cashier's check. If desired you can write for Tender Forms from Federal Reserve Bank, Box 2077, Terminal Annex, Los Angeles 90051. How long will it be before Commodities go up again? Those who invested the past year or two, are not yet apt to have achieved much, if any, gain. How could they? -- an economic cycle has not yet been completed.

Business cycles generally run 2 to 4-years in length. The bottom of the present wave was near mid-1982, therefore it could take another year or so, that is, if history repeats, before we reach the next TOP. Many experts say this is STILL a time to "buy". Your editor always stresses the importance of diversifying widely - since NOTHING is sure. Some commodities, like coal, plywood, wheat, or the metals, like copper and silver, are down near where they were in 1982. Never forget the sage advice of multi-millionaire J. Paul Getty, "MONEY is like manure. You pile too much up in one place and it begins to stink". We see his point - diversify.

"There are lots of glib people who like to tell you what should be done; with no real experience they often FALL SHORT when it comes to performance."



From the floor at the Ultra Financial Seminar in Arkansas, questions were asked regarding the government's PROPOSED new colored currency? The latest information we have is that it is still scheduled for late 1985 or early 1986. Will its appearance involve a devaluation? Many analysts believe that such a "currency reform" may signal a reduced value. Personally I do not believe we will be required to surrender several old dollars for each new tinted 3-D issue. That's my opinion. Most analysts seem to think otherwise.

Edna and I want to wish all the Club members a VERY HAPPY HOLIDAY SEASON and that the NEW YEAR will smile on everyone.

Sincerely, *Edward Newhouse*
Your Executive Director

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ULTRA VAN MOTOR COACH CLUB, INC.

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INPUT

REFERENCES and DATES



QUARTERLY NEWSLETTER by Secretary

It would be appreciated that all pertinent brief data be mailed in a timely manner (as set out below) for planned Rallys, report of Rallys and local activities. Please type or print on a standard 8½ X 11 inch typewriter paper (white) with no less than three-eighth (3/8) inch borders; and that this arrive on the Desk of the Secretary, by or before 15th of

FEBRUARY

MAY

AUGUST

NOVEMBER

for applicable period.

ADVERTISEMENT (strictly limited to Non-profit matters)
For example; Ultras for sale; parts, equipment or accessories Basically, to keep Ultras rolling.
Mail to: Secretary (note above target dates for this detail.)

COMMENTS (relief valve -- to remain anonymous)
New ideas, constructive remarks, events of a humorous nature or otherwise that would be of interest to others that may be published in the Newsletter.
Mail to: Secretary

TECHNICAL
Any tech data, materials, ideas, or questions.
Mail to or telephone: JIM CRAIG # 232

DUES and/or CHANGE OF ADDRESS
Annual Club dues are DUE first of "ULTRA YEAR"
Fill in Application or copy thereof.
Mail to: Treasurer, Louis Griggs #334

ULTRA VAN SOLD
Furnish name, address & telephone number of new owner; information to be used for solicitation of new member.
Mail to: Secretary

CLUB BUSINESS & PROCEDURES
Anything applicable to subject for consideration.
Mail to: President
Sixty (60) days before a regular business session held at a National Rally.

RALLY SITE LOCATIONS
Any scouting or surveillance information and host and co-host volunteers.
Mail to: Coordinators, Charles Smith #348
" Mory Snyder #489