

Melvin & Mary Ann Fowler  
RFD #1 Box 43  
McNeal, AZ. 85617



PERSONAL

Newsletter

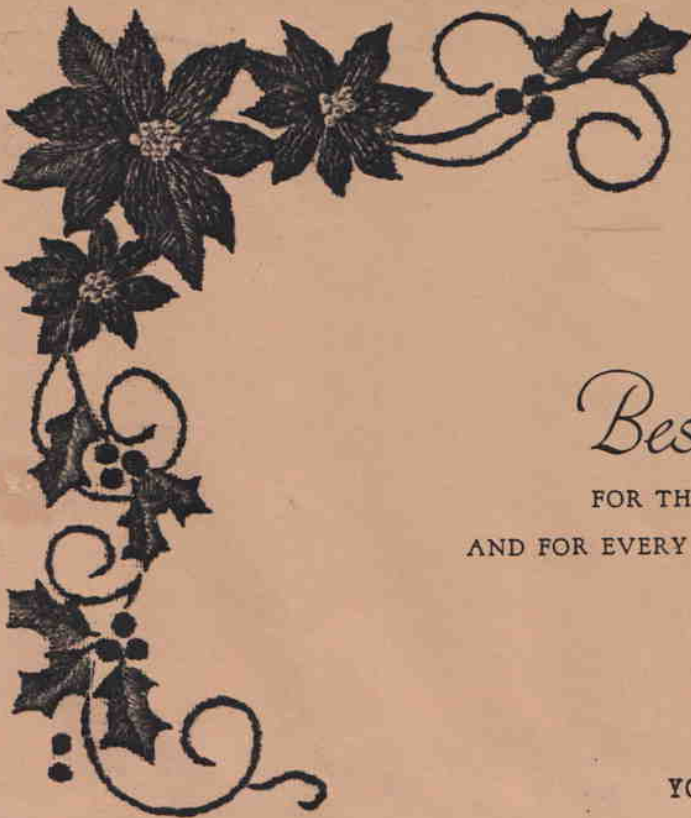
FIRST CLASS MAIL

FINAL ISSUE



Edna Newhouse, Secretary  
15239 El Soneto Drive  
Whittier, Calif. 90605

ULTRA MOTOR COACH CLUB INC.



Best Wishes

FOR THE HOLIDAY SEASON  
AND FOR EVERY DAY OF THE COMING YEAR



From  
YOUR OFFICERS AND BOARD



# ULTRA VAN MOTOR COACH CLUB , INC.

October 1985



OFFICERS: 1986 Ultra Year

President, Jim Craig #232  
Secretary, Edna Newhouse #603

Vice President, Harold Washmuth #326  
Treasurer, Louis Griggs #334

All reports of regional rallies, advertisements, etc. to be forwarded to the Secretary. Amendments suggested for the Club by-laws and technical tips to be sent to the President. Deadlines for newsletter inputs are: Nov. 15, Feb. 15, May 15 and Aug. 1st.

## The President's Report

### "Down The Road"

Yes, we have a new road to travel this year, including a new driver. A few new roads will be transversed and probably some old also.

First, before we get into some of the new things we will see "down the road" this year, I want to congratulate the Snyders and Steenburgs for an excellent rally. Everything went like clock work and everyone enjoyed themselves. Even tho we had - six inches of snow. The Nebraska folks were really friendly and eager to help in any way....including filling my propane tank on Sunday. My hat is off also to the management of Pioneer Village. Anything we needed they provided.

To start the new year off, we have a new set of By-Laws to guide the Club in its operation. Thanks again to all of you that assisted in this project. And a special thanks to member Fred Leary for writing such a comprehensive proposal. You now have proper provisions to amend the By-Laws for corrections etc. We all know it is not 100% perfect, just 95%. So if you desire a change in them, just follow the procedures noted under "Amendments".

The Secretary is going to revise the layout of the Newsletter starting with this issue. So bare with her until she gets it altogether. We want to provide you with some continuity and order of things. Hope you like it.

As you know, your Club dues are due at the start of National Convention week and so..are delinquent the 1st of Jan. You will not receive any Newsletters after that date unless you re-new. Also your name will not appear in the updated "Membership Directory" unless you re-new prior to that date. Two of the reasons we need your help in this regard is that it will provide the Club Treasurer a shorter time frame to collect available monies in order to meet outstanding club expenses, invest and file appropriate reports. It will allow the Secretary to mail out only those Newsletters for paid memberships (a savings in postage and printing). So don't delay, if you haven't joined yet, stop right now. I'll wait for you, locate the new revised application elsewhere in this Newsletter, fill it out, put it in an envelope and mail it soon. Thanks Pardner.

"Down the Road" a bit, the first Regional Rally starts. See the schedule elsewhere in this issue. Your Board of Directors has recommended and approved this and we hope that you can attend all of those in your area. Also you may have noticed -- we have two Rally Chairmen. They are here to help you. Request their services when needed.

At the end of the road this year we plan to celebrate the Club's 20th Birthday with a grand National Rally in Fredericksburg, Texas. Your hosts the Grootenhars and others will be working from now until next October to provide you a rally you won't forget. So schedule that time frame now to make sure you are there. Read on for more information. See you Down the Road.

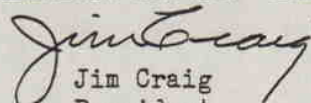
The Ernest Newhouse Achievement Award, 1985

Gus Brining is the recipient of the Club's highest award this year. Most of you know that Gus is one of the Club's dedicated Wagonmasters. It was a task that kept him at the entrance of all those past campouts to be sure no one came in without him being the first to greet and welcome them and assist in spotting their coaches. Rain, wind or snow didn't deter him from his task.

After the announcement at the General meeting that he had been chosen, I asked him to give us a short talk on his experiences with his Ultra and the Club at the Presentation of Officers Dinner that night. Let me tell you Gus doesn't give short talks. He kept us spellbound and in stitches for over thirty minutes.

We all enjoyed it very much and it wasn't until he and Neva sat down that he was overcome with happiness at what he had been awarded.

On behalf of all the membership and myself, congratulations Gus for "many jobs well done".

  
Jim Craig  
President

P. S.

The following is a portion of a recent letter I received from Gus Brining regarding his Ernie Award.

My "Ernie Award" has arrived all beautifully engraved with correct name and year and I am still appalled that I was selected to receive this most coveted award. What I did to achieve this was all pleasure on my part and I shall continue to work for the betterment of our Club.

My thanks and appreciation to all our wonderful friends who made it possible for me to be so honored and I shall wear my "Ernie Award" on every possible occasion.

# GETAWAY FROM IT ALL



EMERGENCY PHONES

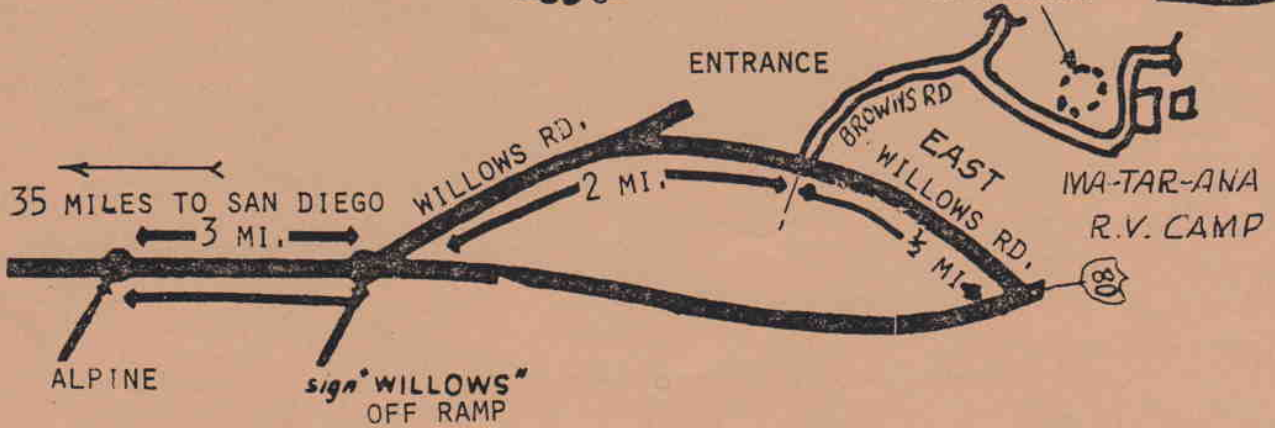
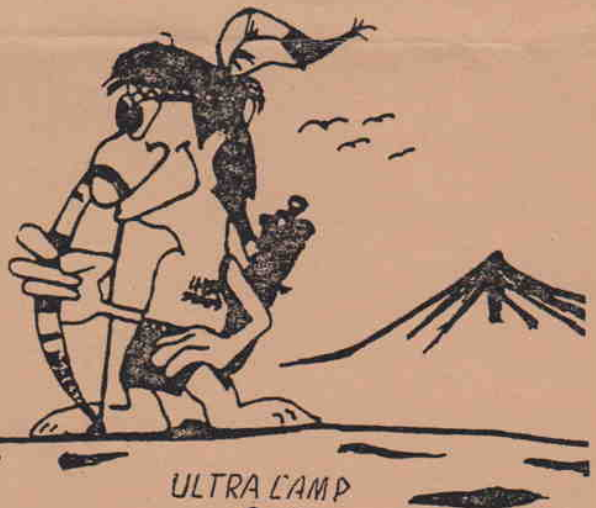
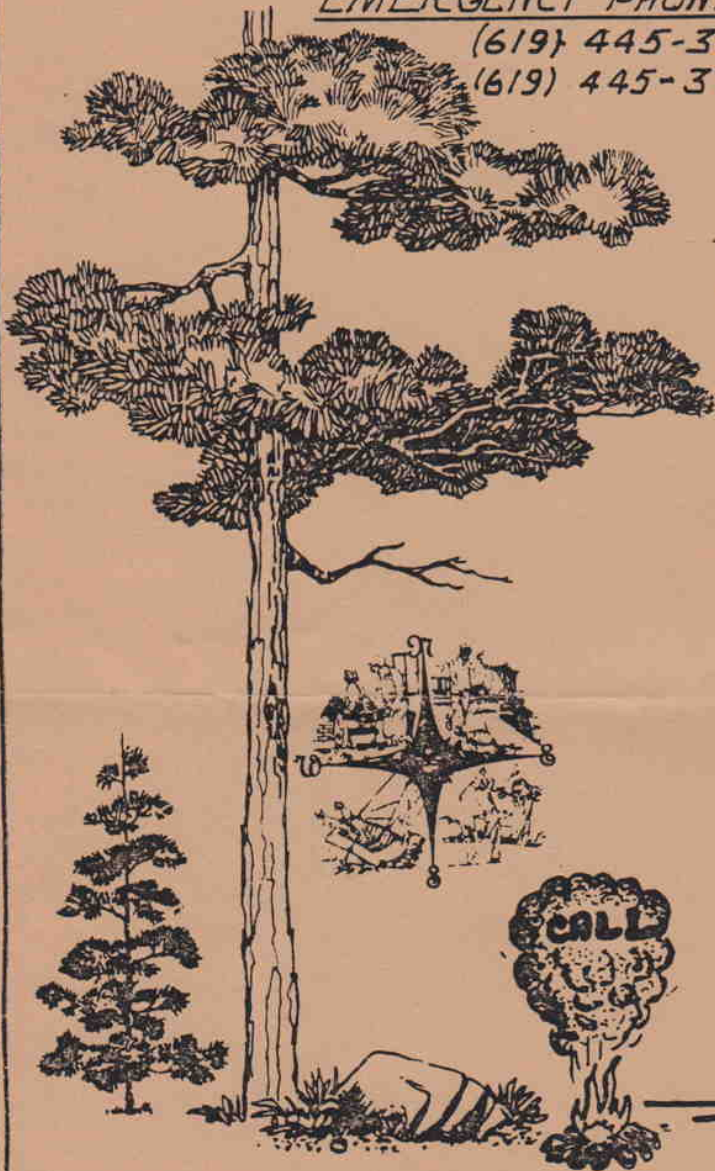
(619) 445-3275

(619) 445-3276



## ULTRA CLUB

JAN 15<sup>TH</sup> - 19<sup>TH</sup> 1986



MA - TAR - AWA

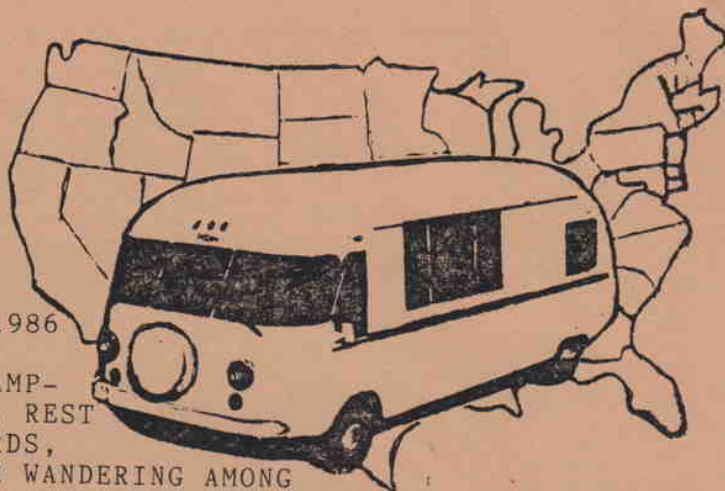
JANUARY 15TH THRU' 19TH

HOSTESS: THELMA COOK  
CO HOSTS: AL & KATHEY POLUS  
P.W. & EVELYN DONALDSON  
JIM & MARLENE CRAIG

TIME: MOVE IN WEDNESDAY, JAN. 15, 1986

REGISTRATION FEE: \$2.00 PER COACH

CAMP FEE: \$7.00 PER DAY, INCLUDES CAMP-SITE, DUMP STATION, POOL, REST ROOMS, GAME ROOM & BILLARDS, STORE, FISHING IN LAKE OR WANDERING AMONG ANCIENT MA-TAR-AWA RUINS OVER 1,000 YEARS OLD.



WEDNESDAY: 9:00 A.M.-11:00 A.M. REGISTRATION  
COACH HOPPING, CAMPFIRE ETC., ETC.

THURSDAY: 9:00 A.M.-11:00 A.M. REGISTRATION

9:00 A.M. COFFEE CLUTCH

10:00 A.M.-12:00 NOON TECH SESSION & CRAFTS

4:00 P.M. POTLUCK DINNER --- AFTER DINNER OLDTIME RADIO

FRIDAY: 9:00 A.M. COFFEE CLUTCH

10:00 A.M.-12:00 NOON TECH SESSION & CRAFTS

1:00 P.M.-2:00 P.M. SWAP MEET & FREE TIME

DINNER OUT--TIME TO BE ANNOUNCED --- AFTER DINNER SLIDE SHOW

SATURDAY: 9:00 A.M. COFFEE CLUTCH

10:00 A.M.- 12:00 NOON TECH SESSION & CRAFTS

FREE TIME, CAMPFIRE & MYSTERY GIFT PROGRAM

SUNDAY: 9:00 A.M. COFFEE CLUTCH

10:00 A.M.-11:00 A.M. CHURCH SERVICE

FREE TIME, BREAK CAMP & GOODBYES

BRING:

1. FIREWOOD	2. GIFTS FOR MYSTERY GIFT PROGRAM
3. SWIM SUITS	4. FISHING EQUIPMENT (\$5.00 Minimum- Boxed or Wrapped)
5. TABLE & CHAIRS	6. PREPARE FOR VARIOUS WEATHER CONDITIONS
7. THINGS FOR SWAP MEET	***BEAN GUESSING CONTEST

Motorcycles or Minibikes are not allowed

DIRECTIONS TO MA-TAR-AWA CAMP

From North On Coast Route Interstate 5:

Just past Del Mar take Interstate 805 South to Interstate 8 East (El Cajon or El Centro). Follow Interstate 8 East past El Cajon to 3 Miles past Alpine, take Willows Rd off ramp. (See Map)

From North On Inland Route Interstate 15:

Stay on Interstate 15 past Miramar Naval Air Station to Interstate 8 East off ramp. Follow Interstate 8 East past El Cajon to 3 miles past Alpine, take Willows Rd. off ramp. (See Map)

From East on interstate 8 West:

Pass Sunrise Hwy, Pine Valley & Descanso off ramps; turn off on Willows Rd. East off ramp (5½ miles East of Alpine) (See Map)

# ULTRA MOTOR COACH CLUB INC.

— A NON-PROFIT CORPORATION —

Minden, Nebraska

September 28, 1985



## General Meeting

The National Ultra meeting opened at 2:00 P. M. with Vice President Jim Craig calling the meeting to order, in the absence of President, Dan Reinhardt.

There followed an introduction of new members present:

Ed Hosta - St. Charles, Mo. #394

Jane & Ed Harrison - Bismarck, No. Dak.

## Minutes of the 1984 National

Motion and Second that minutes from last National be read. Passed. The Minutes were accepted as read.

## Treasurers Report

Motion made and second that Treasurer's Report be accepted as read. Passed. We sang our Ultra song with Esther Snyder and Rachael Helander leading and with Margaret Fitzgerald at the piano.

Wagonmaster Report given by Mory Snyder: 33 Ultras, 4 Associate coaches, 2 by car, 1 by Ford Van

Jim Craig made mention that by the kind efforts of Howard Boso, Ed Harrison & Harold Starbird assisting Bob Franz, their combined work got his coach running. That's a good team effort!

## By-Laws

Jim Craig reported that the survey count of 90 ballots showed 10 No, 35 Yes, 45 Yes with changes.

We had a report from Secretary of the Board of Directors Minutes of Sept. 27, '85. Motion and Second that minutes from Board of Directors meeting be accepted. Passed.

## Back to By-Laws

Recognition was given to those who had a part in working on the By-Laws. Motion by Francis Boydston and Second by Bob Ackerman that the new By-Laws be accepted as presented to Membership. Passed. A total of 58 members accepted which was a majority of the members present.

## New Business

There was a report from nominating committee Chairman Bob Franz for the election of Officers and the Ernie Award for 1986.

President: Jim Craig

Secretary: Edna Newhouse

Vice President: Harold Washmuth

Treasurer: Louis Griggs

Ernie Newhouse Achievement Award: Gus Brining

A run-down on local Rallys for 1986 was presented:

- Jan. Rally: Jan. 15-19, 1986 at Alpine, Ca. 35 miles east of San Diego. Host: Thelma Cook, Co-hosts: Al & Kathy Polus & P. W. & Evelyn Donaldson.
- Mar. Rally: Mar. 22-25 at Camp Comfort near Ojai, Ca. Hosts: Art & Millie Eller.
- Mar Rally: Third weekend in March on Swanee River, South of Perry, Fla. Pat Fitzgeralds will host.
- July Rally: July 24-27 at Watsonville Fairgrounds, Ca. Anita Tefft will assist a Host.
- July Rally Late July at Tyler Creek, near Grand Rapids, Mich. Hosts: Gerrit & Marian Grootenhaar.

The National Rally will be held at Ladybird Johnson Park, 3 miles south of Fredericksburg, Texas. Louis & Maybel Griggs reported on the location. Hosts will be the Grootenhaars with Co-hosts Griggs and McMasters.

There followed a discussion on special activities for our 20th-year since founding. Motion and Second for a special jacket patch to be made for the 20th National Rally to be available at the Rally. Motion for amendment that the special shoulder jacket patches be given away at Rally and let the membership know that it will be a special memento. Passed.

Motion and Second that the President name a committee composed of Ernie Newhouse, Arlene Ackerman, Mary Boso and Al Polus to design the jacket patch. Passed.

An Activities Chairman was appointed: Helen Smith

Sheriff's Report Helen Smith collected \$4.00.

Merchandising Chairman Arnold & Edna Steenburg - Will handle inventory and order for Club. Anything in excess of \$150 should contact the President.

Rally Chairman East: Charles Smith West: Harold Washmuth

Robert Franz was appointed Publicity Chairman for the coming year.

The Board of Directors for next year was recognized. Chance & Margaret Fitzgerald were awarded the 100,000 mile plaque a second time (200,000 miles). Morris Randle went the farthest distance ...2,018 miles Tom Bogardus went the shortest distance ....300 miles Arlene Ackerman suggested those celebrating their 50th or 60th anniversary be written up in our history book.

Fred Leary's letter of August 28, 1985 was read to the membership as requested.

Thanks was given to our hosts & co-hosts: Edna & Arnold Steenburg Mory & Esther Snyder

Motion to adjourn. Passed.

*Nolia Suckow*  
Secretary

# Presidents

1966



1986

Ernest Newhouse  
 Merritt Wemple  
 Edward A. Martin  
 Bryant Phillips  
 Len Ryerson  
 Carl Foster  
 Mech Mechem  
 Mech Mechem  
 Mory Snyder  
 Will Nielsen  
 Barr Musser  
 Roma Smith  
 Elga Green  
 Warren Suckow  
 Mel Dinesen  
 Mel Dinesen  
 Robert Franz  
 Robert Franz  
 Dan Reinhardt  
 Jim Craig



1966-1967

1968  
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 1984  
 1985  
 1986

## SCHEDULE OF APPROVED RALLIES

1986

Rally Chairman (East)  
 Charlie Smith #348

Rally Chairman (West)  
 Harold Washmuth (326)

<u>Date</u>	<u>Location</u>	<u>Hosts</u>	<u>Telephone #</u>
Jan. 15-19	Alpine, Ca. - 35 Mi. East of San Diego	Thelma Cook PW & Evelyn Donaldson Al & Kathy Polus	619-561-4908 " 277-0527 " 469-2378
Mar. 22-25	Camp Comfort near Ojai, Ca.	Art & Millie Eller	213-665-3457
Mar. - 3rd week end	Swanee River So. of Perry, Fla.	Pat Fitzgeralds	813-474-6468
July 24-27	Watsonville Fairgrounds Watsonville, Ca.	Anita Tefft will Co-host	415-343-7520
Late July	Tyler Creek near Grand Rapids, Mich	Gerrit & Marian Grootenhaar	616-896-8630
Oct. 1-8	Ladybird Johnson Park Fredericksburg, Tex. (National Rally)	Gerrit & Marian Grootenhaar	616-896-8630

In addition to the above - last minute information...the Watsonville rally will be hosted by Bob & Roberta Franz, Margaret Grey, and Jim & Sharyn Bents.



OFFICERS AND DIRECTORS  
ULTRA VAN MOTOR COACH CLUB, INC.

1986

President Jim Craig  
Vice-President Harold Washmuth  
Secretary Edna Newhouse  
Treasurer Louis Griggs

Executive Directors / Founders  
Ernest & Edna Newhouse

Directors

Pat Fitzgerald Oct. '88  
Nobia Suckow Oct. '88  
Robert Franz Oct. '87  
Jean McMasters Oct. '87  
Dan Reinhardt - Honorary Oct. '87  
Gerritt Grootenhaar Oct. '86  
Arnold Steenburg Oct. '86

Committees

Rally Chairman (East) Charlie Smith  
Rally Chairman (West) Harold Washmuth  
Public Relations Robert Franz  
Technical Editor Jim Craig  
Social Activities Helen Smith  
Merchandise Arnold Steenburg

Club CB Channel # 15

The use of this Directory for any business purpose is strictly prohibited per U V M C C, Inc.

A REQUEST:

It would be greatly appreciated that all input for inclusion in the Quarterly Newsletter be copy-ready for the printers. It should be typed or neatly hand written or lettered in black or very dark blue ink on 8 1/2 X 11" white paper with no less than a 3/8" margin all around. Short items, such as "For Sale" or "Want" ads, need not necessarily be typed but written plainly ready for typing.

Thank you.

Edna Newhouse, Sec.

The "pink" copy of the new By-Laws which you have received may be put in your Membership Directory for quick reference. Also - cut off the Officers and Directors page (above) for insertion as new page #3 in your Directory.



# ULTRA VAN MOTOR COACH CLUB INC.

September 28, 1985

From: Office of the President:



Subject: 1985 National Rally Business Report  
at Pioneer Village, Minden, Nebraska

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

1. The election results are as follows:

President:	Jim Craig
Vice President:	Harold Washmuth
Secretary:	Edna Newhouse
Treasurer:	Louis Griggs

2. It was agreed that the 1986 National Rally will be held at Ladybird Johnson Park, Fredericksburg, Texas October 1 - 8, 1986.

3. Motion Introduced:

That the new By-Law Revisions be accepted as written and mailed to the membership 30 days prior to this Rally. Motion made, seconded and passed by the majority of members present.

4. The Board of Directors and date of expiration of their respective positions are as follows:

Executive Directors:	Ernest & Edna Newhouse	
Honorary Director:	Dan Reinhardt	Oct. '87
Arnold Steenburg:		Oct. '86
Robert Franz		Oct. '87
Nobia Suckow		Oct. '88
Gerrit Grootenhaar		Oct. '86
Jean McMasters		Oct. '87
Pat Fitzgerald		Oct. '88

5. Appointed Committees are as follows:

Rally Chairman:	(East) Charlie Smith
Rally Chairman:	(West) Harold Washmuth
Public Relations:	Robert Franz
Technical Editor:	Jim Craig
Social Activities:	Helen Smith
Merchandise:	Arnold Steenburg

Approved at the Final Business Session of 29, September 1985.

Jim Craig, President

Treasurer's Report- Third Quarter, 1985

Receipts

Dues since last report	550.00
Interest-American Capital Government Securities	168.34
Supplies sold- R. Franz	30.00
Surplus returned by Secretary Nobia Suckow	100.00
Rally fees-Minden National Rally E. Steenburg	200.00
Patches, stationery, buttons sold E. Steenburg	28.00
Mousetrap money	1.25
Sheriff's fines-Minden	5.00
M. Grootenhaar- stationery sold	2.50
M. Griggs-stationery sold	3.50
Patches, stationery, decals sold-E. Steenburg	29.00
Badges sold- Elga Green	22.00
Deposit returned-Pioneer Village	100.00
Total Receipts	<u>1239.59</u>

Expenses

7/11/84 Good Sam Club-A. Steenburg (not previously accounted for)	25.00
N. Suckow- Newsletter expenses	300.00
L. Griggs-return of loan	370.00
Treasurer's expenses	45.85
E. Newhouse-postage	22.00
J. Craig-By-Laws committee	308.48
Pioneer Village-deposit	100.00
Allan Polus-Ernie award	100.00
Rally expenses- Mory Snyder	33.05
Rally expenses-coffee-(to Pioneer Village Pestaurant)	75.00
Rally expenses- N. Suckow	1.55
Secretary of State filing fee (California)	2.50
Badges	92.76
Total Expenses	<u>1480.77</u>
Balance 7/1/85	4595.97
Receipts	+ <u>1239.59</u>
	5835.56
Expenses	- <u>1480.77</u>
Balance 10/1/85	<u>4354.79</u>

Respectfully submitted, Louis C. Griggs, Treasurer

Look at your Address label --- If there is a blue inked number on it, that is the year thru which your membership is paid. At the suggestion of the President, the Board of Directors approved that the Secretary make up a "Final Issue" stamp for mailings where 1986 memberships are unpaid. To continue to receive the Quarterly Newsletter the \$10.00 annual membership dues should be received by your Treasurer by February 15th. Kindly use the Application Form in this issue. Make check payable to Ultra Van Motor Coach Club, Inc. and mail to: Louis Griggs, Treasurer, 626 Cumberland, Md. 21562. Thank you.

P. S. If you have sold your Ultra coach and are without or have purchased another make of Motorhome, you may continue as an Associate member. The dues are the same and you would receive the numerous fine benefits of the Club.

Rocky Mountain Rally July 11-14

Those who accepted the invitation to "Rally in the Rockies," at the Garden of the Gods Campground were royally entertained - maybe spoiled a bit. There were shaded sites for the Ultra Vase - all in one area. The hosts, Jim and Pat Wood, John and Claire Hoffman, and Hal and Simone Honer, had everything planned for a wonderful holiday.

There was beautiful fruit, in the biggest fruit bowl I've ever seen that seemed always to be full - no matter how much was eaten. Also, under the awning, we enjoyed coffee from Claire's kitchen, donuts, and the goodies that appear each morning at Ultra Van Rallies.

There was a trip up Pikes Peak by cog train - the same day as the Annual Pikes Peak Race. We had dinner and a show at the Flaying W Ranch - a guided tour of the Air Force Academy. After the tour we had a picnic lunch - no it was a feast - provided by the Woods and members of the Carovair club. We ate on tables under the trees, on the grounds of the ranch that became the Air Force Academy.

Members of the Carovair Club provided transportation for us. They came for us in their cars - for each event - showing us the sights - and telling us the history of the area. That was easy to get used to!

A sudden shower just as we finished our post lunch dinner sent everyone home, but by the time the dishes were done the weather cleared for the Yankee Soap. The Crafts were interesting. We made fat white whales on wheels, and tiny counted cross stitch ones to decorate tiny jars for treats. The men had their test sessions, sharing information that helps to keep our Ultras on the road.

Everyone enjoyed seeing the Antique cars. A 1929 Burgundy colored Franklin - complete with flip-up steering wheel and jump seats stole the show - that is until we learned the Honer's had a new grandchild and another expected soon.

Everyone had a grand time. Thankyou, Rocky Mountain Hosts.

Jean Morris.

## ULTRAS ON THE RACETRACK

Ultras on the racetrack: Well not for racing but three Ultras did get on the Eureka Fairgrounds Racetrack during the recent Eureka Rally.

The rally camp area was alongside the road going into the racetrack and as the racers came in for Saturday night's race, towing their cars we noticed that they all looked us over and a few stopped to inquire about these unusual coaches.

Later that evening I asked our rally host if he thought we could possibly get a couple of coaches on the track during intermission and have the announcer tell the audience a little about them.

The manager of the race event was contacted and he agreed to let us on the track for a few minutes, providing we provide the announcer with some details on the coach. With that done we waited in the outfield to be signaled on the track.

The track director instructed us to;

1. Apply all the power we have to get over the berm and onto the track. (Track was muddy and he was afraid we would high center and get stuck). No problem, sir!
2. Once on the track, stay down low. If you get up on the bank, you will surely tip over. (No way)
3. Once on the track, keep the power on, stay down low and when you hit the slick, muddy section at the beginning of the straightaway, don't slack off and don't worry if your tail end swings out due to the momentum, the crowd will love it. (Ya-Ya, we'll love it too).
4. And whatever you do, don't break-down out there or I will have you bulldozed off of the track! (What, an Ultra breakdown? Ya gotta be kiddin).

As the last race car pulled into the pits, intermission was announced and we were signaled to come on the track. With headlights on and the three of us one behind the other, we approached the berm and eased over with no problems. I paused to let the other two catch up and then we stayed up on the high side until the beginning of the first curve. (No problems yet, sir).

With the speedo needle pegged on 35 MPH we swung down low, went around the muddy curve like we knew what we were doing and stopped at the starting line in front of the grandstands under the glaring lights, cat calls, cheering, booing and an outstanding applause. The announcer was doing a good job ad-libbing in addition to the details I had given him.

After stopping the coaches each driver and co-driver stood beside their respective coaches as the announcer read off the names of Jim and Marlene Craig from San Diego, CA in coach #1, P.W. and Evelyn Donaldson in coach #2, also from San Diego and bringing up the rear position Harold and Joann Washmuth from Camarillo, CA. After a big applause, lots of shouting and camera flashes going off, the flagman signaled us off the track.

Being like good Whales we departed one behind the other.

And we didn't need the services of the bulldozer either, sir!

JIM CRAIG 232

*Jim Craig*

# ULTRA POSTSCRIPTS ★★★★★

November 1985

The Nebraska National Convention brought together Ultra Coaches from New York to California and Minnesota to Florida. The freak snow storm added to our enjoyment. 603 had two limbs resting on her top -- the heavy snow had lowered them, until they snapped at the tree trunk. They were easily lifted off. Believe there were about 40-Ultra families in attendance. And WHO do you suppose showed up after many had left? The Herrmanns from Dubuque, Iowa. They had been delayed by the weather. We were glad to see Bill and Mary, and all our other ULTRA friends. It was a great rally.

"We must all hang together--or hang separately." This eloquent quote was made by Benjamin Franklin during early American history.

MODEST New Mexico: All their Dairy Queens have braziers. Driving through N.M. we saw road sign after road sign that read: "DAIRY QUEEN--with Brazier." We had occasion to visit one - in conjunction with a Service Station (since our gas was getting low). Sure enough, this Dairy Queen had a brazier too. If any club member sees one without a brazier, please let us know.

In this dog-eat-dog world we have to accept most things as they are. Now and then, though, we people have a choice. Edna and I choose fairly carefully the restaurants we dine at when traveling. Our routine calls for at least one meal "out" each day--either breakfast, lunch, or dinner. This helps break up the monotony of travel and gives the Ultra "chef" some deserved time off. Some members, maybe, have all their meals out. Anyway, we try to select a restaurant that is well patronized. One can, generally, tell how well liked a dinner house is by the number of cars in its parking lot. If the license plates on parked cars are from the State where the restaurant is located, that's ANOTHER plus. What does that tell us? Oh, that LOCAL trade likes the food there. We are STRANGERS -- but a dozen autos parked near a restaurant indicate that business is good. Often (with asked permission) restaurant parking lots make IDEAL overnight rest stops. More PLUS!

PREVENTATIVE MAINTENANCE: Here we see the "Ultra Special" climbing a steep incline. I used the cartoon "train" just to get attention...never once did we ever hesitate going up steep grades with either our Corvair or Olds Ultras...would guess most members feel about the same. Notice the bad wheel on the third car of the train? The engineer must NOT have checked it prior to leaving the Station. With any motorhome, it would seem good practice to jack-up each wheel after every LONG trip---does the wheel spin freely and smoothly? Any binding, grinding? Much better to fix it at home than on a freeway!

*I can, I think I can, I think I can...*



Here's one philosophical QUESTION for our self-improvement: How do you KNOW the light's out in the 'fridge after you close the door? Maybe the lettuce and the cabbage are partying up in there? Oh, well...let them have their fun.

HERE AND THERE -- mostly here: Last week put a new VENT TUBE in 603's differential gearbox/axle (the old one had deteriorated). I pushed it down a little TOO FAR ---- heat of the day later emptied about a pint--of #140 gear oil onto our rear-yard paving. This proved something....the oil on the paving was pushed out by air-expansion. Automotive expert Fred Leary recommended a gear-box vent; temperature expansion inside would otherwise tend to push oil out through the wheel bearing SEALS. One of the FIRST things done to our rig was drill that vent hole and place a tube tightly in it as #434 advised. Temperature thus, breathes air in and out---not oil---per "Leary Theory". Thanks Fred --- the Bearing Seals still seem sound.

The U.S. Supreme Court is being asked to decide: Is a MOTORHOME a CAR - that police can search without a warrant? Or-----is it a HOUSE, which requires a Warrant before a search can be conducted? In some states, they are BOTH!! How confusing can things get? As you know, some states call them "HouseCARS"

"When you are RIGHT, no one remembers; when you are WRONG, no one forgets"

MONEY "MATTERS"....but it isn't everything: After the Financial Seminar sessions at Minden, Nebraska, your editor was reprimanded (several times, by different individuals). These members scolded me FOR NOT INFORMING Ultra Club about "Economic Newsletter" (EN) that has been published monthly the past 12 years. Is it PROPER to promote something to friends? One replied, "Better incomes would keep more Ultras on the road." Another, "Why withhold; consider it a service to the club." Another, "Some members need reliable counsel but don't know where to go." After the "scolding" (for holding back 12-years) maybe we OWE (reluctantly) a little information now----and never again. As requested, then, very briefly--and very modestly--here is some information:

Some members are acquainted with our background as an industrialist. Perhaps fewer know about the Investment Corporation (which I founded in Los Angeles in 1953 and operated since), the degree in economics (analyst and law), our financial strategy experience. To make a LONG story short, EN tries to assist people make profitable investment decisions. We name investments, supply addresses (few others do), publish inside intelligence (from the score of financial experts studied) that often is unavailable elsewhere. Many have said that just ONE, of the numerous ideas offered each year, makes it worthwhile. Example: Several investments suggested three years ago have earned an average of nearly 36% every year since. This was TRIPLE other typical incomes during that period. No guarantees. Knowledge is NOT, necessarily, money. However, some people who are uninformed do not REALIZE that they may be disadvantaged. Most families keep their savings in S&Ls at low rates. Humbly, EN has NEVER been advertised....it grew to have nation-wide circulation purely through word-of-mouth....one told another about results. We had DECIDED to RETIRE from this assignment--however, original readers said, "YOU CAN'T"---they demanded continued advice even if EN had to be issued less frequently. So it is now published periodically, every-other-month or not less than quarterly, depending upon business "climate" or economic volatility or urgency. The past \$200 annual cost has, therefore, been cut, but WITHOUT reducing consulting privileges via letter or phone. Several Ultra families learned about and took EN (at the club half-rate). Briefly, that's the story. Here is data for members who may be interested: ECONOMIC NEWSLETTER ...special Ultra Club member's subscription rate -- (\$48 less ½) net \$24 for one full year, including answers to unlimited inquiries (what we would do in YOUR situation--completely confidential). If interested, contact this editor, % Walbef Investment Corp., 15239 El Soneto Dr., Whittier, Calif. - 90605. The \$24 is tax deductible - under Treasury #1.22-1A.

"If you want to make PEACE, don't talk to your friends, talk to your enemies"

SUGGESTION: Every club member should cut off the top of page #2 from the previous "Postscripts" (mailed out in August), and send it to his own STATE HIGHWAY DEPARTMENT. Include the skunk with the clothespin over his nose. Doing this might, just might, induce a few more states to become aware of the lack of dump facilities at Roadside Rests nationally. At present, they do not realize the need. It is up to us MOTORHOME OWNERS to inform them. Only ONE Roadside Rest out of the dozen-or-so we checked along the freeways from California to Nebraska, had sewage disposal facilities. No wonder we smell a "skunk" now and then! Each one of us must do his part -- PLEASE mail that top section of page #2 (from the previous Postscripts) to your Highway Dept.

"Better to light ONE candle---or light a dozen---than to curse the darkness"

Edna and I want to wish all the club members a VERY HAPPY HOLIDAY SEASON.  
Sincerely, Ernest Newhouse

## "Technical Whale Tales"

The technical sessions at the National Rally covered a lot of subjects and were very productive in regard to learning something new each session. I will cover some of those later but for this issue and the next I have plenty of tips to fill the Newsletters.

I would appreciate some of you that are knowledgeable in electric wiring to provide all of us some technical tips in how to improve the Ultra wiring systems. Next Newsletter, Louis Griggs will tell us how to improve the headlight wiring. So how about you? Send it in now.

Included this month is a list of parts and material suppliers that have everything from hand tools to aluminum sheet and rivets. It will be updated as required.

Also this month information is provided on how and who to order soft aluminum rivets from, a tuneup tech. article and an update on some new tires that are available for the Ultra.

Jim Craig #232

### WHALE TIP: WINTER 1-85 ALUMINUM RIVETS

Now that you have ordered all of those metal working tools to repair or reskin sections of your Ultra Coach, you will need some various aluminum rivets and other type fasteners to attach the new skins.

Prior to ordering the new hardware, review the Ultra Manual Section 1 page 1-4.40 (supplement) and become familiar with the various types of rivets.

I have found that the rivets noted below with the asterisks are used the most. Examples are as follows:

1. Type: Aluminum alloy #2S (soft), universal head.

<u>Part Number</u>	<u>Size Details</u>	<u>Min. Quantity</u>	<u>Approx. Price</u>
* MS20470A4-4	1/8" Dia. X 1/4" Long	One Pound	\$13.00
MS20470A4-7	1/8" Dia. X 7/16 Long	One Pound	13.00
* MS20470A5-4	5/32" Dia. X 1/4 Long	One Pound	13.00
MS20470A5-16	5/32" Dia. X 1" Long	One Pound	13.00
MS20470A6-16	3/16" Dia. X 1" Long	One Pound	13.00

2. Type: Aluminum Alloy #2S (soft) countersunk head (100°).

<u>Part Number</u>	<u>Size Details</u>	<u>Min. Quantity</u>	<u>Approx Price</u>
MS20426A4-4	(same as above)	(same as above)	(same as above)
(other dash NO. as above)			

Note: All rivets are available in 1/16" increments for length up to 1" long.

The rivets noted above can be ordered from the following company:

Abscoa Industries (ask for Sales Department)  
9111 Chesapeake Drive  
San Diego, CA 92123  
(619) 277-5530

*Jim Craig #232*



Whale Tip; Winter 3-85, Tires for the Ultra.

(Ultra Manual Section II, Page 11-5) Ref. Whale Tip: Summer 2-85

Discard the previous chart on tires sizes and insert this updated version. Contact your local distributor if you need to know Speed Ratings and Revolutions per mile for a particular tire. This new chart is a result of a fellow member advising me that "SR" does not mean "reinforced". Thanks to Mr. WD, wherever you are.

JIM CRAIG 232

MAKE	SIZE	PLY RATING	LOAD RANGE	LOAD CAP. @ PSI	PLY CONSTRUCTION	REMARKS
CONTIN- ENTAL	185R14	6 PLY TUBELESS	C	1750 LBS. AT 50 PSI, (COLD)	TREAD: 5 PLIES (2 RAYON, 2 STEEL 1 RAYON)  SIDEWALL: 2 PLY RAYON	RADIAL TYPE
CONTIN- ENTAL #RS771	185R14	6 PLY TUBELESS	C	1710 LBS. AT 55 PSI, (COLD)	SAME AS ABOVE	RADIAL TYPE
CONTIN- ENTAL #RS321	195R14	6 PLY TUBELESS	C	1750 LBS. AT 55 PSI, (COLD)	TREAD: 6 PLY (2 RAYON & 4 STEEL) SIDEWALL: 2 PLY RAYON	RADIAL TYPE
MICHELIN MODEL XSX	185SR14*	6 PLY TUBELESS	C	1450 LBS. AT 35 LBS.	TREAD: (2 RAYON & 2 STEEL) S/WALL(2	*NOT REINFORCED RAYON)
MICHELIN MODEL XSX "REINFOR- CED"	185SR14*	6 PLY TUBELESS	C	1540 LBS. AT 40 PSI (COLD)	TREAD: 4 PLIES (2 RAYON & 2 STEEL) SIDEWALL: (2 RAY- ON)	RADIAL TYPE *VERIFY THAT WORD "REINFORCED" IS MOLDED IN SIDE- WALL OF TIRE
MICHELIN MODEL XSX NOTE "S" MISSING	185R14*	6 PLY TUBELESS	C	1710 LBS. AT 55 PSI (COLD)	TREAD: 4 PLIES (2 RAYON & 2 STEEL) SIDEWALL: (2 RAY- ON)	RADIAL TYPE *"S" IS ACTUALLY NOT USED

JIM CRAIG 232

WHALE TIP: WINTER 2-85, CORVAIR ENGINE TUNE UP PROCEDURES.

REF. ULTRA MANUAL SECTION 13, PAGE 13-10 AND LEN RYERSON'S TECHNICAL BULLETIN,  
DATED AUGUST 1984, TITLED: TROUBLE SHOOTING FOR POOR ENGINE PERFORMANCE.

TUNE UP PROCEDURES

THIS PROCEDURE IS FOR A STOCK ENGINE THAT IS CONSIDERED TO BE IN BASICALLY GOOD  
CONDITION.

1. TOOLS - REQUIRED
  - A. 13/16" SPARK PLUG SOCKET WITH RUBBER INSERT
  - B. 6" & 8" x 3/8" DRIVE EXTENSION (SNAP ON SWIVEL END TYPE)
  - C. 3/8" DRIVE RATCHET
  - D. 3/4 BOX/OPEN END WRENCH, (15° 3/4" OFFSET BOX END WRENCH)
  - E. FEELER GAUGES (WIRE TYPE FOR SPARK PLUGS; FLAT TYPE FOR POINTS)
  - F. SCREWDRIVER, COMMON (MEDIUM AND SMALL)
  - G. TIMING LIGHT
  - H. DWELL METER (WITH TACHOMETER PREFERRED)
  - I. UNISYN OR VACUUM GAUGE WITH TEE FITTING AND RUBBER HOSE
  - J. WHITE CHALK
2. PARTS (NEW) - REQUIRED (EXCEPT AS NOTED)
  - A. SPARK PLUGS (6)
  - B. POINTS AND CONDENSER AND ROTOR
  - C. DISTRIBUTOR CAP
  - D. SPARK PLUG WIRING SET (EVERY OTHER TUNE UP OR 2 YEARS)
  - E. OIL FILTER
  - F. 5 QUARTS OF OIL
  - G. AIR FILTERS (EVERY OTHER TUNE UP OR AS CONDITION WARRANTS)
  - H. DISTRIBUTOR PRIMARY WIRE P/N 1954563
  - I. DISTRIBUTOR VACUUM ADVANCE ARM BOOT P/N 1963610
3. START ENGINE AND WARM UP TO NORMAL TEMPERATURE. AFTER ENGINE HAS REACHED OPERATING TEMPERATURE SHUT IT OFF AND DRAIN THE ENGINE OIL.
4. WHILE OIL IS DRAINING, REMOVE POSITIVE AND NEGATIVE CABLES FROM BATTERY. (REMOVE THE NEGATIVE (GROUND) CABLE FIRST AND RE-ATTACH IT LAST). CLEAN BATTERY POSTS AND CABLES ENDS. USE BAKING SODA AS REQUIRED AND WASH WITH CLEAN WATER. RECONNECT CABLES AFTER THEY HAVE DRIED. REMOVE NEGATIVE GROUND CABLE WHERE IT ATTACHES TO ENGINE. CLEAN AND REATTACH MAKING SURE CABLE HAS GOOD CONTACT WITH ENGINE.
5. CLEAN OIL DRAIN PLUG AND REINSTALL IF ENGINE IS THROUGH DRAINING.
6. FILL ENGINE WITH FOUR QUARTS OF ENGINE OIL.
7. START ENGINE AND CHECK FOR LEAKS AROUND OIL FILTER. ALLOW TIME FOR ENGINE TO WARM FILTER BEFORE SAYING IT IS LEAK PROOF.
8. FILL OIL TO CAPACITY AFTER TURNING OFF ENGINE.
9. REMOVE SPARK PLUG WIRES AND DISTRIBUTOR CAP AS AN ASSEMBLY. (MARK #1 PLUG WIRE ON DISTRIBUTOR CAP AND NOTE POSITION OF DISTRIBUTOR CAP ON DISTRIBUTOR).
10. REMOVE SPARK PLUGS. CHECK FOR OILY CONDITION ON PLUG TIP. IF OILY, INSTALL NEXT HOTTER HEAT RANGE PLUG. (AC46FFS OR EQUIVALENT).
11. GAP PLUGS TO SPECIFICATION AND INSTALL. TORQUE TO 20 - 25 FT. LBS. (GAP SPECIFICATIONS .030 - .035 AS REQUIRED).

12. REMOVE POINTS, ROTOR AND CONDENSER.

A. CLEAN AND LUBE POINT PLATE.

B. INSTALL POINTS AND CONDENSER, ROTATE ENGINE COUNTERCLOCKWISE TO POSITION POINT RUBBING BLOCK ON HIGH POINT OF CAM. SET POINTS TO SPECIFICATIONS USING FLAT FEELER GAUGE. (SETTING .019)

1. CHECK CONDITION OF PRIMARY WIRE FOR CRACKING, HARDNESS, ETC. AND REPLACE IF REQUIRED.

C. INSTALL NEW LUBE WICK #1852935 OR LUBE CAM LIGHTLY.

D. INSTALL NEW DUST SHIELD, ROTOR, AND DISTRIBUTOR CAP (MAKE SURE DISTRIBUTOR CAP IS COMPLETELY SEATED ON DISTRIBUTOR).

E. INSTALL NEW SPARK PLUG WIRING TO DISTRIBUTOR CAP, STARTING WITH #1 WIRE. (USE OLD DISTRIBUTOR CAP AND WIRING ASSEMBLY AS A GUIDE. VERIFY CORRECT INSTALLATION BY NOTING FIRING ORDER STAMPED ON TOP SHROUD R/H REAR CORNER OF ENGINE. ORDER IS 145236).

F. HOOK UP DWELL METER AND TIMING LIGHT PER UNIT'S INSTRUCTIONS.

G. IDENTIFY TIMING MARKS WITH WHITE CHALK. NOTE: EXPERIENCED PERSONS CAN BYPASS THE FOLLOWING STARTING AND RUNNING PHASE AND GO ON TO CARBURETOR ADJUSTMENT.

H. START ENGINE AND WARM UP TO NORMAL TEMPERATURE. NOTE: IF ENGINE WILL NOT START, CHECK SPARK PLUG WIRES FOR CORRECT LOCATION AND CHECK POINTS FOR PROPER SPACING.

CARBURETOR TUNING

I. ESTABLISHING MECHANICAL SYNCHRONIZATION OF CARBURETORS

NOTE: REMOVE AIR CLEANER AND HOUSING FROM CARBURETORS.

1. DISCONNECT THROTTLE ATTCH RODS OF CARBURETORS FROM THROTTLE CROSS SHAFT.

2. UNSCREW IDLE SPEED ADJUSTMENT SCREWS ON BOTH CARBURETORS UNTIL THEY DO NOT TOUCH THE THROTTLE SHAFT ARMS WITH THE CHOKE HELD ON FULL OPEN POSITION.

3. READJUST IDLE SCREWS, USING A STRIP OF PAPER OR A BUSINESS CARD POSITIONED BETWEEN SCREW END AND THROTTLE ARM SO THAT THERE IS A LIGHT DRAG FELT ON PAPER WHEN PULLED BETWEEN METAL PARTS. (BOTH CARBURETORS).

4. CONNECT THROTTLE ATTACH ROD OF RIGHT CARB TO THROTTLE CROSS SHAFT. (LUBRICATE ALL LINKAGE WITH LIGHT GREASE).

NOTE:

a. VERIFY THAT THROTTLE CROSS SHAFT DOES NOT BOTTOM OUT ON BLOWER BEARING SHAFT OR BELT RETAINER BRACKET WITH RIGHT CARBURETOR THROTTLE VALVE IN THE CLOSED POSITION. (IF ARM DOES HIT, PULL UPWARD UNTIL SHAFT CLEARS).

b. DISCONNECT CHOKE ROD FROM EACH CARBURETOR BEFORE PROCEEDING WITH REMAINDER OF CARBURETOR ADJUSTMENT.

5. WHILE HOLDING RIGHT CARBURETOR IN CLOSED POSITION WITH THROTTLE CROSS SHAFT, ADJUST LEFT CARBURETOR THROTTLE ROD UNTIL IT WILL JUST ENTER THE HOLE ON THE THROTTLE CROSS SHAFT, TURN ADJUSTING PIN ONE TURN HIGHER AND INSTALL TO CROSS SHAFT. TIGHTEN IDLE SCREWS ON BOTH CARBURETORS TWO FULL TURNS.

NOTE: CARBURETORS ARE NOW MECHANICALLY MATCHED.

II. ADJUSTMENT OF CHOKE VALVE

1. HOLD CHOKE VALVE IN THE FULLY CLOSED POSITION. ADJUST CHOKE ROD UNTIL ROD WILL JUST ENTER HOLE IN CHECK VALVE ARM THEN UNSCREW ROD TWO ADDITIONAL TURNS AND INSTALL TO CHOKE VALVE ARM. (APPLIES TO BOTH CARBURETORS).

III. IDLE JET ADJUSTMENT

1. ADJUST IDLE JET BY TIGHTENING SCREW UNTIL IT BOTTOMS OUT. (DO NOT OVER-TIGHTEN, TIP OF SCREW CAN BREAK OFF). THEN BACK OFF SCREW 1½ TURNS (BOTH CARBURETORS).

NOTE: VERIFY THAT BALANCE TUBE RUBBER HOSES ARE ATTACHED AND NOT LEAKING AIR AT THE POINTS ON HEADS BEHIND THE CARBURETORS.

2. ANY FURTHER CURB IDLE SPEED SCREW-ADJUSTMENT OR IDLE MIXTURE MUST BE DUPLICATED ON BOTH CARBURETORS.

#### IV. CARBURETOR BALANCE-TIMING-IDLE SPEED AND MIXTURE ADJUSTMENT

1. START ENGINE AND WARM UP TO OPERATING TEMPERATURE.
2. REMOVE DISTRIBUTOR VACUUM ADVANCE HOSE FROM R/H CARB. SPARK PORT TUBE AND PLASTIC CAP FROM L/H CARB. SPARK PORT TUBE AND CONNECT VACUUM GAUGE AT EACH PIPE.

NOTE: TWO MATCHED GAUGES WILL GIVE BEST RESULTS, ALTHOUGH ONE GAUGE AND A "T" FITTING WILL WORK. WHEN USING A SINGLE GAUGE, PINCH HOSE CLOSED BETWEEN GAUGE AND ONE CARBURETOR AND READ VACUUM OF OPPOSITE CARBURETOR. REVERSE PROCEDURE FOR OTHER CARBURETOR.

3. DISCONNECT VACUUM HOSE TO AUTOMATIC TRANSMISSION AND INSTALL SINGLE VACUUM GAUGE.
4. START ENGINE, ADJUST CURB IDLE SPEED (DUPLICATE ADJUST ON BOTH CARBURETORS) TO OBTAIN 500 R.P.M. ADJUST IDLE MIXTURE SCREWS ON BOTH CARBURETORS TO OBTAIN PEAK STEADY VACUUM AT GIVEN IDLE SPEED.
5. REMOVE VACUUM GAUGE, CLOSE ADAPTER AS REQUIRED FOR GIVEN TRANSMISSION MODEL, AND START ENGINE.

NOTE: WHEN MAKING ADJUSTMENT OF LINKAGE IN THE FOLLOWING STEPS, MOVE THE CROSS SHAFT BY GRASPING THE MAIN THROTTLE ROD ONLY.

6. OPERATE ENGINE AT 1100-1200 R.P.M. CHECK VACUUM OF EACH CARBURETOR INDIVIDUALLY. IF THE DIFFERENCE IS ONE INCH OR LESS, THE CARBURETORS ARE VACUUM BALANCED. IF DIFFERENCE IS MORE THAN ONE INCH ADJUST LEFT CARBURETOR THROTTLE ROD ONE TURN (UP TO INCREASE LEFT CARBURETOR VACUUM AND DOWN TO DECREASE) AND RECHECK VACUUM. MAKE ADJUSTMENTS BY DISCONNECTING ROD AT CROSS SHAFT AND ROTATING IT IN THE SWIVEL.

NOTE: IT IS PREFERABLE TO HAVE THE HIGHER VACUUM READING ON THE RIGHT CARBURETOR (DIST. VAC. ADVANCE SIDE).

7. REMOVE VACUUM GAUGES AND REPLACE R/H CARBURETOR DIST. VAC. HOSE AND PLASTIC CAP ON L/H CARBURETOR.
8. REPLACE AIR CLEANERS.

NOTE: ALWAYS MAKE FINAL IDLE SPEED MIXTURE ADJUSTMENT AFTER THE AIR CLEANERS ARE INSTALLED.

9. RECONNECT VACUUM GAUGE TO BALANCE TUBE.
10. READ VACUUM AT IDLE SPEED. IF NECESSARY, ADJUST CURB IDLE SPEED AND MIXTURE SCREWS TO HIGHEST STEADY VACUUM READING BETWEEN 14 - 18 INCHES. TURN ENGINE OFF.
11. DISCONNECT VACUUM GAUGES AND CLOSE ADAPTER AS REQUIRED.
12. ADJUST TIMING AS FOLLOWS:

NOTE: DISCONNECT AND PLUG OFF VACUUM HOSE FROM CARBURETOR TO DISTRIBUTOR DURING TIMING ADJUSTMENT.

##### START ENGINE

- a. ADJUST DWELL TO PROPER READING (SET TO 33°) (31° - 34° RANGE).
- b. TURN DISTRIBUTOR LEFT OR RIGHT TO GET PROPER READING FOR YOUR PARTICULAR ENGINE WHILE AIMING TIMING LIGHT AT TIMING MARK.
- c. ADJUST IDLE SPEED SCREW ON CARBURETORS IF REQUIRED (500 R.P.M.).
- d. REMOVE DWELL METER AND TIMING LIGHT, REINSTALL DISTRIBUTOR - CARBURETOR HOSE.
- e. TAKE YOUR CAR FOR A TEST DRIVE.

*Jim Craig #232*

#### "100,000 Miles in an Ultra Van"

Two Ultra member families have advised me that they have surpassed the 100,000 mile mark in their Ultras.

Congratulations to:

Chance & Margaret Fitzgerald #286

and

Gordon F. Harvey #469 & #527 (over 300,000 miles between the two coaches).

The 100,000 Mile Plaques will be forwarded separately.

Jim Craig  
President

"SUPPLIERS OF TOOLS, PARTS, MATERIAL AND TECHNICAL ADVICE TO REPAIR YOUR ALUMINUM BODIED  
ULTRA COACH."

1. ULTRA MFG. CO. (ORIG. STRUCTURAL PARTS & ETC.)  
93 VANCLEAVE WAY  
OAKLAND, CA 94619  
(415) 531-0586 or 237-7566
2. PRATCO INC. (TOOLS & ETC.) FREE CATALOG AVAIL.  
LOT 4 PRATTEN DRIVE  
CLEVELAND, GA 30528  
1-800-241-0701
3. U.S. TOOL & SUPPLY (TOOLS & ETC.) FREE CATALOG AVAIL.  
13541 AUBURN  
DETROIT, MI 48223  
1-800-521-4800
4. AIRCRAFT TOOL SUPPLY CO (TOOLS, FASTENERS & ETC.) FREE CATALOG AVAIL.  
P.O. BOX 475  
5738 #F41  
OSCODA, MI 48750  
1-800-248-0638
5. DRI INDUSTRIES (HARDWARE, RIVETS, WIRING & ETC.) FREE CATALOG AVAIL.  
11300 HAMPSHIRE AVENUE SOUTH  
BLOOMINGTON, MN 55438-2498  
(612) 944-3561
6. RYERSON (AN INLAND STEEL CO.) (ALUMINUM SHEET STOCK-BEST PRICES)  
4310 E. BANDINI BLVD.  
LOS ANGELES, CA  
(213) 268-7100 or 1-800-225-5587  
LOCATED NATION WIDE-CHECK YOUR YELLOW PAGES
7. AIRPARTS INC. (ALUMINUM SHEET STOCK-NEXT BEST PRICES)  
301 NORTH 7th STREET  
KANSAS CITY, KS 66101  
(913) 321-3280 (FREE CATALOG AVAIL.)
8. HARBOR FREIGHT SALVAGE CO. (NEW TOOLS & EQUIP.-GOOD PRICES)  
3491 MISSION OAKS BLVD.  
P.O. BOX 6010  
CAMARILLO, CA 93011-6010  
1-800-423-2567 or (805) 388-3000 (FREE SALES BROCHURE AVAIL.)
9. ABSCOA INDUSTRIES (AN AAR COMPANY) (SOFT ALUM. RIVETS, SPEC. BOLTS & FASTENERS)  
9111 CHESAPEAKE DR.  
SAN DIEGO, CA 92123  
(619) 277-5530  
NOTE: ASK FOR P/N M\$20470A. (UNIVERSAL HEAD TYPE) AVAIL IN VARIOUS DIAMETERS AND  
LENGTHS. ONE POUND APPROX \$13.00

10. CRAIG'S AUTO/CYCLE SERVICE (WINDOW REPLACEMENT & TECHNICAL ADVICE)  
7731 PEACOCK DR.  
SAN DIEGO CA 92123  
(619) 571-3493
11. RYERSON'S SHOP (STRUCTURAL PARTS & TECHNICAL ADVICE)  
18618 RAYEN STREET  
NORTHRIDGE, CA 91324  
(818) 349-5058
12. FITZGERALD'S VAN PLACE (MODIFICATIONS & TECHNICAL ADVICE)  
ROUTE 5, BOX 244A  
TALLADEGA, ALABAMA 35160  
(205) 268-2940
13. AL'S DESIGN CENTER (STRUCTURAL REPAIR TECHNIQUES, REAR WINDOW MOD'S, PAINT SCHEMES, ETC.)  
4030 CITRADORA DRIVE  
SPRING VALLEY, CA 92077 (619) 469-2378
14. BOYDSTON'S CORVAIR PARTS (ULTRA WINDSHIELDS AND PARTS)  
6829 KELLY N.E.  
ALBUQUERQUE, NM 87109  
(505) 821-1506

DIRECTORY ADDITIONS/CHANGES

#466 - Jim & Sharyn Bents (New)  
6571 Springpath Lane  
San Jose, Ca. 95120  
PH: 408-997-7438

"A" - Archie & Mary Marks  
12100 Seminola Blvd. Lot 57  
Largo, Florida 33544  
PH: 813-581-9043

"A" - Gerald Hutton  
312 Meadow Drive  
Alpharetta, Ga. 30201

#468 - John & Claire Hoffman  
PH: 303-781-8617

#445 - Bill Moe - Delete Judy

Martin Gomez (213) Change to "A"

Tom Bogardus (343) Change to "A"

AVAILABLE

Two 110 HP Corvair engines, one marked "parts" & one marked "good". Also two Powerglide transaxles and 8 Corvair flathead pistons. Anyone interested, please make offer. Treva Casselman, 708 Sutton Dr., Fort Wayne, Ind. 46804

#484 - Ultra Van. Corvair engine - Driven only a couple hundred miles. Open to a reasonable offer. Gordon F. Harvey, 7685 - 64th St. No. Pinellas Park, Fla. 33565. PH: 813-541-3433.

#232 - 1966 Ultra Van. 110 HP Corvair Engine, Auto. Trans. Very good condition thru-out. Jim Craig - PH: 619-571-3493 for details. Price: Best offer over \$9,250.

#492 - 1969 Ultra Van. 110 Corvair Engine. Excellent condition inside and out. \$12,500 or best offer. H. Honer, 30493 Kings Valley Drive, Conifer, Co. 80433. PH: 303-838-5295.

#521 - Ultra Van. Ben Deatherage, 3332 Admiralty Dr. Huntington Beach, Ca. 92649 PH 213-592-5661 or <sup>2693</sup>Alban Pl., Cambria, Ca. 93428 PH: 805-927-3187 Asking \$10,000.

#487 - Ultra Coach. Contact Stan R. Bartlett, 151 Coral Circle, So. Daytona, Fla. 32019. PH: 904-767-4200. Asking \$8,500. Price negotiable.

For Sale: One 12 Volt Shower drain (or overboard) pump, and one Liquifier (under stool) pump. Both like new. Best offer. Ernest Newhouse.

A CHAPTER of the Corvair Society of America (CORSA) is "Whales on Wheels". Membership includes a quarterly (or so) newsletter dealing with technical aspects of the Ultra coach and costs \$4.00 per year. If interested, send \$4.00 to Louis C. Griggs who is Sec./Treas. of the Chapter. Membership in CORSA is desired, but not required.



APPLICATION FOR ENROLLMENT  
**MOTOR COACH CLUB INC.**  
NON-PROFIT ORGANIZATION



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

Membership includes: Quarterly Newsletters, Membership Directory,  
 Copy of By-Laws and Club Decal.

Date Application mailed                     

Enclosed is our \$10.00 check to cover dues for the Ultra year.

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

ADDRESS \_\_\_\_\_ (PLEASE PRINT) \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

Alternate Address: Summer  Winter  (Check one)

ADDRESS \_\_\_\_\_ (PLEASE PRINT) \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

Membership: New:  Renewal  (Check one)

Make of Coach: Ultra  Tiara  Travelon  Associate Member's Make \_\_\_\_\_  
 Coach Number/s \_\_\_\_\_

Make check payable to: Ultra Motor Coach Club, Inc. and mail to Louis  
 Griggs, Treasurer, 626 Brookfield Ave., Cumberland, Md. 21502.