

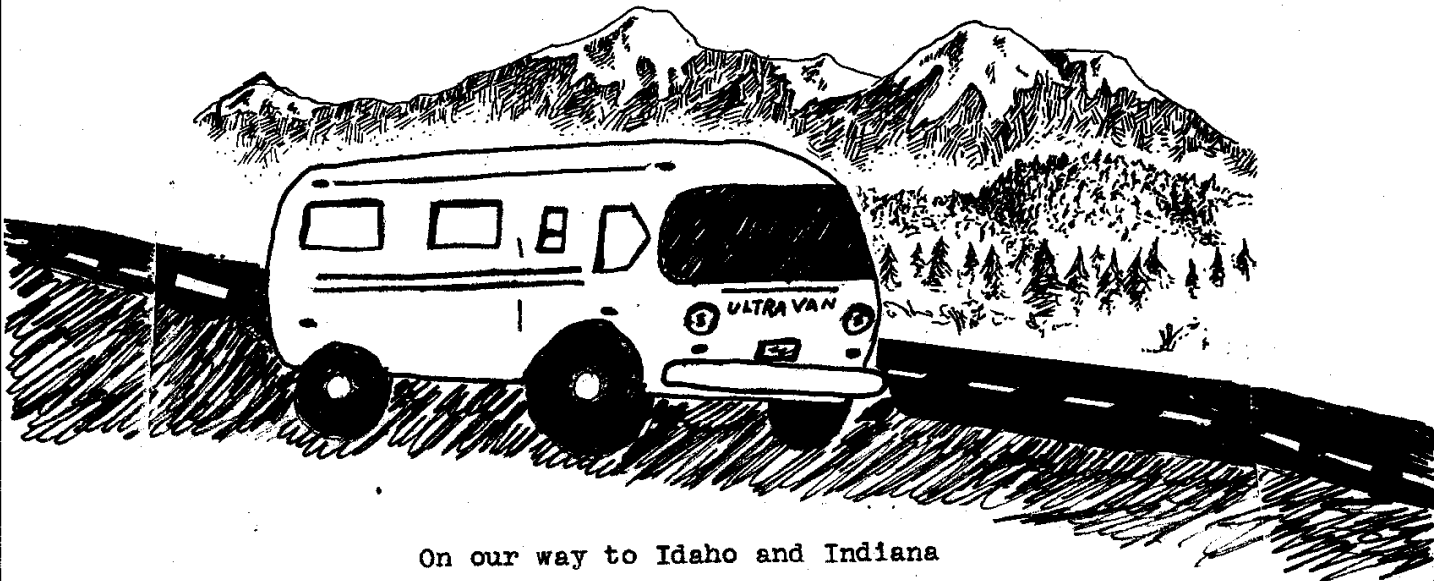
PERSONAL

Newsletter
Summer '87

Maybel Griggs, Secretary
626 Brookfield Avenue
Cumberland, Maryland 21502

BULK RATE

ULTRA VAN MOTOR COACH CLUB, INC.



On our way to Idaho and Indiana

The content of this Ultra mailing is made up of reports, flyers, illustrations and/or articles prepared by a number of fellow club members. The information contained herein was compiled from sources believed to be reliable, but its accuracy - and the written statements and opinions based thereon - cannot, of course, be guaranteed by the Club or each author. Errors are possible although the objective is to present only carefully checked and accurate information.

ULTRA VAN MOTOR COACH CLUB, INC.

ULTRA VAN MOTOR COACH CLUB, Inc.

May 1987



Officers; 1987 Ultra Year

President, Jim Craig # 202 Vice President, Don Richards #379
Secretary, Maybel Griggs #334 Treasurer, Louis Griggs #334
1986 Ernest Newhouse Award Recipient, Len Ryerson, #513

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: November 15, February 15, May 15, and August 1st.

The President's Report

"DOWN THE ROAD"

Nothing has appeared yet to obstruct the view down the road to the National Rally in Hot Springs, Arkansas. Chairman Dan Reinhardt informs me that several events/programs are already firm, and that work is progressing on the others. One event that Dan is working on is that he is going to contact the Vixen Motor Coach Company to see if they would send one of the new coaches down with a representative for us to review, look at, ride in, etc. So I am hoping he has success in dealing with the Company. Be sure to review the Club newsletter in August for all of the final details.

In reviewing the reports of the two regional rallies it is apparent that both groups are performing approximately the same social events. Each rally collected about the same (\$130-\$140). The money remaining from the fund, after paying expenses, is what each group calls the "Rally Reserve". Since our By-Laws state that "Local Rallies shall be financially self-supporting", the "Rally Reserve" fund is what helps support the next locally planned regional rally. I encourage each attending member of their regional rallies to participate and take an active part in the auctions and other fund raising events, in order to provide your next rally host with sufficient funds to make their rally as high quality an event as possible.

Another event of big importance is the mailing of the newsletter by bulk mail vice first class mail. The Secretary and her assistant, as of this writing, are still in the process of confirming all of the requirements with the U. S. Postal Service. This will allow the Secretary more latitude in determining the size of the newsletter, and it will save the Club, in a year's time, a lot of money. I have asked the Secretary to give me a comparison cost of the new vice old method. So watch for that in the August newsletter.

I have received several letters and verbal reports that a lot of persons don't like the new Club roster. (Small type, no open spaces, etc.) This will be an agenda item at the National Rally. You will have an opportunity to express how you would like it. Please drop me a line (or the Secretary) if you desire to express your ideas.

Do you read this newsletter completely each time you receive it? Apparently some of you do not, because of comments I have heard at the rallies--such as "I didn't know that", or "Where can you purchase it?" Of course, in each case the information was in one or more previous newsletters. Do you get the idea, right? A lot of manhours are spent getting this newsletter to you.

The Treasurer advises me that the Club started this year with approximately 60 delinquent members. There were several reasons for this, I suppose, but it is unfortunate that they did not get their names in the new roster, and some did not receive the February newsletter. Sufficient notice was given to everyone in previous newsletters and delinquent card notices. I'm sure that you can understand why we want you to renew prior to January 1 of each year; it makes it so much less work for the Treasurer and benefits you also. So if you can't make it to the National Rally, mail your renewal application in at that time anyway. We would appreciate your help in this matter.

The By-Laws have been updated with the approved changes, so if you desire a new copy, contact the Secretary.

I am pleased to report that the proposal for an Ultra Van to be donated to the Smithsonian is still in motion. Member Richard Decker has volunteered to lay the initial groundwork in regard to confirming what exactly will be required from the Club, and a timeframe. This will be an agenda item at the National to see if you as a member want the Club to take on this project and see it through to completion. It is estimated at this time that we will need a typical Ultra Van to start with; perhaps not body perfect, but one that a runable engine could be put in it, and the Unit driven to Washington, D. C.

Many donations of parts, money, manhours, etc. will be required. Are you willing to help? Would you like to serve on a committee for the project? If so, let me know. Watch for an update in the next newsletter. Thanks again, Richard.

The audit of the club's books are now completed. This was a really big task, since it had been three years since the last time that the financial books have been brought to a final accounting.

We should all give Kathy Polus a big, big thank you for a job well done. Many hours was spent sorting thru the different books, bank statements, receipts, reports, + etc. And another thank you for Robert Joy for reviewing all of the data Kathy had accumulated and furnishing a report on it.

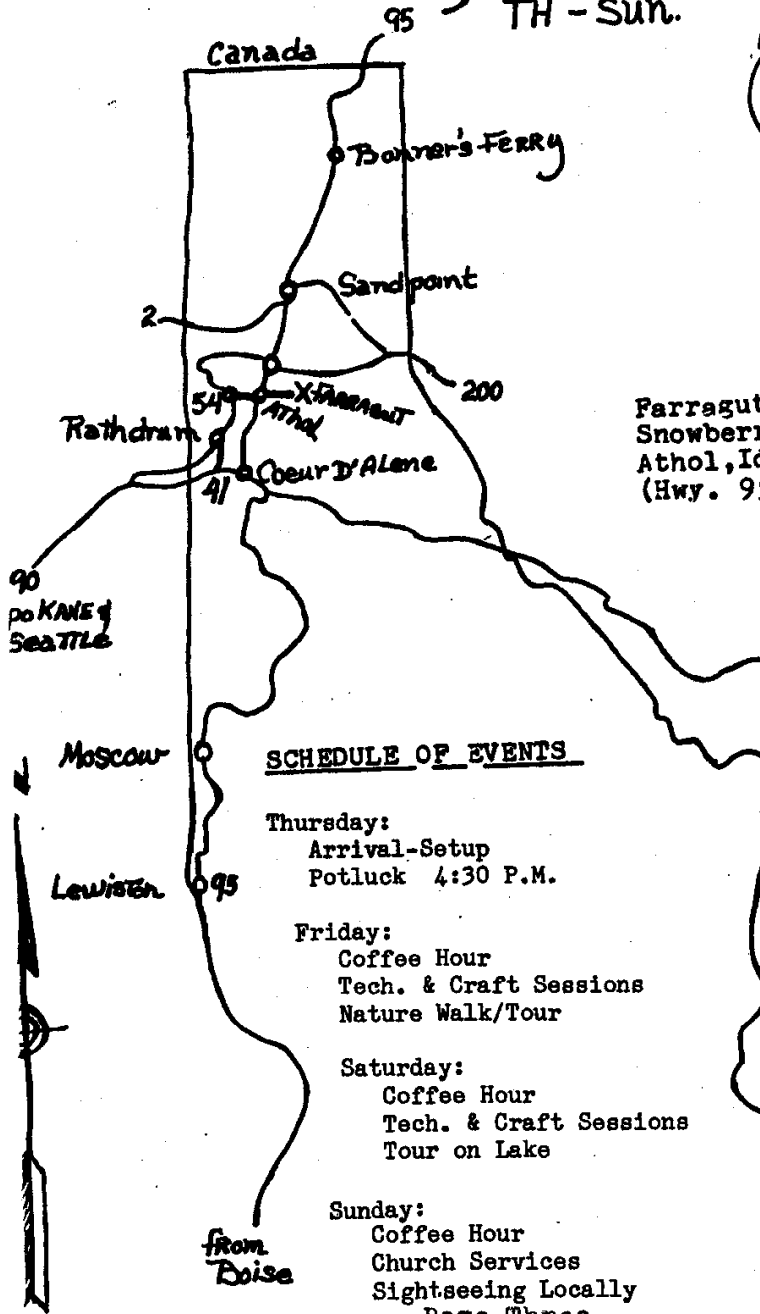
All of the officers and directors have been advised of the Auditors recommendation by a Presidential Report. Copies of the complete report are available from the Secretary.

The audit did show that we had in excess of \$1000 more in the accounts than was reported in the various Club newsletter, financial reports, etc. It is obvious that better records must be maintained and audits performed more often.

See ya "Down the Road"
Jim Craig #202

1987 SUMMERTIME ULTRA VAN RALLY

July 16-19
TH - Sun.



Farragut State Park
Snowberry Campgrounds
Athol, Idaho
(Hwy. 95 & 54)

Hosted by:
Bill & Dee Keith
Ron Hinz (208) 697-0786

SCHEDULE OF EVENTS

Thursday:
Arrival-Setup
Potluck 4:30 P.M.

Friday:
Coffee Hour
Tech. & Craft Sessions
Nature Walk/Tour

Saturday:
Coffee Hour
Tech. & Craft Sessions
Tour on Lake

Sunday:
Coffee Hour
Church Services
Sightseeing Locally
Page Three

Missoula
90
Points
East &
South

See back



5/87

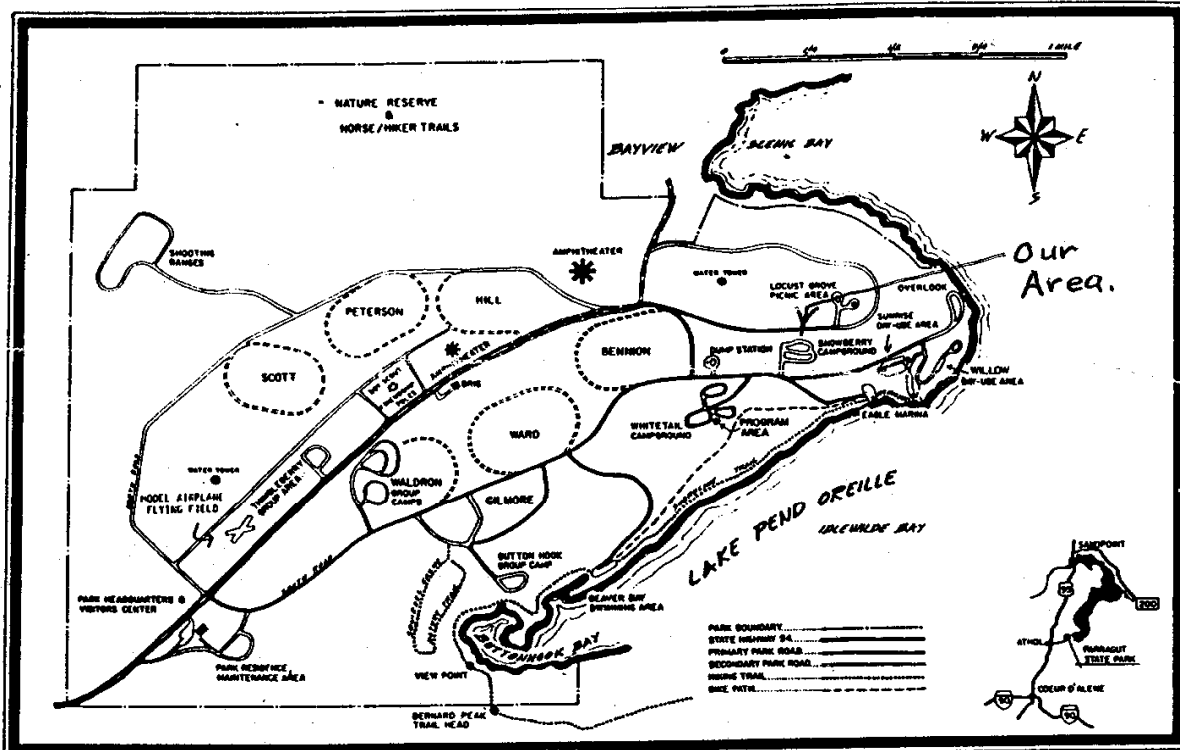
More About the Farragut State Park Rally

Bill Keith says that he has room for up to 12 coaches at his place for people arriving in the area early. If you intend to do this, please contact him in advance. The Rally starts Thursday, July 16.

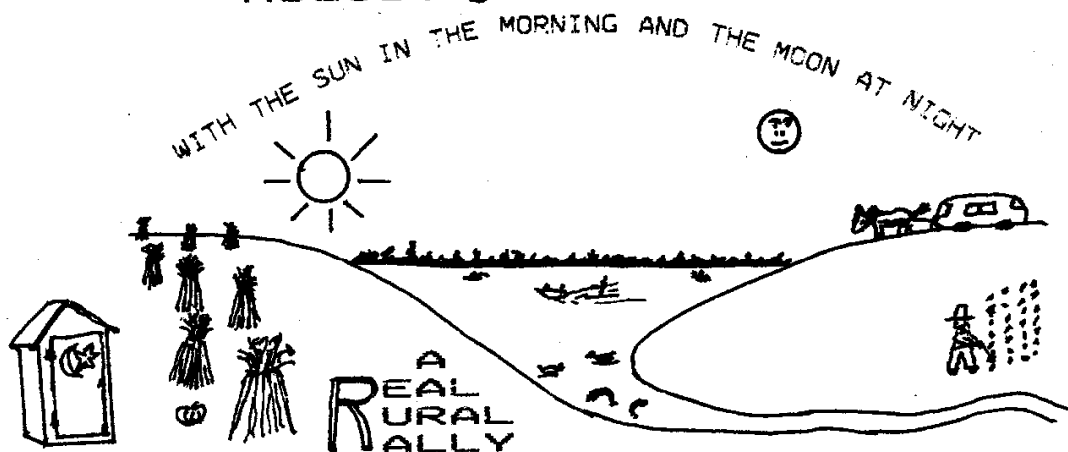
In addition to Saturday's events, there will be a seafood & meat buffet (all you can eat) at the Iron Horse Restaurant in Coeur d' Alene (bar extra). Transportation to and from restaurant, with a scenic side trip, will be by double decker London bus. The bus will leave the campground at 3:15 PM. All of this is included in the price of \$10.95 per person.

Because a minimum of 40 people are needed, please write a postcard to Bill Keith and tell him: 1. that you want the buffet & bus ride; 2. how many. Please confirm by June 10. Pay at the door.

There are reserved 30 campsites with electricity @ \$8.00 per day, and 5 campsites without, @ \$6.00 per day. Other features: cats & dogs permitted, must be on leash; campground is in a wooded area. Fishing close by, one day & seven day licences available. Swimming, hiking, biking, boating & bridle trails available. Airport with rides & museum nearby. Please give Bill a break & let him know by June 10 if you plan to attend this Rally. Address: Bill Keith, Rt. 2 box 350, Rathdrum, ID. 83858. Phone: 208-687-0786.



**INDIANA ULTRA VAN RALLY
AUGUST 5 THRU 9, 1987**



**SUNUVAGUN WE'RE 21, LET'S HAVE FUN
IN
THE LAND OF THE WABASH CANNONBALL
AT**

**Lost Bridge West Campground
Located on the Salamonie Reservoir,
35 miles southwest of Ft. Wayne, Ind.
HAVE YOUR CO-PILOT READ THE MAP.**

Lost Bridge West Campground is a modern area by Indiana standards. Each campsite has electricity, water is near to but not a campsite connection. There is no sewer hook-up but modern toilets, showers, and a dump station are close to all campsites.
WE HAVE- Swimming (gotta hav' a bathin' suit), fishin' (gotta hav' a license), boating, sailing, water skiing (otter hav' a boat), scuba diving, hiking, bird watching, nature study and just plain relaxing.

A campfire program is sponsored by the Park Management on Friday and Saturday evenings or we can have our own programs.

**FIVE DAYS OF FUN, FOOD, FISHIN', FIXIN', FROLICKIN' & FOOLIN' AROUND.
BRING -FOOD or DRINK SWAPS and MORNING COFFEE MUNCHIES.**

EATIN' OUT- Available, or a weiner roast, orWHATEVER (pleasest thou).

**FEES- A \$2.00, one time entry fee with in and out privileges, plus
an \$8.00 per night camping fee, payable in advance at the gate.
Registration fees are pending.**

**WE'VE NOTICED A FLAGGIN' INTEREST IN CRAFTS AND TECH SESSIONS :-----
After discussin' rail splittin', mush makin', tomater cannin', cement
mixin', hoein' an' weedin', wood choppin', bean pickin' & roof fixin'
we cum to the conclusion that more cogitatin' is needed.**

WE'LL BE SEE'IN YOU --??-- WE HOPE.

G. & R. Whiteside # 365

HAVE FUN

**Please bring Craft Items for show & Tell.
Please bring items to donate for Auction.**

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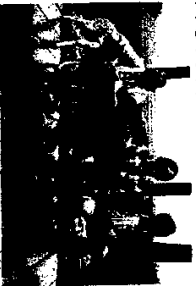
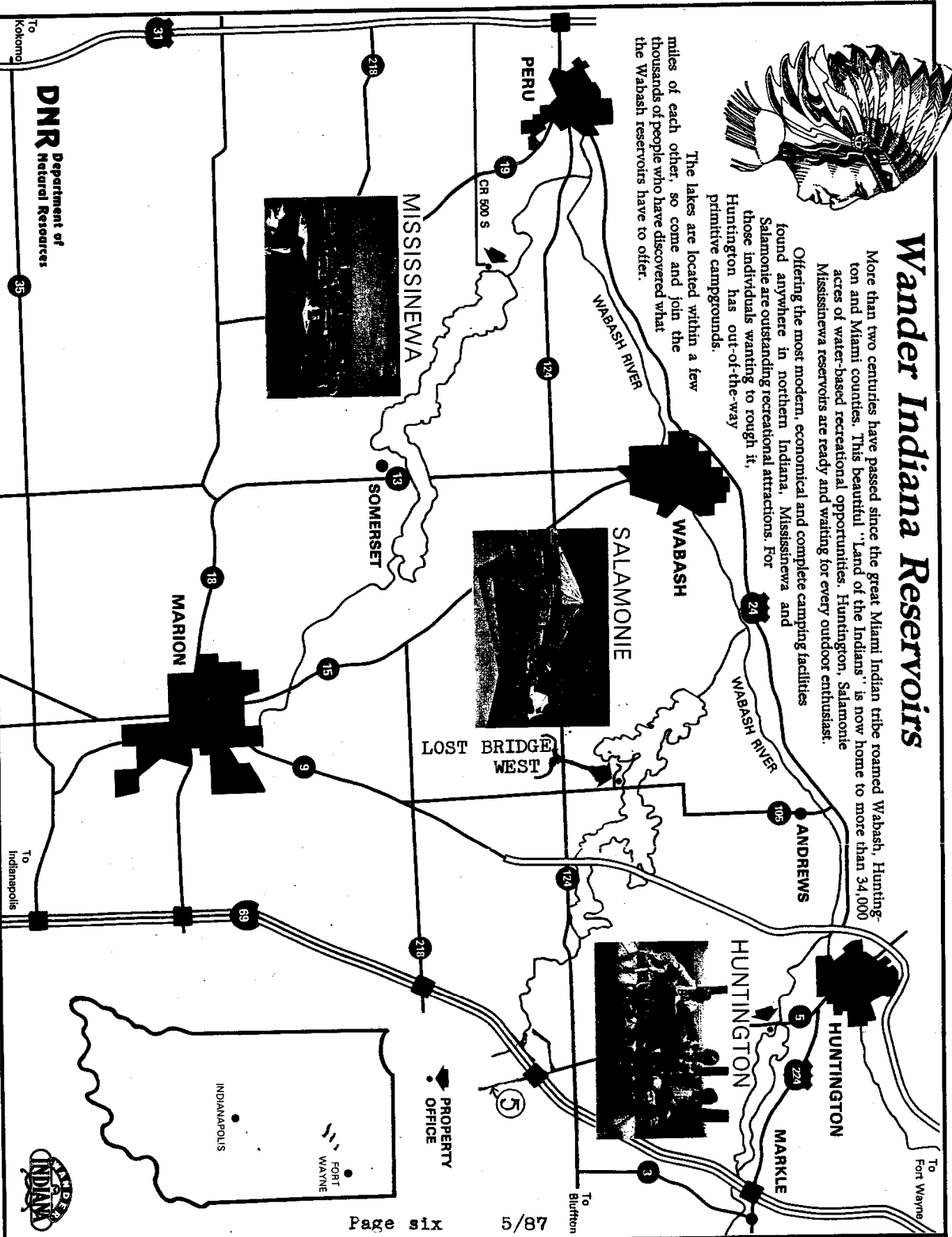


Wander Indiana Reservoirs

More than two centuries have passed since the great Miami Indian tribe roamed Wabash, Huntington and Miami counties. This beautiful "Land of the Indians" is now home to more than 34,000 acres of water-based recreational opportunities. Huntington, Salamonie, Mississinewa reservoirs are ready and waiting for every outdoor enthusiast.

Offering the most modern, economical and complete camping facilities found anywhere in northern Indiana, Mississinewa and Salamonie are outstanding recreational attractions. For those individuals wanting to rough it, Huntington has out-of-the-way primitive campgrounds.

The lakes are located within a few miles of each other, so come and join the thousands of people who have discovered what the Wabash reservoirs have to offer.



DNR Department of Natural Resources



ULTRA RALLY August 5 - 9 Salamonie Reservoir Andrews, Indiana 46702

"The below is a copy of facts written by the Reservoir Manager, he Likes the word camporee."
 — George and Ruth

Salamonie Reservoir

Camporee - Aug. 5-9 20 units + No reservations - but coming in during the week, there will be no problems. Fees: \$1.50 per vehicle entrance fee (camper and car counts as 1) plus \$7.00 per night camping, modern campground. No fee for a shelter tent, modern showers-restroom facilities. Campground programs Friday and Saturday evenings.

Sites 1 through 23 (See the diagram) Lost Bridge West Campground

Following the map, exit I-69 west on route 218, north on 105, turn left just before crossing the lake. Or exit route 31 east on 18, through Marion, Indiana, north on 9, after about 1 mile, north on 105, exit before the lake. See you there!

ACCOUNT NUMBER		REF	LOC	STATEMENT PERIOD			SOCIAL SECURITY NO.	PAGE			
FROM		TO									
1665-014				01	01	87	01	31	87	953-80-6274	1
TO REPORT ERRORS OR MAKE INQUIRIES ABOUT LOANS MARKED WITH AN * WRITE TO: AL-GAR FCU P O BOX 1207 CUMBERLAND MD 21501-1207											
TO REPORT ERRORS OR MAKE INQUIRIES ABOUT "ELECTRONIC FUNDS TRANSFERS" MARKED EFT OR ATM, WRITE TO THE ADDRESS AT LEFT OR CALL: 489801F 655											
ULTRA VAN MOTOR COACH CLUB INC LOUIS C GRIGGS 626 BROOKFIELD AVE CUMBERLAND MD 21502-3712											
EACH LOAN MARKED * IS AN OPEN-END LOAN. THE BALANCE USED TO COMPUTE THE FINANCE CHARGE ON OPEN-END LOANS IS THE UNPAID PRINCIPAL BALANCE FOR THE EXACT NUMBER OF DAYS THAT BALANCE WAS OUTSTANDING. ON THE DATE AN ADVANCE IS TAKEN, THE AMOUNT OF THE ADVANCE IS ADDED TO THE BALANCE. ON THE DATE A PAYMENT IS MADE, THE FINANCE CHARGE AND ANY LATE CHARGES DUE ARE DEDUCTED FROM THE PAYMENT AMOUNT. THE REMAINDER, IF ANY, IS SUBTRACTED FROM THE BALANCE. THE ANNUAL PERCENTAGE RATE IS SHOWN IN THE COLUMN BELOW.											
DATE	DESCRIPTION	ANNUAL PERCENTAGE RATE	FINANCE CHARGE	FREE OR LATE CHARGE	CHANGES TO BALANCE	BALANCE					
013187	SHARE ACCOUNT 014				PREVIOUS BALANCE	668.46					
013187	NO TRANSACTIONS THIS PERIOD				NEW BALANCE	668.46					
010687	SHARE DRAFT ACC 074				PREVIOUS BALANCE	839.67					
010687	DEPOSIT				70.00	909.67					
010787	SHARE DRAFT 184				32.10	877.57					
010987	DEPOSIT				51.10	928.67					
011487	DEPOSIT				34.69	963.36					
012087	SHARE DRAFT 186				14.00	949.36					
012187	DEPOSIT				50.00	999.36					
012387	SHARE DRAFT 187				15.23	984.13					
012687	DEPOSIT				180.00	1164.13					
012887	SHARE DRAFT 188				83.46	1080.67					
013087	DEPOSIT				70.00	1150.67					
013187					NEW BALANCE	1150.67					

IT'S FINALLY HERE!

HOT SPRINGS NATIONAL RALLY 1987

LAKE HAMILTON BIBLE CAMP

BOX 516 • HOT SPRINGS NATIONAL PARK, ARKANSAS 71901

GLEN and ERMA MILLER • (501) 525-8204

South of Hot Springs (HWY) 7

50 Reserved Spaces

Hookups: \$9.00 (4-people per coach)

Level parking

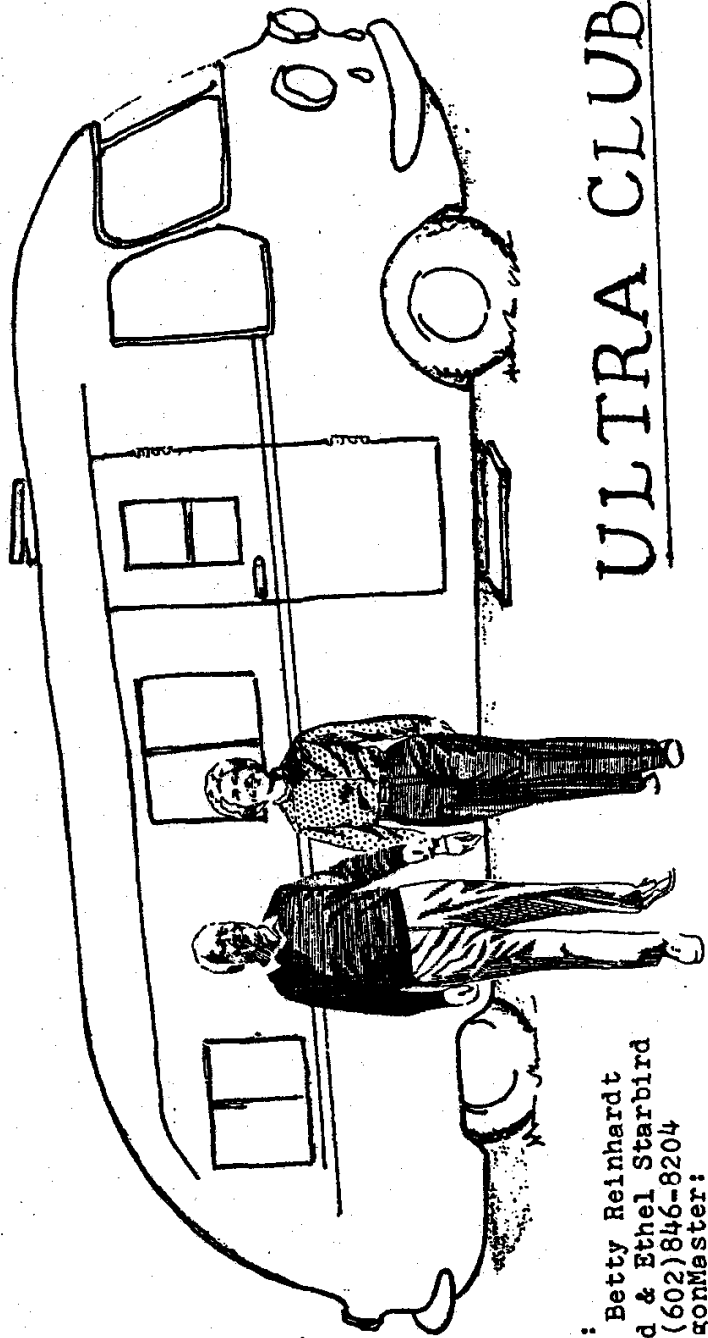
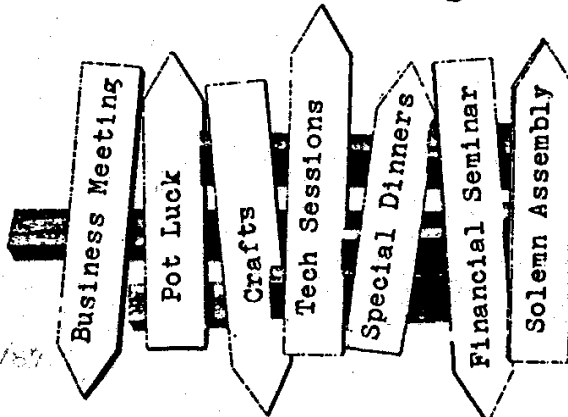
Shaded areas available

Bath & Laundry Facilities

Dining & Meetings Room (W/Ac)

Water, Sewer, Electric, Dump Sta., with hookups.

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ULTRA CLUB

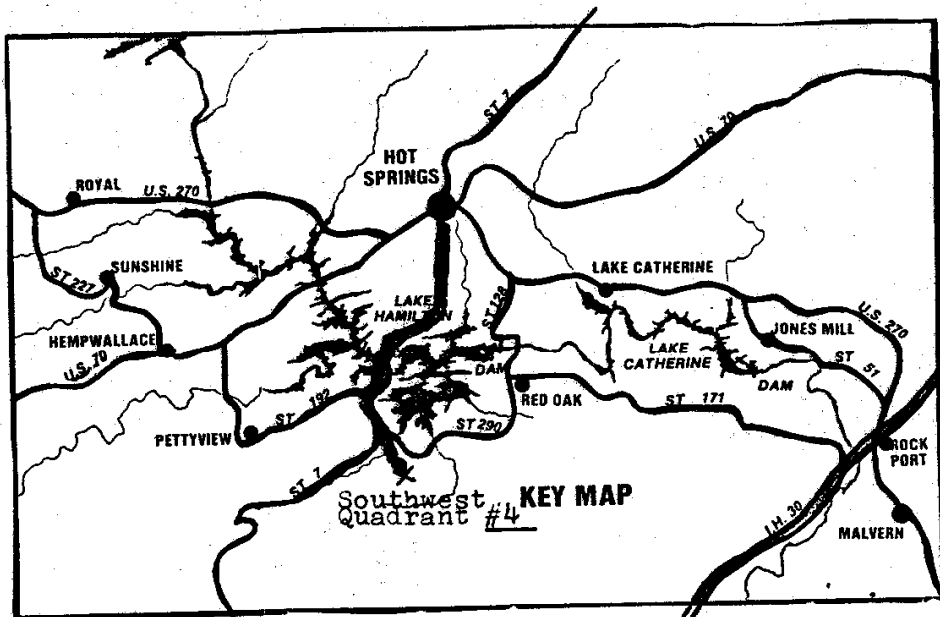
Hosts:
Dan & Betty Reinhardt
Harold & Ethel Starbird
(602) 846-8204
WagonMaster:
P.W. Donaldson

6/87

State (7) so.
from Int.40 (Ft. Smith)

Oklahoma
side*

Hwy.
70 from
Little Rock



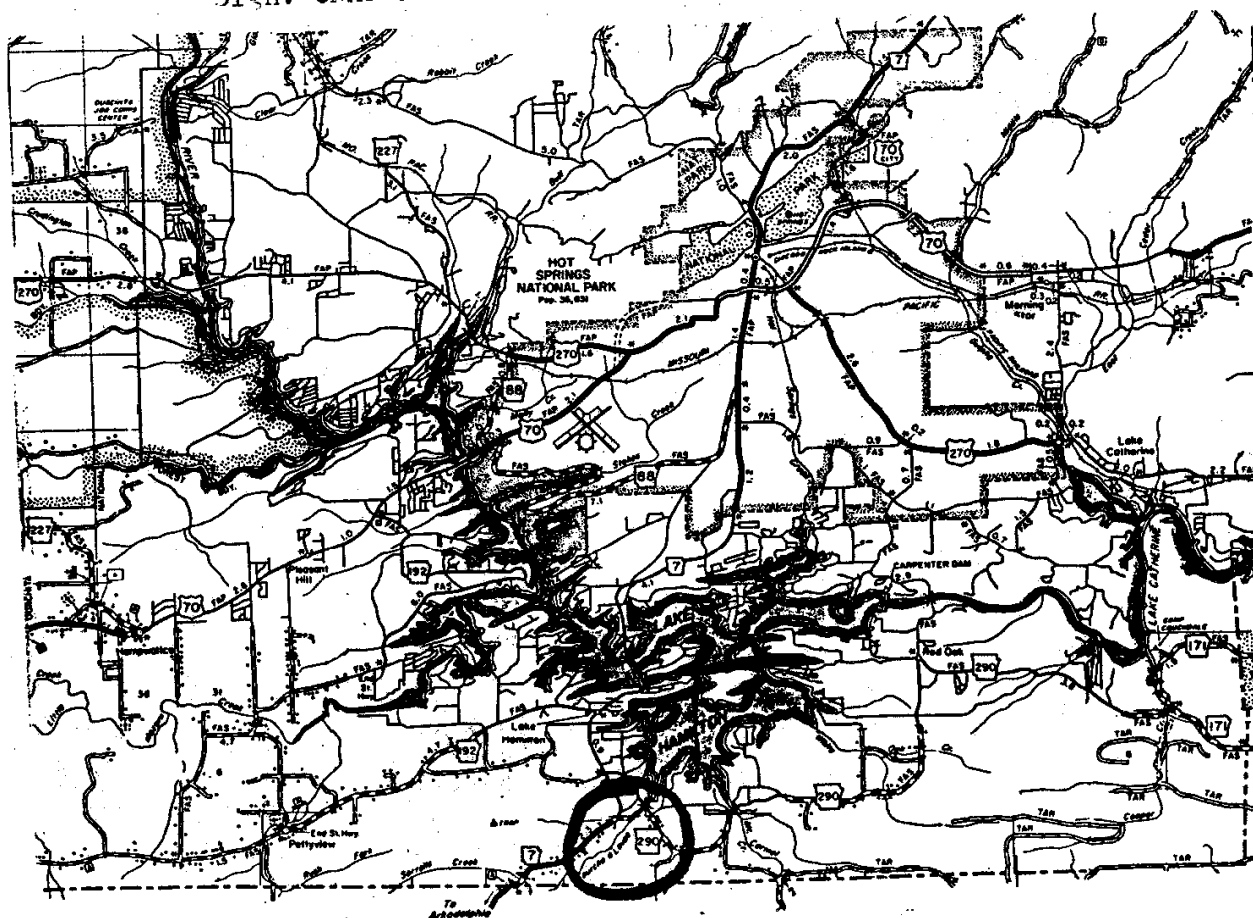
State (7)
From: Arkadelphia

Int. Hwy. 30
From: Texarkana

Lake Ten

5/27

X- On HWY 7, Approx. 1/2 Mile South of 290 Turnoff.
Sign: CAMP LAKE HAMILTON



Notes for the 1987 "Southern Style" Zolfo Springs Florida rally.

The Spring General Meeting for the Emus (Eastern Members of Ultra) was held in the recreational hall of the city of Zolfo Springs, Florida's municipal park where the rally was held, on Saturday forenoon, March 21. Present were Don Richards, Ultra Vice President, who chaired the meeting, Eastern Directors Pat and Margie Fitzgerald, Jean and Betty McMasters and Jerry and Carol Dute. In the absence of the Secretary and Treasurer due to illness, Neva Brining volunteered to act as Secretary Pro Tem, whose notes were transferred to Mic Richards due to illness, and recorded as follows.

Several visitors and letters were announced, among them a visit from Vi Krantz, and the newest member, Lane Grunther, was introduced. Acknowledgement and appreciation was expressed to the rally hosts, Bob and Arlene Ackerman and Gus and Neva Brining. Special mention was made of the members traveling furthest in a straight distance the Dutes from northern Ohio, about 1200 miles one way. Announcements of the various contest winners were: Valarie Sickenberger for guessing the closest to the correct number of candy hearts on a guessing game, Tennie Randall first prize for her sweet potato casserole, Marge Fitzgerald for her corned beef and cabbage dish; second prize, and Marilyn Davison third prize for her Tofu dish in a juried (by the whole batch of members who shamelessly heaped their plates high trying to taste everything) vote to determine the best dishes on a groaning and beguiling table. Congratulations were recorded to the Steinbergs for their 50th wedding anniversary.

Some discussion about an Ultra cook book was held with a decision to mail to Arlene Ackerman favorite recipes and try to get published the three aforementioned recipes in the next newsletter. Gus Brining, wagonmaster reported 63 people in Ultra Vans, 10 members in brands other than Ultras, 5 visitors. Representation by states: Florida; 18, Ohio; 5, one each from New Jersey, Georgia, Michigan, Alabama, Minnesota, Iowa, Ontario, with 19 Ultra Vans in all. Neva Brining, Historian expressed a wish for pictures of past rallies. Gene McMasters noted a national motorhome show in the last weekend in January to which members might like to come, held at Miami, Florida.

A discussion of forthcoming rallies was held, noting the Possibility of the Sickenbergers locating and helping host the 1988 Florida rally, a need for the summer of 1988 rally location, and the responsibility of the Emus to locate a spot for the national rally for 1988 in the prescribed area. Richards announced that he had asked Walt Davison, Jerry Hutton and Bob Ackerman to act as an advisory committee ad hoc to help the Eastern Directors find a location for this rally. Special mention was made of the forthcoming rallies for 1987: the Idaho rally, the Indiana rally, and the 1987 National in Arkansas. Bob Ackerman announced an evening auction following the potluck to remove extra food, white elephant items, and other items to help take care of rally expenses instead of the Yankee Swap previously planned.

Pat Fitzgerald spoke on behalf of Bob Decker, an Associate with the Smithsonian Museum in Washington DC and an Ultra member, who recommends that an Ultra Van in as much original condition as possible to donated to that institution as part of their travel collection as well as printed materials, etc. but that copies would not be returned, so copies should be made if so desired. He states that the Ultra Van will become a true classic in the future along with other classic models of automotive history.

Jean McMasters spoke on behalf of organizing a caravan to the national (see him) and Richards spoke to remind members of the 1987 voting procedures, a new President, Vice President, Treasurer and Secretary, new Eastern Directors, and a nominee for the Ernie Award. Finally, word was brought that the George Whitesides who suffered a breakdown in Georgia, had their unit repaired (through mostly contacts made by McMasters), and were safely returning to Indiana.

The meeting was adjourned at approximately 12:00 noon by acclamation.

Note:

In addition to the meeting minutes the following elaboration on the rally is included. Excellent craft workshops were held on two occasions in the recreation room by Arlene and Neva who guided ladies in the making of hats and visors decorated with hearts and flowers. Tech sessions for the men were led by Walt Davison and Pat Fitzgerald under a big shade tree (a true shade tree operation). A restaurant meal together was enjoyed and the potluck meal culminated in a sing-a-long led by Bob Ackerman on the organ, which then was

followed by the auction. The group was taken to Florida's Highlands Hammock state park for a guided tour of the wilderness and animals. The pervasive theme of hearts as led by Arlene culminated in hearts awards to Ruth Anderson for guessing the most famous places in the world in a slide show put on by Pat Fitzgerald with Don Richards coming in second. The most song titles having the word "heart" in the title contest was won by the team of Mic and Don Richards and Ruth Anderson for listing some 52 titles (out of some two hundred possible entries. A short church service was led by Neva Brining Sunday at 9:30.

In short, it was a rally in the heart of Florida, we ate hearty, our hearts were glad to meet again, and heartbroken to part. And that is the heart of the matter.

Mic & Don Richards



CPF

PAGE 1

Confirmation Statement

ACCOUNT NUMBER: 9010035361
 SOCIAL SECURITY OR TAXPAYER IDENTIFICATION NO.: 953-80-6274
 M0433884
 00000000
 INVESTOR: ULTRA MOTOR COACH CLUB
 15239 EL SONETO DRIVE
 WHITTIER CA 90605
 LX

ACCOUNT SUMMARY

STATEMENT DATE	INCOME DIVIDENDS PRIOR QUARTERS THIS YEAR	CAPITAL GAINS	CERTIFICATE SHARES HELD BY YOU	+	SHARES FOR WHICH NO CERTIFICATES HAVE BEEN ISSUED	=	TOTAL SHARES YOU OWN
2/31/86	\$118.29	\$0.00	0.000		2,000.460		2,000.460
DIVIDENDS IN CASH*							

DATE OF TRANSACTION	TYPE OF TRANSACTION	DOLLAR AMOUNT	PRICE PER SHARE	AMOUNT THIS TRANSACTION	TOTAL SHARES
	BALANCE FORWARD		01/01/86		2,000.460
3/31/86	INCOME DIVIDEND	33.74	1.00	33.741	2034.201
3/31/86	PARTIAL REDEMPTION	33.74	1.00	33.741-	2000.460
6/30/86	INCOME DIVIDEND	30.38	1.00	30.382	2030.842
6/30/86	PARTIAL REDEMPTION	30.38	1.00	30.382-	2000.460
9/30/86	INCOME DIVIDEND	29.48	1.00	29.475	2029.935
9/30/86	PARTIAL REDEMPTION	29.48	1.00	29.475-	2000.460
2/31/86	INCOME DIVIDEND	24.69	1.00	24.691	2025.151
2/31/86	PARTIAL REDEMPTION	24.69	1.00	24.691-	2000.460
*****	DISTRIBUTION SINCE 12/31/86			0.000	2,000.460

PARADISE RALLY
PARADISE CALIF
APRIL 23-26

AS YOU TURN OFF HWYS 70 OR 99 AND CLIMB THE SLOPE INTO THE TOWN OF PARADISE ONE CANNOT HELP BUT BE AWED BY THE BEAUTY OF THE GREEN COVERED VALLEYS AND HILLS WITH THE EVER INCREASING STANDS OF SCRUB OAK, AND THE OCCASIONAL BLOOMS OF REDBUD AND DOG WOOD. YOU PASS THE WELCOMING SIGNS AND ASCEND INTO THE TOWN WITH ITS NEW SHOPPING CENTERS, CHURCHES, BANKS, AND OVER ABUNDANCE OF REAL ESTATE OFFICES AND FOR SALE SIGNS. AS YOU CONTINUE, YOU ENCOUNTER THICKER STANDS OF FIR AND PINE, PASS THRU HIGGALIA, CROSS THE RESIVOIR AND FINALLY ARRIVE AT THE P.O.A. CAMPGROUNDS. HERE IS SLIGHTLY SLOPING TERRAIN WITH TERRACED CAMP SITES, EVEN TALLER TREES AND A CARPET OF PINE NEEDLES COVERING THE FOREST FLOOR. LET YOUR MIND WANDER A BIT AND YOU CAN TRULY IMAGINE YOURSELF IN PARADISE.

NO HOOK UPS WERE IN EVIDENCE, BUT WE DID HAVE CLEAN REST ROOMS WITH HOT SHOWERS JUST A SHORT WALK FROM MOST SPACES. AS SPONSORS OF THIS RALLY WE ARRIVED SLIGHTLY AFTER NOON WED. AND WITH THE HELP OF MY GOOD FRIEND CAROL VER STEEG, WE HURRIEDLY STEPPED OFF 300 FT DOWN THE ROAD FROM THE ENTRANCE AND ERRECTED THE ULTRA SIGN. THE P.O.A. SIGN WAS SOME WHAT OBSECURED BY THE NATIVE SHRUBS, MAKING IT DIFFICULT TO FIND THE ENTRANCE. WE RETURNED TO CAMP AND WITH THE HELP OF THE KEITHS FROM IDAHO, WE MADE EVERY THING SHIP SHAPE AND WAITED FOR THE VANS TO ARRIVE. ARE WAIT WAS SHORT, BEFORE WE KNEW IT WE WERE LITTERALLY SURROUNDED BY ULTRAS. ARRIVING ONE AFTER THE OTHER. IT WAS A BEAUTIFUL SITE AS THEY CAME DOWN THE SLOPE AND WERE PARKED AMONG THE PINE TREES. BY FRIDAY EVE 17 ULTRAS, 1 TERRA, 3 BRAND X'S, AND 3 CARS HAD ARRIVED. THE OCCUPANT COUNT WAS 46 ADULTS, 4 CHILDREN, 1 CAT, & 2 DOGS. OF THAT NUMBER FOUR WERE GUESTS, THE DAUGHTER, SON-IN-LAW & TWO GRAND CHILDREN OF FRAN AND ED OMARA.

WED. EVENING WE HAD A GET TOGETHER, CONSUMED A FEW GOODIES, AND LISTENED TO SHEIK MASUD ALHANDI EXPOUND HIS VIEWS ON OUR RECENT OIL CRISIS AND WHAT THE AMERICANS SHOULD DO ABOUT IT, A VERY INTERESTING SPEAKER.

THE FOLLOWING DAYS WERE SPENT ATTENDING COFFEE HRS, MAKING NEW FRIENDS, RENEWING OLD FRIEND SHIPS, COACH HOPPING, ATTENDING TECHNICAL AND FINANCIAL MEETINGS, WHILE ENJOYING THE NEAR PERFECT WEATHER, WITH ITS JUST RIGHT TEMPERATURE.

THURSDAY EVENING WE ENJOYED OUR 67 VARIETIES OF MINERS STEW ALL MIXED TOGETHER. FRIDAY EVENING WAS POTLUCK AND IT WAS DELICIOUS. IT ALWAYS AMAZES ME HOW AN UNPLANNED FEAST LIKE OUR POTLUCKS, ALWAYS TURN OUT SO GOOD.

THAT EVENING WE WERE BLESSED WITH AN UNEXPECTED PLEASURE. COLLEGE FRIENDS OF ROBERTA AND DR. FRANZ FILLED OUT THE EVENING WITH A LIVELY DISCUSSION OF LIVING IN PARADISE PINES VERSUS LIVING IN CHICO, AND THEIR EXPERIENCES IN AUSTRALIA. THE NIGHTS WERE SUPERB FOR SLEEPING AND DREAMING. I'M SURE AT LEAST A FEW COULDN'T HELP BUT DREAM OF BEAUTIFUL DANCING GIRLS ETC. & ETC.

SATURDAY WAS BUSY. COFFEE HR. AND GENERAL MEETING IN THE FORE NOON. IN THE AFTER NOON DRAWING FOR PRIZES AND AWARDING THE 5" TV TO LESTER BELL "WINNER OF THE GREAT BEAN COUNT." FOLLOWING WE HELD THE AUCTION.

AT THIS TIME I WISH TO EXTEND MY SPECIAL THANKS TO ROBERTA AND DR. FRANZ OUR CO-SPONSORS FOR THE SUCCESS OF THE AUCTION AND THE TICKET SALES. MY SPECIAL THANKS TO GLADYS BELL FOR ORGANIZING THE LADIES CRAFTS AND TO THE OTHER MEMBERS WHO SO GRATIOUSLY ASSISTED US IN CONDUCTING THIS RALLY. THANKS TO OUR PRESIDENT FOR CONDUCTING THE TECHNICAL MEETINGS AND TO ERNIE NEWHOUSE FOR HIS ALWAYS INFORMATIVE, AND INTERESTING, FINANCIAL SEMINARS.

THE EVENING WAS SPENT DINING OUT AT THE LOVE LOCK INN SIX MILES NORTH OF THE P.O.A. CAMP GROUND. THE INN WAS A RATHER RUSTIC STRUCTURE DATING BACK TO THE DAYS OF THE GOLD MINERS AND THE EARLY LUMBER MILLS. A FEW STEAKS, A CHICKEN OR TWO AND A LOT OF CATFISH WERE EATEN THAT NIGHT. WHILE WAITING FOR THE FOOD, A STORY TELLING CONTEST HELD SWAY, THE JUDGES AWARDED LEN RYERSON THE PRIZE FOR BEST STORY.

WE ENJOYED A LOT OF GOOD LAUGHS, GOOD FOOD, AND DANCING. THE ONE MAN BAND ACCOMMODATED US BY PLAYING MOST OF THE SONGS REQUESTED, AND THE DANCERS RESPONDED WITH HAPPY SMILES, VIM AND VIGOUR. AS THEY TRIPPED THE LIGHT FANTASTIC LIKE TEENAGERS, I MARVELLED AT ALL THAT ENERGY. AS I SEARCHED MY MIND FOR A REASON, I THEN REALIZED IT MUST BE THE WATER. THE AREA IMPORTS ITS WATER BY UNDER GROUND RIVER FROM ALASKA. DO YOU SUPPOSE THE ESKIMOS OR MAYBE EVEN THE RUSSIANS ARE ADDING SOMETHING TO IT? YEP IT MUST HAVE BEEN THE WATER.

SUNDAY MORNING - COFFEE AND THEN CHURCH SERVICES WITH OUR GOOD FRIEND BISHOP MICHAEL DAVIS, WHO PRESENTED CHRIST'S MESSAGE, "THE SERMON ON THE MOUNT"

HUGS AND FOND FAREWELLS.

AS I LOADED THE LAST BIT OF EQUIPMENT, LOCKED, THE FACILITIES AND GENERALLY SURVEYED THE CONDITION OF THE CAMP I PAUSED AND THANKED THE HEAVENLY FATHER FOR THE BEAUTIFULL SIGHT HE HAD PROVIDED AND WONDERFUL WEATHER HE HAD BESTOWED UPON US.

TWO DAYS LATTER OUR WEATHER CAME DOWN WITH A CHILL AND A DRIPPY NOSE. I CANNOT HELP BUT BELIEVE SOME BODY WAS WATCHING OUT FOR US.

ULTRA POSTSCRIPTS ★★★★★

"The difficulties of life are intended to make us BETTER---not bitter"

My manuscript for this issue of POSTSCRIPTS covers many subjects. We just returned from a great Club Rally at Paradise...and also from beautiful Riverbend Ranch in Oregon. Paradise is something else--a wonderful place to see. Of course, all GOOD Ultra Members will one day arrive there(?)

"Worry can't improve the PAST one whiff---but it sure can ruin the PRESENT"

THE REST OF THE STORY: Mark and Gretchen were out for an exercise stroll, their usual evening walk together. Due to no apparent cause at all, suddenly Gretchen's legs became immobile. Mark carried her home to the car, and off immediately to the nearest hospital. He loved her very much. All the usual tests were performed. Although he could hardly afford it, he ordered that the best doctor available serve---regardless of cost. The spinal expert came, confirming that it was a ruptured-disc in her back. She would no longer be able to walk...permanent nerve-end damage. Sadly, Mark ordered the best Wheel-Chair built. It was an unusual chair---it had to be---her COMFORT, his major concern---they MUST be able to take those long evening strolls together as they had in the past. This true story could make Paul Harvey famous. In due time, Gretchen's special Wheel-Chair arrived and using her front legs to propel it when necessary, she and Mark resumed their evening strolls. Yes, Gretchen was his Shepherd dog.



"Give the world what it needs---and it will supply YOURS"

DEAD BATTERY: Will this tip be useful to some Club Member? An amp-meter on your dash that continues to indicate "battery charging" after long hours of driving, might just be telling you something---maybe that one of your batteries has developed an internal "short". If at all possible, feel the sides of your batteries...if one is hot, it is the bad one. Of course, there are other (and better) strategies, but without special test instruments, for many of us average Joes, the above works ok. Driving to Paradise, we had a bit of a shock to discover our two LIFETIME BATTERIES were apparently failing. I pried off the covers and determined both had full fluid levels. After the rally, when stopping for lunch at Chico, a kind young fellow offered to "jump" his car battery to get the engine started. Ours had finally gotten that weak. We didn't stop again until arriving at a store with Automotive Department under which our "Lifetime" guarantee would be valid. There were all kinds of excuses; a motorhome is not a car, etc., etc. I had to use my pet line, "I'm the President of my Corporation; hope I won't have to go to the President of your Corporation regarding this matter." Department Managers don't like a customer going OVER THEIR HEADS...he made an immediate adjustment--a new battery at N/C in exchange for my "hot" one. In our case, apparently the shorted battery took 100% of the charge. We had one PERFECTLY GOOD BATTERY and didn't know it (it only lacked charge). Hereafter I'll be alternating the main Battery Disconnect Switches to charge one battery while driving one day, the other the following day. This suggests other alternatives and questions. You may wish to read this discussion over again to get the meat. The problem wasn't disturbing, just annoying.

"Most people grow OLD gracefully---but seldom gratefully. Wonder WHY?"

Overheard-"I want to live awhile yet, so I'll be too OLD to die young."

WHAT DO NAMES IMPLY? In perspective, during my University days, we had a course in "Languages" and found that names quite often denote the nationality of a person (his or her national heritage). One's NAME, in certain cases, also helps business activities. Let's take the names of some Los Angeles DENTISTS: Joe Moller, Oscar Toothacher, John Payne --- these three doctors agree that their names were instrumental in their professional lives. People remembered them when they needed dental work. How about the Airline Pilot who's name was Howard Cloud. Then there is our very good friend, Chris Feyling, who claims he is in perfect health. He should have been an MD. The above are EXAMPLES of names that are easy to remember or helpful in business. My grandfather's name was Nyhus, which he Americanized to Newhouse after arrival from Norway. With a name like that, maybe I should have been in construction, a Contractor-BUILDER. Missed out there! Good friend Club member, Bill Helander, says if you spell his name with two (2) "Ls" it looks like hell. What's in a name? Analyze a few and see. Some people love to see their NAMES in print....the more often the better. Publicity helps relieve their "down" feeling, and bolsters their strength in their own minds. This indicates mental insecurity--a complex of inferiority of self. Philosophy teaches that "recognition" helps this lack of self-esteem. After this discussion, I'll not DARE sign my name below.

Len's ULTRA MANUAL is exactly like a BANK; you get the best service ONLY when it's OPEN. Isn't that true, also, with the Bible?

MONEY MANAGERS: Our little Financial Seminars can touch only the tiny TIP of the total investment iceberg. Perhaps a comment or two here can save some member's "nest egg". Far too many people trust their money to a Broker or a Baker or a Candlestick Maker (so to speak) and live to regret it. Oh, you can and should trust your true Ultra Friends, but be careful about leaving your hard-earned savings to any Account Executive or Brokerage Agent. For a year or two or three, all may appear fine---then you may suddenly awake to discover you've been "taken". That is the usual scenario. Those who saw TV's "60-MINUTES" last January 4th will understand. Confidences do not allow me to give names, but SEVERAL of our own Ultra Club members have been swindled recently. How about the Stephen Henry deal in LA now being probed...intelligence sources inform me of hundreds of smaller cases that never reach the headlines. Henry took .38 of his clients to the tune of over 4 1/2-MILLION dollars...mostly their pension funds. Dr. Elvin Oblander lost \$678,000. At age 67, he says, "I'm flat busted....Don't ever trust anyone." TV reporter Cynthia Allison (we see her regularly), also lost heavily, commenting, "...I have never been a victim before. I thought I must be stupid." Henry was "supposedly" a very RELIABLE man...everyone trusted him. Remember you saw it first in EN, and now in Postscripts---ie: Retain TOTAL CONTROL of your own savings. Invest ONLY in the highest-grade, quality sound, solid entities. The economy is much like it was in 1929---the hazards are GREAT ENOUGH without exposing one's savings to 2nd parties.

A Club Member in good standing was recently heard from: "My Ultra Coach seems to be in very good shape....but I need some major body work."

WHAT IS LOVE? A battered-child in an argumentive home, continual abuse, a life of fear. We heard a young woman spill her life's story: She now is married to a caring husband, a mother in her own right - with a six year old daughter. With tearful sniffs and frequent pauses, she related what life is like in a broken home. WHAT IS LOVE ANYWAY? Abused and experiencing mother-father fighting all her "growing-up" years, she never knew what the word meant. Her mother would say, "Now kiss your daddy and tell him that you love him." Obediently...she did it. She HAD to. Love?

Until next time---Sincerely,



Those little ULTRA kitchens (and ULTRA GALS) were at it ONCE AGAIN!.....



"EAT YOUR HEART OUT" POT LUCK DINNER FAVORITE RECIPE CONTEST



At the March Rally in Zolfo Springs Florida, our Pot Luck Dinner became a Favorite Recipe Contest. As each Entree was placed on the table, it was assigned a number. The number and name of dish was entered on a small card and set along side of dish. On each table we had a card to register "My Heart Choice". There was no limit on how many votes. We awarded small prizes, at our meeting, and decided to include the favorites in the newsletter. Thanks Gals, for sharing your prizewinning recipes! Congratulations!



1 - First Place:

SWEET POTATO CASSEROLE

Combine:

3 C. Sw. Potatoes, Mashed
½ t. Salt
1/3 C. Butter (or Marg.)
½ C. Milk
1 C. Sugar
2 Eggs, slightly beaten
1 t. Vanilla

Mix the above ingredients together and pour into casserole dish.

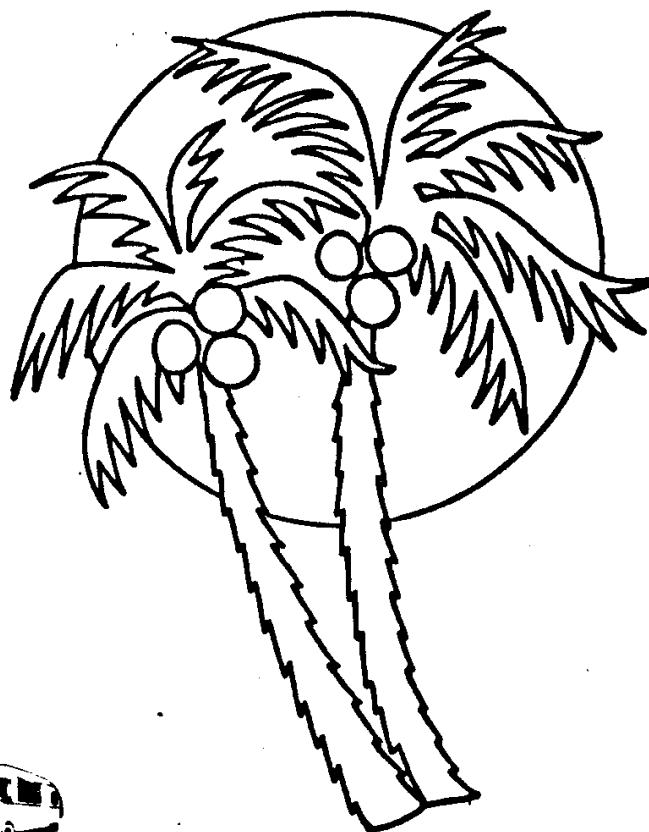
Topping:

1 C. Brown sugar, packed
1/3 C. Flour
1/3 C. Melted butter (or marg.)
1 C. Pecans chopped

Mix together & sprinkle on top of potatoes. Bake 30 min. in 350° oven.

Can be made up the night before & cooked the next day.

Tennie Randle #528



#2 - Second Place:

CORNERD BEEF & CABBAGE (FOR A CROWD!)

Cook 3# corned beef in pressure cooker
1½ hours in 2 C. water
Cool & slice. Set aside.

Slice 3 heads of cabbage. Put cabbage in pot (using juice from cooking corned beef.)

Add a couple shakes Allspice, and salt to taste.

Cook cabbage to preferred doneness.
Add corned beef, mix, eat, & ENJOY!

Margie Fitzgerald #448

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5/87

#3 - Third Place:

TOFU SESAME

Simmer in 1 T. Butter: 1 C. Onions
1 Minced clove garlic
Add: 1½ C. Green pepper (cut in 1" chunks)
1½ C. Tomatoes (fresh) chunks
Simmer (without lid) 10 or 15 Minutes.
Add: 1½ C. Tofu, cubed ½" square
1 C. cooked rice (Brown or Wild)
½ C. sesame seeds
½ C. Tamari Sauce (more or less)
Stir and Serve!

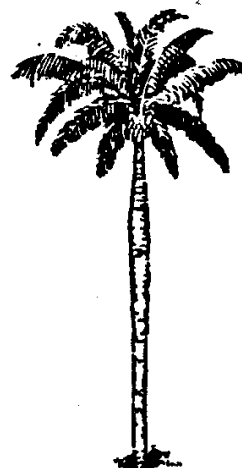
Marilyn Davison #366

SEE OTHER SIDE....FOR EVEN MORE RUNNERS-UP!



MORE ULTRA FAVORITE RECIPE

RUNNERS UP!



PINEAPPLE-CHEESE SALAD

- 1 can Crushed Pineapple, drained but not dry.
- 1 pkg. Pineapple Jello 3oz.
- 4 oz. Amer. cheese, fine grated
- 1/2 cup Sugar
- 1/2 t. Salt
- 1 Sm. Box Cool Whip
- 1 C. Hot Water

Disolve Jello, Sugar, & Salt in Hot Water. Cool in Refrig. 'til "shakey" stage. Fold in Pineapple & cheese. Last...Fold in Cool Whip. Chill & Serve!

Joyce Sickenberger

CHICKEN CASSEROLE

- 4 or 6 Chicken Breasts (or whole chick.)
- 2 cans Cream of Chicken Soup
- 1 - 8oz. sour Cream
- 1 stack Ritz Crackers (3 in box)
- 2 t. Poppy Seeds

Bake or boil chicken (deboned) put in 13 x 11 Pyrex dish. Mix soup & sour Cream together. Crush crackers and mix with poppy seed. Sprinkle over soup & chick. mixture. Dot with butter, and Bake 'til bubbly 350°

Craig Lee #454

LEMON CHESS PIE

- 1 t. Flour
- 1 t. Corn Meal
- 1 3/4 C. Sugar
- 3/4 stick Butter or Marg.
- 1/4 C. Milk
- 1 t. grated Lemon Rind
- 1/4 C. Lemon Juice
- 4 Eggs - well beaten
- 1 Unbaked 9" Pie Shell

Mix all together & pour in pie shell. Bake 375° about 45 Min. 'til set & browned.

P.S. Used this recipe for Wild Orange Pie. Only, used approx. 1 1/2 C. Sugar, and added grapefruit rind to give it zip!

Neva Brining #393

PINEAPPLE A LA RITZ

- 2 Cans Chunk Pineapple, drained. Save Liquid.

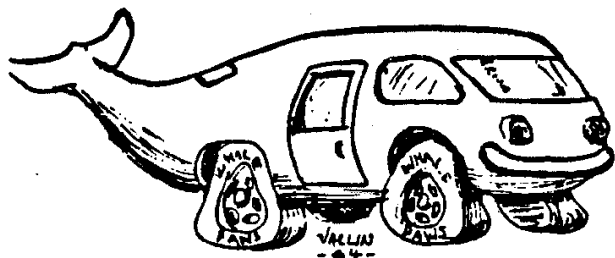
Heat 'til sugar dissolved:
 6 TBS. Pine. Liquid
 6 TBS. Flour
 1 C. Sugar(I use a little less)

Stir in: 1 C. Shredded Swiss cheese (or cheddar) 'til melted

Add to Pineapple, Pour into 1 1/2 Qt. Casserole. Cover with: 2 C. Ritz Crackers, Crushed. Pour over: 1 Stick Melted Butter (or Marg.) Bake at 350° for 20 Minutes- Serve Warm!

Arlene Ackerman #458

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.

Quote: "If it wasn't for the last minute, nothing would get done!" by Ultra Wrench.

Several members have sent in technical tips or passed them to me at the last two rallies, so I have quite a few to present in this newsletter. The remaining ones will be published in the next newsletter.

Over this last year at several of the rallies I have had requests from members to print all of the technical articles, tips, etc. that have been printed in the Club newsletters over the last few years, and put them in an indexed folder to be added to the Ultra manual. Very good idea, but I personally will not have time this year to do that. I would appreciate it if someone would volunteer for that task and I will help them get started on it. Please let me hear from you.

I have listed fifteen subjects to write about this time, but not all will make this issue. Some that will, are: Adjusting the Valve Lifters, Solar Electric Battery Charger, Automatic Shift Problems, Shock Absorber Update, Screw Loose In the Propane Tank, Fiberglass Repairs, Tire Repairs on the Road, Fuel Tank Repairs, and Ditzler's Zinc Chromate Primer.

Whale Tip: Summer1-87, "Adjustment of the Corvair Valve Lifters" Ref.: Ultra Manual Section 13, pages 13-20. The following is from "Corvair Underground" catalog. (address below)

Lifters have been the subject of much hocus-pocus and voodoo (some of it legitimate). We have had definite experience with lifters and Corvairs, some of which we wish we hadn't had. Please believe that the lifters we recommend here are because of years of sometimes painful experiences! YES, there are a few CHEAPER brands on the market BUT - don't use them!! As it is the more "expensive" lifters suffer from what is, quite frankly, less than perfect quality control. NOW, this little problem of QC doesn't give V-8 people the fits, but sure drives Corvair people crazy! The reason is because DESPITE WHAT SOME PEOPLE MAY TELL YOU there are NO real-live Corvair lifters on the market today. The lifters we sell are small block V-8 lifters - these have the closest characteristics that resemble the old Corvair lifters BUT! - they do not have the same wide operating range. What this means is that you will probably be unable to adjust your valves to anywhere near factory specs. Here are our suggestions for adjusting 1980's Corvair lifters...

ADJUSTING NON-CORVAIR LIFTERS

With valve covers off (see tool section for special 1/3 valve covers) and the engine warmed up take all lifters down to "Zero lash". This is where the knocking sound JUST quits. Shut the engine off and take all valves down about 1/4 - 1/2 turn. You can try further down if you like but remember that if the engine runs rough, even after road testing, you will have to back them off. Why can't you take them down to the 1-1 1/2 turns in the original shop manual? Because, unless you are lucky to have an old set of original Corvair lifters, the lifters you DO have do not have that wide an operating range. (NOT necessary in a water-cooled V-8!) What is happening is that lifters are "bottoming out" and not allowing the valves to seat (guess what - NO compression!)

Harold Starbird #495

Corvair Underground, P. O. Box 404, Hillsboro, OR. 97123, Phone (503) 283-2610

Whale Tip Summer 2-87, "Battery Charger, Solar Powered"
Ref. Ultra Manual Section 15, Page. 15-18.

This unit is called "The Maintainer", Model MM12T, weight two pounds, Price \$44.95. Details as follows: Keep the battery in your car or coach fully charged- even when you leave it sitting for days, weeks or months. Simply plug the Maintainer into your cigarette lighter and the solar panel collects sunlight and converts it into energy that maintains your battery's charge. So your battery is always ready to go when you are. The Maintainer is lightweight and measures only 12" L x 4-1/2"W x 1/2"H so it fits right on your dash. Comes complete with a cigarette lighter plug. Available from American Van Equipment, Inc., 212 Gates Road, Little Ferry, N. J. 07643
Phone: 1-800-526-4743

Jim Craig #202

Whale Tip Summer 3-87. "Automatic Shift problems".
Ref. Ultra Manual Section 13, Pages 13-29.

The following is from a previously published article in the Corvanatics newsletter.

Symptom: Transmission downshifts abruptly from drive to low above 50 mph as soon as gas pedal is released. Then it would hang in low until the power train cooled.

With the transmission still in the vehicle, remove the valve body. Verify that the "E" clip is attached to the end of the throttle valve. If "E" clip is missing, replacement of the clip will correct the problem. If the unit was recently rebuilt, it is possible that the clip was never installed, if yours is missing.

Wonder how many Power Glides have been rebuilt or exchanged because of this particular missing or broken 10c part.

Bob Kirkman, Corvanatics

Jim Craig #202

Whale Tip Summer 4-87, "Ultra Shock Absorber Review".
Ref. Ultra Manual Section 9, Page 9-3 and Whale Tip Fall 1-86.

Front shock absorbers:

NAPA Deluxe H.D.#3027 (orig. type)
Monroe Regal Ride H.D.#3027 CWE28B
Wards #61-18400
Monroe #6013 (#205 + later Ultras)

Rear shock absorbers:

Gabriels "Roadstar" #26186 (early Ultra with Corvair suspension)
NAPA #2006XP5
Midas Muffler "Lifeguard Shock" #MB786
K-Mart #2183-C0112982R1

Jim Craig #202

Whale Tip Summer 5-87, "Screw Loose In the Propane Tank"
Ref. Ultra Manual Section 7, page 7-5.

Several members have reported finding the slot head common screw loose inside the throat area of the filler valve of their propane tanks. In my case the screw was only a half turn loose. (Yes, it's supposed to be tight.)

To locate the screw, remove the filler cap, look directly in the filler valve, and the screw is about 1-1/2" to 2" down inside. Using a 6" common screw driver, turn screw clockwise to a snug fit. Reinstall cap, and that's it.

Bob Franz #472

Jim Craig #202

Whale Tip: Summer 6-87 "Fiberglass Repairs for Crazing & Flaking"
Ref. Ultra Manual Section 1, Page 1-5.

FIBERGLASS REPAIRS FOR CRAZING AND FLAKING

Note: the following info is provided by a local Corvette repair shop.

1. Repair of crazing/cracking of outer resin coat.
 - a. Sand down to first layer of cloth.
 - b. Taper/feather out edges.
 - c. Using "Standard Brands" or your local supplier of Marine polyester resin, layer in fiberglass matting (not cloth) impregnated with resin in order to get back flush with surrounding surfaces. Smooth as much as possible. Let dry 3-5 days.
NOTE: Do not apply resin in hot sunlight
 - d. Sand and level out repair area.
 - e. Apply "Standard Brands" or your local supply of Marine, step 2 sanding resin. Let dry 2-4 days.

- f. Final sand and recoat as necessary with step 2 resin.
- g. Apply any good brand of lacquer primer or the required primer that is called for by your final finish paint. Final sand with #600 wet/dry paper.
- h. Apply final finish of your desired color using a good brand of polyurethane enamel.

NOTE:

1. Recommend Ditzler's "Starthane" enamel.
2. Recommend Ditzler's DP-40/401 epoxy chromate primer (required under "Starthane" topcoats)
3. DANGER! Be sure to follow manufactures recommendations in regards to physical safety procedures.

Jim Craig #202

Whale Tip Summer 7-87 "Tire Repair Tool-On the Road"
Ref. Ultra Manual Section 11, Page 11-5.

Many tools have been offered to the public for repairing tubeless tires, but the one shown here is a quality tool that really works. I personally have had one of these for about 15 years, and used it twice with complete success. Your NAPA auto parts store sold these at one time, and perhaps still does.
Jim Craig #202

Got a Flat?



Stop & Go Tubeless Tire Plug Gun Kits install a natural rubber bullet type plug with a mushroom shaped head. Kit includes crank handle Plug Gun, Drill/Probe tool, scissors, lubricant, and 50 3/8" diameter shaft plugs. Your tire stays on the wheel. Prevents being stranded.

Send \$29.95 ADD \$2.00 SHIPPING & HANDLING
ILL. RESIDENTS ADD 6% SALES TAX
800-524-3120 IN OHIO 800-524-4357
STOP & GO INTERNATIONAL Dept. RR
P.O. Box 544, Wheeling, IL 60090 USA

Whale Tip Summer 8-87 "Power Brake With Air Brakes"
Ref. Ultra Manual Section 19, Page 19-4.

The following information was taken from Horizons magazine, and is only an excerpt of a complete article. (SASE to Jim Craig for a complete copy).

Unfortunately excitement can lead to minor disappointment when a new owner discovers that bigger, heavier RV's often have lackadaisical stopping power at best.

Now there's a new, relatively inexpensive solution to the problem of poor braking. It's called Brake Guard, and is distributed by Safe Guard Products of Spokane, Washington. Brake Guard costs \$549.00 installed. It is not available as a kit an owner can install himself.

The system consists of two neoprene rubber-ball like objects which hold compressed air. They install between the master cylinder and wheel cylinders of a vehicle's brake system, thus converting it to an air-over-hydraulic arrangement. One neoprene ball is placed off a tee in the lines of each front and rear (or diagonal) brake circuit. It will not affect brake balancing or proportioning valves.

Company claims a thirty percent increase in stopping power, and eighty percent increase in brake pad and rotor (or shoe and drum) life by using the air over hydraulic system. It has a 150,000 mile warranty, and a money back guarantee. Once Brake Guard is installed in your vehicle, you must return every five years to have it serviced at a charge of \$49.95.

California distributor: Precision Braking Systems, 9329 Frankfort Avenue, Fontana, CA. 92335; (714)822-3175 or (619)375-4346,

Al Lyles #499

Whale Tip-Summer 9-87, "Repair of The Gas Tank"
Ref. Ultra Manual Section 5, Page 5-19.

The following information pertains primarily to the early riveted Ultra tanks, although most of the details could apply to the later ones also. The main difference in the late tanks is that they were welded on all seams and joints, instead of being riveted.

The early tanks were sealed with an epoxy compound of some sort that was practically fuel resistant. As a safeguard to the gasoline possibly breaking down or causing the sealant to soften, a fuel resistant material was poured into the tank, and sloshed about inside of the closed tank, which coated all surfaces, seams, joints, rivet ends and previously installed sealant.

It appears that the sloshed top coat was a 3M product, #EC777 (light pink in color). The consistency of this in the can is about like maple syrup. The new updated equivalent is EC776--(MIL. SPEC#MIL-D-17951B). This is a tan, brushable material and has excellent oil, gasoline and aromatic fuel resistance, with a consistency of thin syrup.

Now the problem--for some reason this old sloshed coat started peeling and flaking off of the inside surfaces. (Possibly due to sitting for long periods of time with only a little gasoline in it, in which it dried out).

Anyway the loose material would plug up the fuel pickup pipes in the tank. And you can guess the rest. If this is the problem on your early Ultra, the following method of repair will correct the problem and put you back on the road.

Drain all gasoline, using all safety precautions. Disconnect all attachments to the tank: gas fuel lines, vent hoses, filler hose, and electric wire to the sender unit. Support tank with a jack and 2' x 2' piece of plywood in center area, remove fasteners at four corners, and lower to ground; Remove from under coach.

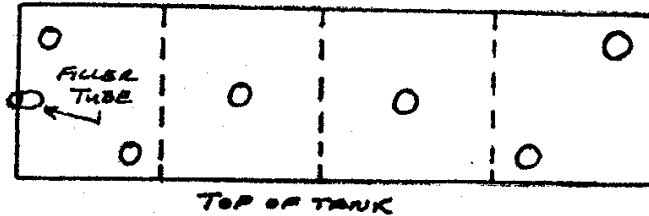
Drain remaining fuel out. Stand up on one end and let tank air dry for at least a day.

Remove drain plug, position tank on its bottom side with a little incline, run water hose inside, and flush interior of tank completely. Stand up on end and let it drain and air dry. Set it in the sun if possible.

The tank is divided into four compartments, with the compartment at the filler tube end being about 95% sealed from the remainder of the tank. This is your reserve fuel section, and it is sealed almost completely at its inboard bulkhead. At the upper edge of this bulkhead there is a row of approximately 1" diameter holes drilled through the web to let fuel flow into the remainder of the tank.

If your tank does not have any hand access holes cut into the top, start by laying out two each hole locations in the top surface of each end compartment. Locate holes at opposing corners of compartments with center of holes at least 6" from any edge or bulkhead. In the two center compartments locate one each hole in the center of each compartment. Cut all six holes

to four inch diameter. Make six cover plates of six inch diameter and locate over center of holes. Drill #30 holes around perimeter, 5/16" from edge of plates for future attachment of rivets. Smooth edges of all 4" holes to protect arms and hands. (see sketch)



Inspect all areas inside of tank for loose, flaking, peeling top coating and rubber sealant material. With a putty knife, screwdriver, or other scraper, remove all loose material. Use a good, strong bright flashlight and inspection mirror to view all corners. Remove all debris from tank with a vacuum cleaner or air nozzle.

Reseal all edges of reserve fuel compartment inboard bulkhead, inner sides of end bulkheads, rivets (bucked tails) of flanges and any other fasteners you think may loosen up or leak in the future. Seal over the edges of the areas where you scraped away the old peeling and flaking top coating.

Seal all of the areas with the following fuel tank sealant: #PR-1422 A-2. This is available from Products Research & Chemical Corporation in your local area, or write the Company main office at 410-416 Jersey Avenue, Gloucester City, N. J. 08030. (609) 456-5700.

The PR-1422 A-2 is a brushable sealant that allows a two hour working time, and cures in forty eight hours. It has outstanding resistance to all fuels, including aircraft types, and does not require a top coating of any other material. Cost, approximately \$26 a quart. (1 quart required).

Install all six cover plates with closed end pop rivets, or hand rivet the two that you can get to at each end. Use PR 1422 A-2 sealant under plates and over rivet heads and outer edges of plates. Note: closed end rivets can be found at your local trailer/camper parts house, or your local specialty fastener supplier. Brand I bought was "Gesipa" (W. Germany) 500 to box. Cost: \$21.00. (Call me if you can't locate any.)

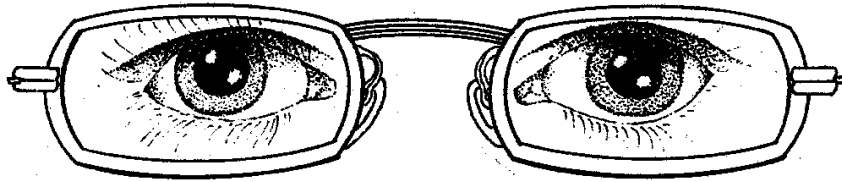
Seal all outer edges of tank, exposed rivet and screw heads with same sealant.

With lower drain plugs removed blow high pressure air thru all fuel lines of tank.

Cut two "V" (Vee) notches in lower end of each fuel pickup tube. Install inline fuel plugging filter over tubes in order to prevent any future debris from plugging up tube. I used a Purolator #P-120. (2"L x 3/4" dia.)

Install lower drain caps, using new neoprene rubber gaskets.

L(.)(.)K!



L(.)(.)K!

COACHES FOR SALE!

#440 Ultra Van. 1969 110 Corvair automatic transmission. 1000 miles on engine since rebuild. 78000 miles on coach, very good condition throughout. \$5995. 503-775-4469. Evelyn Shepherd.
#455 Ultra Van. 1969 110 HP Corvair--completely rebuilt engine and transmission. Fiberglass tanks. Interior in fair condition.
#547 Ultra Van. 1970 Chev. 307 C.I. V-8. New shocks & springs. In good running condition. No reasonable offer on either of these refused--we are desperate to sell--soon we are going to push 2 nicely running Ultras off the nearest cliff! Jack or Barbara Jacobsen, c/o the Engraver, 1227 Ashbridge Road, West Chester, Pa. 19380. Phone 215-430-0123. (even collect is OK!) Also, we'll include a free year's membership in the Ultra Club.

Ultra Coach #521 1970 Chev. 350 C.I. V-8 rebuilt from the ground up approx 25,000 miles-4 speed-350 turbo transmission with approx 30,000 miles Engine and Trans oil coolers & gages Cooling air induction system on top of coach and engine air circulating shrouds installed --Good paint, two tone beige 3 years old --Front bumper brackets modified to hold Honda Trail 90-- Honda in good condition is included--Inside in good condition--new coverings on bed cushions--plus numerous other improvements--Ready to travel--ASKING \$6,999. Will someone PLEASE make me an offer I can't refuse. Copy of maintenance log and photos available upon request. B.C. DEATHERAGE (213)592-5661 or 3332 Admiralty Drive, Huntington Beach, California 926449

#491 Ultra Van 1969 110 HP Corvair engine. (6000 miles on overhaul). Four speed manual transmission. Repainted two years ago. Glass good. Bucket seats. Very clean, ready to travel. Overall condition, good. The Ultra maintenance manual included. Extra engine needs overhaul (rings & valves) \$5000 firm. George Hulbert, 220 So. 2nd Street P. O. Box 1238, Yermo, CA. Phone: (619)254-2605.

Note: If you want an advertisement repeated in the next Newsletter, just mail the Secretary a post card, and say so.

Verify operation of fuel transmitter by installing a ground wire and original instrument wire. INstall in tank and seal all fasteners and edges. Set tank in sun for three days or so, then install. Remember, that at least 48 hours should lapse before you put fuel in tank. (I allowed 7 days just to make sure) Reason? Variation in my mixing of sealant base compound and accelerator.

Install tank, make all fuel line hookups. Verify that tank vent lines/hoses are clear by blowing through them. Fill tank with five gallons fuel first, check for leaks. AH! None, naturally.

Jim Craig #202

Whale Tip: Summer 10-87, "Aluminum Primer Paint".

Ref: Ultra Manual Section 1, Page 1-9.

When a good primer is needed for those aluminum panel repairs, use the following: Ditzler #DPE-1538, Black Zinc Chromate Primer.

This provides excellent adhesion over aluminum when panels are properly treated as directed. (See label on container) You will need Ditzler's DX-533 Alumiprep and DX-501 or DX 503 Alodine. DPE-1538 does not require a finish coat, although you canpaint over it after 5 minutes with Acrylic enamel or Alkyd enamel. The good part about this primer is that it is non-porous, so you can prime a small area and not worry about moisture getting to your new aluminum panel until you are ready to finish coat a whole area, or the coach in general.

Jim Craig #202

Services Available

Motorhome painting up to 30 ft. \$899.00 complete. Two colors Ditzler/Dupont Acrylic enamel. All work guaranteed. Four day service. Fullerton's Truck Painting, Fontana, CA. (714) 350-1352.

Ultra Van \$750 complete. One color Ditzler/Dupont Acrylic enamel. All work guaranteed. Four-seven day service. American Auto Service, 8575 Miramar Place, San Diego, CA. 92123, (619) 452-7200. Contact Mr. Keith Bowman; also, same Company in Los Angeles area: 11247 Burbank Blvd., North Hollywood, CA. 91601, (818)761-3220. Contact Mr. Ron Bowman.

Items For Sale

New Ultra Van rear windows, now out of production. I purchased last five in stock, have three remaining. \$90.00 each, plus \$7.00 UPS shipping. Also have Pony pump rebuild kits: 6 bladed kit, \$8.50, and 12 bladed kit \$12.75; prices include shipping. New inside (white) fiberglass canopy for Ultra Van, \$250 or trade.

Jim Craig #202

Ultra Van Motor Coach Club, Inc.

Treasurer's Report- First Quarter, 1987

Balance from 12/31/86:	2954.80
*Surplus in accounts not previously shown	+ 553.79
This includes two loans in 1984 not shown as receipts, and one loan shown as repaid twice.	
Total, as uncovered by audit:	\$ <u>3508.59</u>

In Al-Gar Federal Credit Union:	
Share Account #1665-014	668.46
Share Draft Account (checking) #1665-074	839.67
Benham Capital Management Group	2000.46
Total Assets 1/1/87:	<u>3508.59</u> *

*Includes Check #184, amount \$32.10 not cleared 1/1/87.
*See Credit Union statement elsewhere in Newsletter.

Receipts: dues	810.00
Interest- Benham Capital Management Group	24.69
Dividend-Al-Gar Acc't. 1665-014	10.71
" " 1665-074	7.71
Merchandise sold (Badges, patches, belts, Etc.)	82.00
Return on shipping mdse. (Clark's Corvair)	1.10
Return Local Rally Deposit	100.00
Total Receipts:	<u>1020.21</u>

Expenses:	
Clark's Corvair (Catalogs) check #184	32.10
Local Rally deposit returned	100.00
Commercial Press: print History	283.50
" " Directory	222.60
" " Newsletter	336.00
100 Postcards for delinquent dues reminder	14.00
rubber stamp for delinquent dues reminder	15.23
Postage-Directory and History	83.46
Postage-Newsletter	128.84
postage-E. Newhouse	22.00
Jim Craig-typing for Newsletter	40.00
Jim Craig-copy By-Laws	10.88
Check dishonored	21.50
Treasurer's expenses	+ 42.48
Total Expenses:	<u>1337.78</u>

Balance 1/1/87:	3508.59
Receipts:	+ <u>1020.21</u>
	4528.80
Expenses:	- <u>1337.78</u>
Balance 4/1/87:	<u>3191.02</u>

Respectfully Submitted,

Louis G. Griess, Treasurer

Available- The best quality used Corvair parts since 1961. Send SASE with list of your needs. #537-Charles Dye, 2902 60th Drive, Phoenix, AZ 85033. Phone 602-247-3272.

TECH TIPS

1. Correction of previous tip "Pump model 3MPU", Ref. last newsletter page 9. Correct line #7 of 2nd paragraph to read: "the three hole lower plate is P/N 3MPU-6C. The four hole lower plate is P/N 3MPU-0-6.

Jim Craig #202

All members are requested to keep addresses up to date with the Secretary. Any Post Office sells postcards for 14c each. One of these sent to the Secretary with your new or corrected address does it. This is especially important to you full-timers.

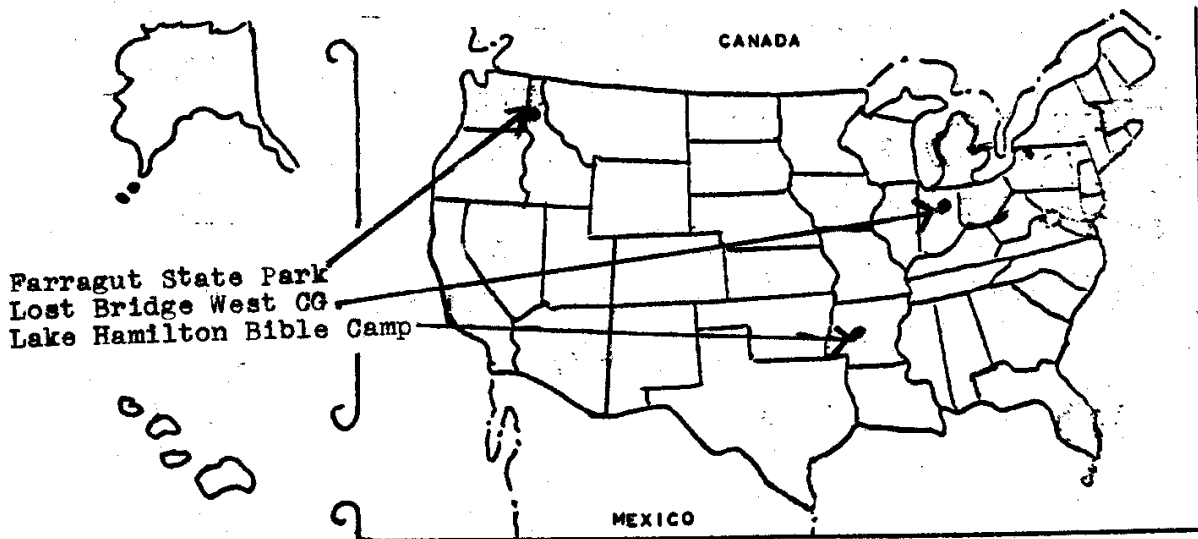
Computer currently shows Allen R. Turner at General Delivery, Irvine, CA. 92714. We hope that this is correct?

Received too late to classify:

New Member: Coach #293

Gordon & Irene Coddling
3724 John L. Avenue
Kingman, AZ. 86401
Phone: 602-757-4746

Upcoming Rallies



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



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

Join more than 400 other members, over 200 coaches, coast to coast.
 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 (Nov.1 -Oct 31)

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: Make _____

Coach Number/s _____

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