



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

PERSONAL

Newsletter

FIRST CLASS MAIL



Nobla Suckow, Secretary  
3129 W. Hayward Avenue  
Phoenix, Arizona 85021

ULTRA MOTOR COACH CLUBS, INC.

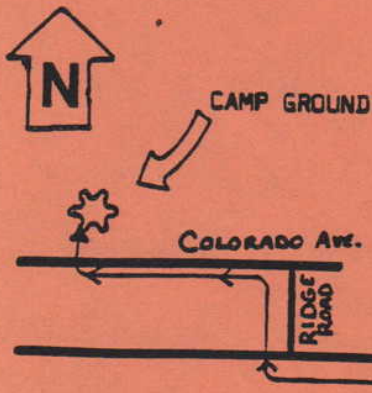
ULTRA MOTOR COACH CLUBS, INC.

— A NON-PROFIT CORPORATION —

# RALLY TO THE ROCKIES

JULY 11-14 1985

DIRECTIONS: WEST ON U.S. 24 TO  
RIDGE ROAD. NORTH 1  
BLOCK TO COLORADO AVE.  
AND WEST 2 BLOCKS TO  
ENTRANCE.



**Western Hospitality Beneath  
the Sun and Stars**

- Huge heated swimming pool
- Whirlpool
- 300 shaded campsites: 150 with full hookups
- Pikes Peak Tours
- General Store
- Snack bar
- Jeep rentals

West on U.S. 24 to Ridge Rd., North 1 block to Colorado Ave., and West 2 blocks to entrance.

3704 W. Colorado Ave. 475-8450

For other info, see Flyer in March Newsletter.

"Indian Hills Campout"

4-26-85

The Ultra Van Motor Coach Club held a recent regional rally with the San Diego Corvair Club at Indian Hills Camp near Jamul, CA. This was the first official rally at this location for the Ultra Club and the fifth annual for the San Diego Corvair Club. The event was organized and hosted by Al and Kathy Polus with Jim and Marlene Craig as co-hosts. Each are members of both clubs.

The Ultra Van Motor Coach Club really took this one in stride and showed up with twenty-eight Ultra Coaches plus eight other coaches. A combined total of forty-four camping rigs and guests accounted for the ninety-eight people present.

The event started on Wednesday, April 17 and completed on Sunday the 21st. On Thursday, a large group of the campers drove into San Diego and enjoyed a two hour sightseeing trip around San Diego Bay by boat. San Diego is port to a larger amount of commercial ships than we all had realized. Numerous shipyards were busy reconditioning and building new ships. Tuna boats were tied up at the piers awaiting the next departure date. And even a car, truck and personnel ship from La Paz, Baja California, was noticed in a floating dry dock being sandblasted and reconditioned.

Before lunch the group visited the Star of India, which is one of the oldest three masted sailing ships still afloat. This was quite a treat to walk the decks of a 100 year old ship and while standing on the poop deck imagine yourself steering the helm with the wind in your face and the sails bellowed out and hearing the creaking and groaning of the spars and masts.

The ferry Berkeley was also visited, which is still in the process of being restored. The ship's Engineer actually ran the engine for us and what a sight that was. I thought I had seen a large connecting rod, but that engine had four of the largest ones ever.

With a misty rain, threatening morning behind us we sought out the warm shelter of Anthonys Fish Grotto on the wharf and enjoyed a sumptuous fish dinner.

On the return to "Indian Hills Camp", a short tour was made of Seaport Village, its boating mooring area for privately owned units and the new International Hotel. These areas are places to see on your next trip to San Diego.

The daily morning coffee break was enjoyed by all. The gals treated us to a variety of desserts to enjoy with the coffee.

Fridays technical session was taken up by a demonstration of some excellent lubricating oils and greases shown by Mr. Hans Bothke from Pro Tec. Not one of the campers had an oil or grease that would equal or surpass the test designed by Pro Tec. Quite impressive.

That evening we all traveled to Barrett Junction Cafe to enjoy a very good fish dinner with all the trimmings. They served all you could eat of the fish and everyone came away stuffed.

A nice campfire and a couple of movies finished the day. One of the movies was the Corvair Journey of "From Here to There". If your club hasn't seen it, contact Marsh Hesler of the San Diego Corvair Club. It is loaned free except for shipping.

Saturday was spent enjoying a great coffee break, a general technical session, kicking back and taking it easy, kicking tires and catching up on the latest from all the friends. The ladies also spent extra time making items during their crafts session and enjoyed what little sun was shining at the time.

That evening a big potluck dinner was held and enjoyed by all. And desserts, Wow some of the best! After the dishes and food was cleared away and the fire built up larger, a "Mystery Gift" program was held and many surprises were given away. Some gifts exchanged hands several times. A sudden rain shower brought the program to an early close and sent most everyone running for their camp. Five minutes later the showers stopped and several people stayed at the fire and enjoyed another hour of wood burning and talking.

Sunday's coffee break was attended by only a few people since a lot of the campers had already left. Good-byes were said and camp was empty by 1:00 P.M.

Another great event!

*Jim Craig*  
JIM CRAIG

# THE INDIANA RALLY FOR AUGUST, 1985 HAS BEEN CANCELED

A very serious effort was made by George and Ruth Whiteside to have an Indiana Rally - August 21-25, 1985, but due to circumstances beyond their control, the Rally has been cancelled.

The President wishes to express his appreciation for all their efforts. We hope they will try again next year.

# ULTRA MOTOR COACH CLUBS, INC.

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ULTRA RALLY

EUREKA, CALIFORNIA

JULY 25 - 28, 1985



HOSTS: BOB & ROBERTA FRANZ, ANITA TEFT & MARGARET GREY

LOCATION: REDWOOD ACRES FAIRGROUNDS 3750 HARRIS ST. EUREKA

ACCESS: ROUTE 101. FROM THE SOUTH TURN R. ON HARRIS ABOUT 3 BLOCKS PAST THE FIRST SIGNAL LIGHT.

FROM THE NORTH TURN L. ON "V" ST. TO MYRTLE. TURN L. AFTER ABOUT 1½ MILES, TURN R. ON HUBBARD WHICH RUNS INTO HARRIS AND THE FAIRGROUNDS.

COSTS: \$4.00 per NIGHT. SMALL NO. OF HOOK-UPS. WATER & DUMP AVAILABLE. WE ARE RENTING A SMALL HALL THURSDAY NIGHT ONLY.

BRING: CHAIRS, 'FIXINGS' FOR THURSDAY NIGHT POT LUCK. COFFEE HOUR GOODIES TECHSESSION "SHOW & TELLS" CRAFT IDEAS.

#####

ATTRACTIONS: SCENERY, MILD CLIMATE, VICTORIAN HOMES INCLUDING WORLD FAMOUS CARSON, LUMBER MILLS, MUSEUMS, HISTORIC SAMOA COOK SHACK, FISHING, SHOPPING AND NEARBY HISTORIC TOWN OF FERNDALE.

EMERGENCY NO.: (707) 445-3037

## TENTATIVE SCHEDULE

THURSDAY, JULY 25TH: ARRIVAL  
P.M. TOUR OF VICTORIAN HOMES FOR ANYONE INTERESTED  
DOWNTOWN SPECIALTY SHOPS.

6:00 P.M. POT LUCK

FRIDAY, JULY 26th:

9:00 COFFEE HOUR

10:00 TECH SESSION CRAFTS

10:00-12:00 REGISTRATION

1:30 TOUR OF LUMBER YARD & MUSEUM (SCOTIA)  
CONTINUE TO SMALL TOWN OF FERNDALE. (A  
BEAUTY SPOT NEAR THE COAST.)

6:00 MANY FINE RESTAURANTS, OR INVITE FRIENDS IN.

SATURDAY, JULY 27th:

9:00 COFFEE HOUR

10:00 TECH SESSION CRAFTS

1:00 LUNCH AT SAMOA COOK SHACK. FAMILY STYLE IN  
PRIVATE ROOM. A 'BELLY STUFFER' \$5.50.  
SMALL ADJOINING MUSEUM WITH LUMBERING ARTIFACTS.  
SIGN-UP ON THURSDAY FOR LUNCH.

3:00 CLUB MEETING

8:00 STOCK CAR RACES. ULTRAS INVITED TO ENTER.

SUNDAY, JULY 28th: 10:00 RELIGIOUS SERVICES

Bob Franz has a few local attraction pamphlets. If anyone wants one, he will mail you one.

P.S.: Someone might like to check out KNIGHTS RESTAURANT near Myers Flat in Fortuna off Highway 101. Reports are that it is a great place to eat.

# ULTRA MOTOR COACH CLUBS, INC.

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Dear Fellow Officers and Ultra Club Members:

Thanks for the trust that you placed in me last October. I think that our club is moving along the proper path to a bright future. Our Vice President, Jim Craig, and the Board of Directors are working hard to give us better By-laws. Our Treasurer, Secretary and many others are busy keeping our club running properly. The National Rally site selection committee has been really busy finding nice places for us. Local Rallys are being held and enjoyed all over our nation by our members.

Now we must start thinking of nominations for the 1986 Officers.

Our Ultra Club is alive and well and I know that we will continue with our efforts and activities to keep it that way.

I'm sorry that I have missed so many Rallys this year. I had intended and desired to go to as many as I could this year while I'm in office and working for you. BUT! First, we sold our home and bought a mobile home. When we were almost settled in that, Betty's dad, age 82, had a long hospital stay in Tucson and we were there. Now it seems that we may be able to make the Eureka Rally in July. We are looking forward to seeing all of you, our friends at the National Rally at Pioneer Village, Minden, Nebraska, September 25 thru October 3, 1985.

May God Be With Each of You,

*Don Reinhardt  
Betty Reinhardt*

## ANYBODY, WHERE ARE YOU?

This is a story about four men named Everybody, Somebody, Anybody and Nobody. There is an important job to be done and Everybody was asked to do it. Everybody was sure Somebody would do it. Anybody could have done it, but Nobody did it. Somebody got angry about that, because it was Everybody's job. Everybody thought that Anybody could do it, and Nobody realized that Everybody wouldn't do it. It ended up that Everybody blamed Somebody when actually Nobody blamed Anybody.

*Could this be applied spiritually?*



## APPLICATION FOR ENROLLMENT MOTOR COACH CLUBS, INC.

NON-PROFIT ORGANIZATION



THE OFFICERS AND BOARD CORDIALLY INVITE YOU  
TO ENJOY THE BENEFITS OF *Membership*

Dues per Ultra Coach family - \$10.00 (Includes annual  
Registration fee, plus Membership for Calendar Year)

NAME \_\_\_\_\_ husband \_\_\_\_\_ wife \_\_\_\_\_ DAY PHONE \_\_\_\_\_

ADDRESS \_\_\_\_\_ (PLEASE PRINT) \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

Our Ultra Coach is Number \_\_\_\_\_ Membership: NEW  RENEWAL   
Enclosed is our check to cover dues for the current year

M E M B E R S H I P

INCLUDES: MEMBERSHIP DIRECTORY, QUARTERLY NEWSLETTERS, OF RALLY NOTICES, REPORTS & CLUB NEWS ITEMS.

Make Check Payable to:  
ULTRA VAN LOTOX COACH CLUB,  
INC.  
c/o Louis Griggs, Treasurer  
626 Brookfield Av  
Cumberland, MD 21502

# ULTRA MOTOR COACH CLUBS, INC.

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Florida Rally - 1985

March 20 - 24

Early birds began arriving on Wednesday, and by evening there were ten Ultra Vans in the large lot on the West side of Hwy. #1 behind Eastern Auto brokers. The place for the Rally had to be changed because the original site and road were not in good condition. CB Channel 15 got a workout.



Next day the "rains came" and dampened everything except the Ultra spirit. Our impromptu "supper out" was enjoyed by 23 people who were ferried across the highway by cars to the deli restaurant.

Friday dawned bright and sunny, with almost all puddles having disappeared. Tech and craft sessions were held, and a short meeting was called to alert the members that some new Directors are needed, and a site and chairman for an '86 Florida rally chosen. Ruth and George Whiteside volunteered to host a rally in August near Warren, Indiana. Floyd & Joyce Sickenberger and daughter Valerie of Kittanning, Pa. (Ultra 473) were introduced, since this was their first rally. There was a real treat in the evening, when a communications satellite was launched from Cape Kennedy. It was very visible for quite a distance. As usual, the ladies turned out lots of delicious food for the potluck supper; the Yankee Swap topped off a fun evening.

On Sat. Louis Griggs called the General Meeting to order. The following were elected as indicated (Eastern Directors): Gerrit & Marian Grootenhaar 2 yrs., filling out term of Jerry Hutton, who resigned because he no longer has an Ultra; Jean & Bette McMasters, for 3 yrs. from Jan. 1, 1985 to replace Louis & Maybel Griggs, term expired; Pat & Marge Fitzgerald, 3 yrs., to replace Morris & Tennie Randle, when their term expires Jan. 1, 1986.

Arlene Ackerman suggested that we discuss the status of the new By-laws, because they have been hanging in limbo for several years. Louis stated that our President, Dan Reinhardt, has appointed a new committee, consisting of Jim Craig, Chairman; Mel Dinesen, Louis Griggs, Bob Franz, Arnold Steenburg, Morris Randle, and Jerry Hutton. This committee is to finish the By-laws work and present the results to the membership for ratification. A show of hands indicated that quite a few expected to attend the National Rally at Minden, Nebraska.

Thanks were expressed to the rally hosts: McMasters, Pat Fitzgeralds, Glen Lees, and Grootenhaars.. Wagonmaster Grootenhaar(s) reported 25 Ultras, 5 brand X: 14 from Florida, 4 from Ohio; 2 from N. J., 1 each from Ala., Minn., Maryland, Penna., California, Illinois, and Indiana.

Sheriff Jerry Hutton and his Deputy Valerie Sickenberger collected \$2.00 in fines. After the meeting adjourned most of the men went to the old car show. On Sat. evening most went to Duff's Smorgasbord. On Sunday morning, services were held by two young men from McMasters' church.

Elizabeth Payne, Reporter

## Quarterly Treasurer's Report - First Quarter - 1985

On Hand 1/1/85 (corrected balance)	\$4004.56
Receipts: dues	360.00
Capital Preservation Fund - interest	50.10
Loan from Treas. acc't Directory 12/8/84	390.00
Al-Gar FCU interest	3.35
	<u>\$4808.01</u>
Expenses: Secretary - Newsletter	300.00
By-laws Committee	29.77
President's Expenses (R. Franz)	56.56
Repay loan from cash dues	20.00
	<u>409.48</u>
Balance 4/1/85	\$ 4398.53

Respectfully Submitted

Louis C. Griggs, Treasurer

Whale Tip: Summer 2-85, Tires for the Ultra (Ref. Manual-section 11, Page 11-5)  
 There are dozens of makes and sizes of tires that could be used on the Ultra and it seems everyone has a favorite. Here are three makes that I consider premium tires, so you might like to consider them at your next tire purchase time. Also the rolling diameter is adequate to provide a match up with the Corvair engine, some V8, and 3.55:1 and 3.89:1 rear axle ratios.

Make	Size	Ply Rating	Load Range	Load Cap./PSI	Ply Contr.	Remarks
Continental	185R14	6 Ply Tubeless	C	1750 lbs at 50PSI	Tread-5 Plies (2 ply rayon, 2 steel & 1 rayon) Sidewall-2 ply rayon	* "SR" means reinforced sidewall.
Continental Model RS321	195R14	6 Ply Tubeless	C	1855 lbs at 55PSI	Tread-6 Plies (2 ply rayon, 4 ply steel) Sidewall-2 ply rayon	
Michelin	185SR14*	6 Ply	C	Max. load 1540 lbs at 40PSI	Tread-2 rayon & 2 steel, Sidewall-2 rayon.	

Jim Craig #232

### FOR SALE

ULTRA BUMPER PADS (ORIG. TYPE FOAM). CUT & SHAPED TO FIT. \$60.00 A PAIR PLUS TAX + SHIPPING. ALSO BUMPER PAD VINYL COVER, 12" X 9', \$10.00 EA. CONTACT: DAVE PETERSON, 93 VANCELEAVE WAY, OAKLAND, CA. 94619.

### WANTED:

1961 CORVAIR 4 SPEED TRANSMISSION. Want the one with the low first gear, 4.26:1 RATIO.  
 JIM CRAIG # 232

## AFTER SNOW SEASON

Here we are in spring time already, the snows are diminishing, hopefully in your area, the countryside is taking on a new cover of green and its about time to start thinking about those trips you have always wanted to take in the "Ultra".

In order to do that, there are some maintenance checks that should be done first, so that we can be assured of a safe and trouble free trip.

The following is a list of tasks and checks that I consider the basics and of course you will probably add more of your own, just for your particular unit.

1. Wash and clean exterior and interior.
2. Check for water leaks and repair same at time of washing exterior. Visually check sealant at all seams, especially on roof (be careful on that ladder).
3. Liquid wax the exterior (type of wax that you add to your wash water).
4. Flush out your fresh water tank. Add 5-10 gals. and check operation of all the water pumps. Look under the cabinets and other hidden areas for water leaks while system is pressurized. Check under coach for leaks in all the tanks.
5. Service and clean the bathroom units. Install a fresh deodorizer for the bathroom. Check the cabinet and store in fresh toothpaste, paper and etc. And don't forget that first aid kit.
6. (a) If you haven't already done so (prior to winter storage), run the engine to normal operating temp. Drain the oil and change the oil filter.  
(b) Verify condition and tightness of blower belt. Replace it if there are any signs of cracking, fraying, oil contamination and etc.  
(c) Lube the blower and idler pulley bearings. (See following tip on lube tool details).  
(d) Check all rubber hoses and electrical wires in engine compartment for cracking, loose connections, chaffing and etc.  
(e) Remove air filter/filters, blow clean or replace as necessary.  
(f) Check auto. trans. fluid for proper level (only at normal operating temp.). If fluid smells like something burnt, change it.  
(g) Check rear axle and 4 speed trans for proper fluid level as applicable.  
(h) Check tightness of all fuel line connections at carb. (especially the large nut on carb. that gas lines attach to). Careful now, when tightening the nut.  
(i) Verify that carb. air filter container is sealed properly to the carb.  
(j) Lube all throttle linkage (lubriplate is best - heavy oil last choice).  
(k) Clean and lube (with lubriplate) all throttle, clutch and emergency brake cables under coach.  
(l) Check throttle cable for cutting into lower side of alum. tanks - repair as necessary.
7. (a) Check front shocks for looseness or breaks at lower connection point. Check for heavy rust on exposed chrome shaft of shocks. Clean and lube as required. Change shock if excessive oil loss is evident.  
(b) Check all front suspension attach bolts for looseness or evidence of movement (rust or dark stain around head of bolt or nut). Adjust to proper torque as necessary.



- (c) Clean and lube all suspension and steering connections (use caution if lubing the steering bellcrank on left side - too much pressure has been known to crack the casting).
  - (d) Jack front wheels off ground and check wheel bearing for looseness - adjust as necessary. Spin wheel by hand and verify that bearing is smooth and quiet - replace if suspect of rumbling, rough, noisy and etc.
  - (e) Check steering gear box for proper lube.  
Note: Visually check all tires for proper wear - have alignment shop confirm any suspected problem - correct as necessary.
  - (f) Check tires for proper inflation - don't forget that spare tire. Check for jack and lug wrench.
  - (g) If it has been a long time (in excess of 8-10,000 miles since you inspected the rear "U" joints - better do it now.) Any rust stain around the bearing cup inner seal area is a sure sign you have a problem.
  - (h) Jack rear wheels off of ground, check wheel spindle bearings for proper adjustment, roughness or noise. If all appears well and your spindle assy is modified with a grease fitting - remove wheel and brake drum and lube as necessary.
  - (i) And for those with the capabilities, disassemble the spindle assy, clean and lube as necessary and reassemble to the proper preload.
  - (j) Check brake fluid reservoir for proper level.
8. Clean the windows - check operation and condition of the windshield wipers.
  9. Level the coach, check propane connections for leakage. Fire off the wall heater, refrigerator, stove, oven and water heater. Check all for proper operation - make adjustment and repairs as necessary.
  10. Fill fuel tank with at least 10 gals. of good fresh gasoline, throw in some fresh vittles, the dog or cat and the wife - not necessarily in that order and hit the road to "Anywhere America". Good Luck and Happy Ultraing - see you in Minden, NB at the national.

Blower & Idler Bearing Greasing Tools

order from: Dale Manufacturing  
 3425 Fairhaven N.E.  
 P. O. Box 7417  
 Salem, Oregon 97303  
 (503) 364-8685

1. Fan Bearing Lube Tool, #T-1, \$22.50
2. Idler Lube Tool, #T-2, \$13.54

*Jim Craig*  
 JIM CRAIG #232

# ULTRA POSTSCRIPTS ★★★★★

June 1985

"Life is a flame that is always burning itself out, BUT it catches fire again every time a child is born." -- George Bernard Shaw

At the Indian Hills rally in April we missed the scheduled HOSTS, Al and Kathy Polus #401, although they drove out for a nice visit and Kathy helped with the Registering. Al had recent surgery - was still weak. Our best to the Polus family and thanks for picking such a beautiful rally site. We all wish Al complete recovery soon. Jim and Marlene Craig acted as alternate hosts and what a bang-up wonderful job they did. Jim also acted as Club President--in the absence of our elected "Head-Man" Dan, who - with Betty - was unable to attend. The EXTRA LARGE attendance was great, too - 46 rigs.

No doubt there will be a special RALLY REPORT, so we'll just mention a few highlights: The huge bonfire each evening, the exchange-gifts, the Color-Slides and Movies, the surprisingly complete ANIMAL ZOO, the usual Craft, Technical, and Financial meetings, the GOURMET dinner, and the very impressive Sunday morning SERVICES by the Science-graduate Director of Indian Hills. We must not forget to mention the Cowboy MOUNTAIN MAN who came mounted on his prancing White Steed, to give us an interesting talk about horses and mountain survival equipment. Overall - this was another great rally.

Ernest and Edna Newhouse have had lots of out-of-town COMPANY ---- the Club Members most of you know, would be Lou and Maybel Griggs, Mory and Esther Snyder, as well as Al and Martha Hoffman, Elge and Hilda Green, and also Bill and Rachael Helander from near-by Hacienda Heights. We enjoyed the above visitors, plus all the other friends and relatives who stopped by.


The FIRST AID CHART shown here comes from the Red Cross recommendations for each TYPE of emergency. It is always good to know exactly what to do (or NOT do) in case of need. It is best to MEMORIZE each procedure BEFOREHAND.

By the way, we enjoyed a long discussion about American SNAKES (reptiles) by the Director of Indian Hills. He stated that 16-people died last year from rattlesnake bite. The only other poisonous snake in the U.S. is the Coral snake. Contrary to public opinion, snakes do NOT jump --- 1/3 of coil remains on the ground, 2/3rds strikes. He had a very good display of reptile specimens. Our speaker stated that a really GREATER everyday DANGER from venom was that of BEE STING. 68-people DIED in the U.S. last year from bee "bite". The poison builds-up in one's system---one bite is bad, the next is worse, etc. After seven (7) stings, you have ONLY 5-MINUTES to inject an anti-body or special serum to neutralize the bee "venom" before death. Anyone stung by a bee several years ago, should remember how many TIMES -- in order to KNOW his potential chance for survival in event of another sting. Bee Serum Kits are available.

Received a call the other day, from good member Clark Ross #453, Ogden, Utah. My Lafayette Shoulder Megaphone failed completely during the January Arizona Ultra Rally. Clark is a former electronic technician and would repair it for me....so took it along at close of the Indian Hills meet. His phone call was to tell me it was good as new again. Thanks Clark! NOSTALGIC HISTORY: I've had the Lafayette ever since our Travel Trailer days. It is one of the ---

## GENERAL DIRECTIONS FOR GIVING FIRST AID

KEEP THE INJURED PERSON LYING DOWN  DO NOT GIVE

LIQUIDS TO THE UNCONSCIOUS  CONTROL BLEEDING BY

PRESSING ON THE WOUND  RESTART BREATHING



WITH MOUTH-TO-MOUTH ARTIFICIAL RESPIRATION 

DILUTE SWALLOWED POISONS  KEEP BROKEN BONES

FROM MOVING  COVER BURNS WITH THICK

LAYERS OF CLOTH  KEEP HEART-ATTACK CASES

QUIET  FAINTING: KEEP HEAD LOWER THAN

HEART  COVER EYE INJURIES WITH GAUZE PAD 

ALWAYS CALL A DOCTOR \*\*\*\*\*

Prepared in cooperation with  
The American National Red Cross

world's FIRST 100% transistorized ANNOUNCING MEGAPHONES ever built. My cost of it was a little over \$100 then (same as about \$300 today I guess), but it has done a great job all these years. It is not very satisfactory for meetings or programs -- but has almost a half-MILE range for announcements.

Guess most everyone knows about the Club's OLSON PUBLIC ADDRESS SYSTEM that is available for any Rally activity or meeting. It works on either 12-volts DC or 120 AC. It is quite heavy -- have been carrying it in one of the "holds" under the floor in #603. I built a special wood-grain Case for it with the dual-speakers enclosed - to facilitate handling and set-up. The microphone came apart during use at the late National Convention in Arkansas but was able to repair it for future club use. It is a very satisfactory PA System when properly set up. As with all such Systems, Mike "technique" is the basis for successful sound amplification -- but it's EASY to learn.

"The friendships and flowers that will bloom in all the TOMORROWS - are in the seeds of TODAY"

Through correspondence we have learned of the illness of our professional entertainer member Robert Bishop #501. Hope that ticker is beating perfectly again, Bob. All those who attended the January Arizona Rally will never forget the tremendous PROGRAM put on by Bob and Carm, who came all the way from Seattle to be with us. Their "LAST GREAT MAGIC LANTERN SHOW" took the audience clear BACK to the dawn of American history. They even had "movies" (hand-operated animation) those early days, which Bob so ably demonstrated. A quote from his recent letter, "...I would have you know this is one of the most enjoyable times we have ever experienced. Because, of course, when one's mortality is threatened there comes a heightened awareness of everything one sees and experiences." What an attitude: Our best to the Bishops.

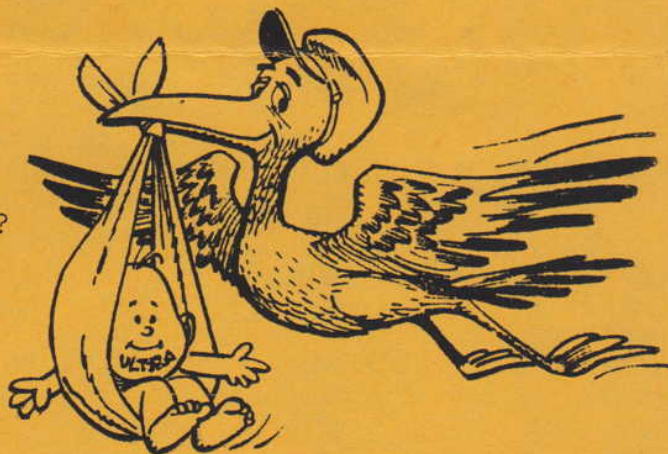
NEXT YEAR - 1986: Ultra Club will be 20-years old. My, HOW TIME FLYS. It seems like only yesterday when the Club was a baby. The stork just dropped her very gently, at our door. That's how she was born --- but, NOW she's grown up and fully matured, a fine young lady. Does anyone have any SPECIAL IDEAS for celebrating ULTRA CLUB'S 20th anniversary?

Due to popular request, the Club will soon have CALLING CARDS available at all rallies. Be sure to ask for them at the Host's or Office Coach at each rally -- at the Club's net cost, Regular size \$2 and Large size \$3 per 100 cards. The FOLD-CARD STATIONERY is also available at cost, \$1.50 for 25 double note-cards.

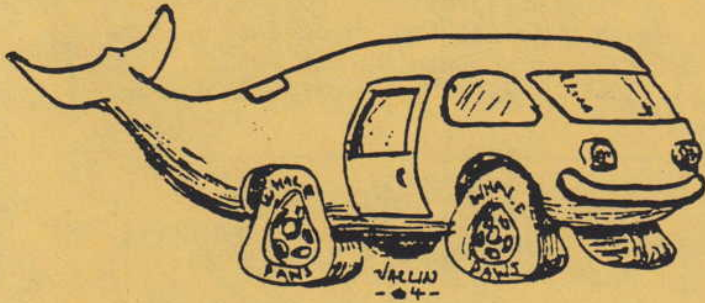
We have another contender for ULTRA'S High-Mileage status. This one is going to be hard to beat -- Chance and Margaret Fitzgerald #286, hail from Talladega, Alabama. They have driven a bonafide total of 216,000 miles. This MUST be a record! Guess they warrant a SECOND Plaque for this outstanding number of miles in an Ultra Coach vehicle. Along with many others, Chance comments that this is a fun Club, needs few rules and regulations. Maybe just update the ORIGINALS a bit. Your editor's personal feelings are the same.

Late intelligence states that Soviet forces (with Cuban and Bulgarian troops) are installed in countries bordering South Africa. The Russians have military advisors in Zimbabwe, Namibia, and Mozambique, plus Zaire, Sudan and Ethiopia. As much as we detest apartheid, the Soviets are stirring up the population in South Africa (about the ONLY nation left on the entire Black Continent where the people have WORK and plenty of food). Most others are black Marxist governed (Russian puppets), where millions are facing starvation. Aware analysts say if America cuts trade with South Africa, we destroy ourselves.

Sincerely *Ernest Newhouse*



## 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.

No Technical tips were received from any of the members since the last newsletter, so you will have to suffer through a couple of my own.

Since I have no experience with the V-8 engined Ultras I would appreciate hearing from any of you that do have one of those models. So if you have any helpful tips that you would like to pass on, please forward them to me.

Also I would like to see some articles on conversions to the 4-speed transmission. In addition to reworking the rear suspension trailing arm assembly I need tips on how to do away with the turnbuckles, how to add a shock mount to the rear of the arm and etc.. Several members have done these conversions, so let's hear from you.

### Flash-Flash-Stop-Possible Fire In The Coach

In Ernie Newhouse's last Ultra Postscripts he made note of a possible defective part in the Ultra propane system. In case you missed it in the last issue or have forgotten about it, here it is again:

"Safety First, At the local Rec-V-Dealer yesterday they recommended that we check our Propane Regulator - if it happens to be a REGO #210 the factory had sent out a flyer that these were prone to failure and could admit high pressure liquified gas to the heater, stove, etc.. #606 Ultra is OK. The #210 was produced before 1973. The REGO Manufacturer has a special toll free number - 1-(800)-638-CPSC or 1-(800)-638-2772, if any member has a question. Looks like REGO will install replacements free."

Corvairs Forever  
Jim Craig #232

P.S.

1. Joe Talarico advises that Whale Tip; Spring 2-84 has an incorrect toll free number listed in the last newsletter. "Wilson Art Co", should read 1-800-433-3222 instead of 1-800-433-3119.
2. Looking for a new paint job on the Ultra? Check this out! \$750. for a single color overcoat! Includes complete sanding and prime as necessary. Paint is Sherwin Williams, Acrylic Enamel. Contact; American Auto Service 8575 Miramar Place, San Diego, CA 92121. Telephone 619-452-7200. (Ask for Mr. Keith Boman.)

Whale Tip: Summer 1-85, Dometic Refrigerator Servicing (Ref. Manual-Section 4, Page 4-6 through 4-9)

Most of the Ultra's came equipped with the Dometic refrigerators and they have given good service through the years, but they do require an occasional servicing. The following are a few things that you can do that will keep it running great. This will also apply to other makes of refrigerators.

First, Let's remove the burner assembly (See sketch) for cleaning and adjusting. Working from outside of the Ultra through the access door for the refrigerator, remove the sheet metal cover that protects the burner from excessive air movement. Remove the bolt that holds the burner assembly to the refrigerator. NOTE: Prior to unscrewing the burner, make a mental/visual note of the air adjusting ring position in relation to the air holes in the burner.

Second, Remove the burner barrel and jet from the burner base, clean both with alcohol and air pressure only. "Do not use wires or other objects to clean the jets. If the jet is obstructed and cannot be blown out with the air, replace it". (Quote from Dometic Service Bulletin #566, Dated 8-9-66) Personally I would use a piece of fine screen wire and make an effort to remove the obstruction before actually replacing it.

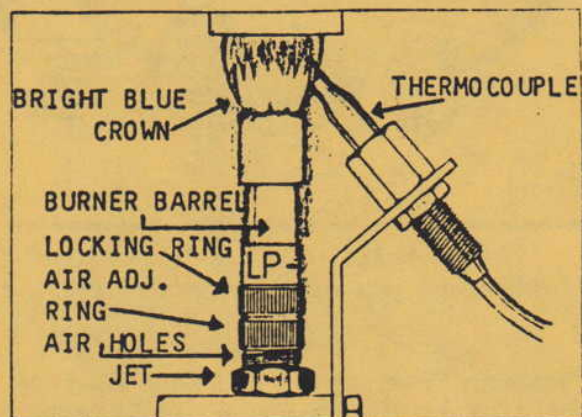
Third, Prior to reinstalling the cleaned burner and jet unit, locate the baffle in boiler tube, which is directly above the burner assembly when it is installed. Shake the baffle and rattle it around to break loose as much rust as possible. A half inch diameter bottle brush can be used to assist in cleaning the tube also. (Flaking rust falling into the burner reduces its efficiency)

Fourth, Reinstall the burner and jet, adjust air ring to previous location. Install assembly to the holding bracket. Verify that the thermocouple is located 1/8 to 3/16 inch above the top of the burner head and about 1/8 inch off center to one side.

Fifth, With Ultra leveled, fire off burner and adjust as noted in item (6) of the sketch.

Sixth, Reinstall air shield on completion of adjustments.

Final, If your unit has sat dormant for a year or more or will not cool down properly, remove the complete refrigerator and turn upside down for 24 to 48 hours then reinstall. Fire it off and if it still doesn't cool down properly, start looking for a new unit. (Upside down trick is recommended by Cometic)



(6) The air-intake of the burner should be adjusted by means of the air adjustment rings so that a slight roaring sound is heard and so that the flame has a bright blue crown at it's base. (See above)

# ULTRA MOTOR COACH CLUBS, INC.

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## M E M B E R S H I P D I R E C T O R Y

### New Members or Address Changes:

- |                                                                                                              |                                                                                                           |
|--------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|
| #357 - William B. & Bobbi Hull (New)<br>310 Polk<br>Charleston, Ill. 61920<br>Ph. (217) 348-1750             | #278 - Renold & Alaca Christman (New)<br>Box 410<br>Redfield, South Dak. 57469                            |
| #413 - Ted & Anne Kujawa (New)<br>4080 Citradora Drive<br>Spring Valley, Calif. 92077<br>Ph. (619) 465-7009  | #453 - Howard & Mary Boso (New)<br>1536 W. Roundup<br>Apache Junction, Az 85220                           |
| #501 - Bob & Carmaletta Bishop<br>107 N 77th Street<br>Seattle, Wash. 98103<br>Ph. (206) 782-3036            | #521 - Ben & Lois Deatherage<br>3332 Admiralty Drive<br>Huntington Beach, Ca. 92649<br>Ph. (213) 592-5661 |
| #216 - Burton & Lynda Neuner (New)<br>2105 South Street<br>Rolling Meadows, Il. 60008<br>Ph.: (312) 255-3979 | #246 - Kevin & Marie Volz (New)<br>285 Market Street<br>Brighton, Mass. 02135<br>Ph.: (617) 782-3726      |
| #223 - Fred R. McKee<br>7098 Manor Ave.<br>P. O. Box 619<br>Winton, Ca. 95388<br>Ph. (209) 358-9363          | #404 - Dan Reinhardt & Betty<br>5201 W Camelback - A-255<br>Phoenix, Arizona 85031<br>Ph. (602) 846-6920  |

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### ULTRA MOTOR COACHES FOR SALE

- | <u>No.</u> | <u>Address:</u>                                                                                    |
|------------|----------------------------------------------------------------------------------------------------|
| #226       | Bill H. Takahashi-19012 S. Mesa Dr.-Villa Park, Ca. 92667-Ph. (714) 637-5519                       |
| #547       | Douglas Hull-box 36-Layton, New Jersey 07851 - Ph. (201) 948-5106                                  |
| #346       | Patrick Coxsey-707 N. First St.-Apt. B - Lompoc, Ca. 93436                                         |
| #223       | Fred R. McKee-7098 Manor Ave.-P.O.Box 619-Winton, Ca. 95388 Ph.(209)358-9363<br>Asking \$5,000.00. |
| #440       | Evelyn Shepherd-7260 S.E. Tenino St.-Portland, Oreg.97206 Ph. (503)775-4469                        |
| #225       | Richard Seigrist-P.O.Box 80572- College, Alaska 99708 Ph.(907)479-7131<br>\$10,000.00              |
| #514       | Joe Talarico-17052 Esperanza Dr-Perris, Calif.92370 \$3,000.00 (damaged)<br>Ph. (714) 780-7040     |