

PERSONAL

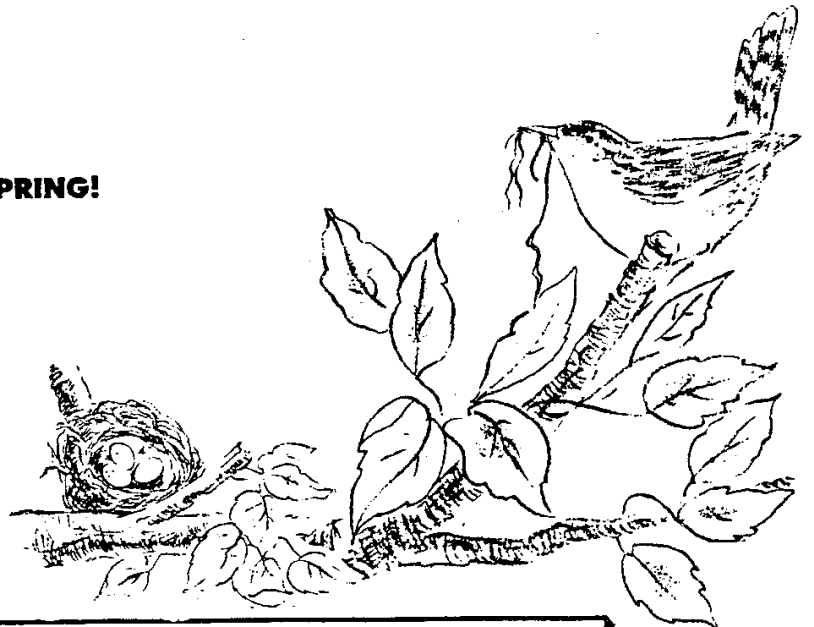
Spring Newsletter

Maybel Griggs, Secretary
626 Brookfield Avenue
Cumberland, Maryland 21502

BULK RATE

ULTRA VAN MOTOR COACH CLUB, INC.

CELEBRATE SPRING!



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.



Officers: 1988 Ultra Year
President: Jim Craig #202 Vice President: Don Richards #379
Secretary: Maybel Griggs #334 Treasurer: Louis Griggs #334
1987 Ernest Newhouse Award Recipient, Louis Griggs #334
Regional Rally Chairman: East - Jean McMasters #330
West - Harold Washmuth #326
"Smithsonian Project", Chairman: Richard Decker #A256
Technical Chairman: Walt Davison #366
Club Historian: Christy Barden #228

All reports of regional Rallies, advertisements, etc. are to be forwarded to the Secretary. Amendments suggested for the Club By-Laws are to be sent to the President. Technical Tips are to be sent to the Technical Chairman. Deadlines for newsletter inputs are: November 15, February 15, May 15, and August 1st.

The President's Report

February 1988

"Down the Road"

The January rallies are now history and I hope you had an opportunity to enjoy the sun and fellowship with friends at the Florida and Arizona rallies. In case you didn't make it to one of those rallies, check the Club Calendar in this newsletter and attend one of your choice. You meet the friendliest people at those rallies, so plan on one now.

The Smithsonian Project Chairman advises me that he is getting very little support in his request for brochures and etc. to present to the Smithsonian. See his new request letter elsewhere in this newsletter. He has also suggested to me that a drive by visit to the Smithsonian would be something that would help generate more interest. I have requested VP Don Richards to organize that, so we will see what happens. Contact Don if you would like to help.

Audit Requirement. Gladys Bell #546 has agreed to do the 1987 audit of the Club's financial books. The pay for doing this job is not good as you know - so thanks alot Gladys. I request that the Club Treasurer send all necessary documents, records and etc. to her at her Birch Bay address as soon as possible.

New Bellcrank Assemblies. Bill Helander and Len Ryerson have built a prototype left and right bellcrank assembly out of 4130 steel to replace the aging and fatigued original aluminum ones. See their advertisement in the "For Sale" column of this newsletter. They have a "special" price for the first twenty (20) orders.

Club Historian. Christy Barden has agreed to fill this spot and prepare a historical background of the Ultra Van. This data will be useful for future Ultra Van owners and club interest, in addition to providing the Smithsonian some reference material. Thanks Christy.

Dues! Dues! If you have not renewed your club membership by now, this will be your last newsletter. It would be appreciated if you would mail in your \$15 renewal fee now. Thanks.

East is East and West is West! Fact or fiction? As you know, member John Hoffman of Englewood, Colorado (near Denver) was nominated to run as Board of Director of the eastern section. Prior to the vote count at the National Rally he withdrew his nomination for various reasons, one of which was, I quote, "I felt I would not be able to attend any of the regional eastern rallies and consequently would not serve the office as required." This brought to my attention a problem that I was not aware of. I have talked to several persons that live east of the Continental Divide in what is referred to as Western states and they feel like John does. A committee will be formed to review this and perhaps some changes will be made in the areas a Eastern and Western Directors will be chosen from.

The Ernest Newhouse Award. Will the older deserving members have a chance to receive this award? Some may not unless we act now! Let us not forget who they are and what they have done through the years. And in accordance with our By-Laws, "there are no pre-selections or nominations." (Appendix J, Para. 2,C) You know who they are, make up your own list and select the one you think most deserving.

The Nomination Committee may soon call on you. Give it some consideration to serve your club. The pay isn't much, but the rewards and self satisfaction is great.

That's all for now, keep the windshield clean, the gas tank full and let's travel.

See ya down the road,

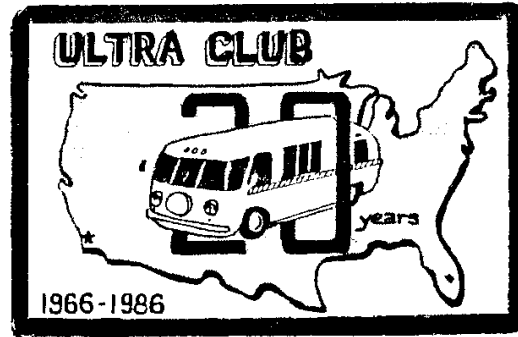
Jim



Coming Rallies

Dade City, Florida Hosts: Sickenbergers, A. Austins, Rudolphs <u>See Flyer</u>	March 16-20
Flying Lady RV Camp, San Jose, California Hosts: Bents, Anita Tefft <u>See Flyer & enclosed literature</u>	April 21-24
Gettysburg, Pennsylvania Hosts: John & Betty Goulden <u>See Flyer</u>	May 19-22
Crooked River Ranch, Terrebonne, Oregon Hosts: Harlan & Jean Miller, Warren & Nobia Suckow <u>See Flyer</u>	July 14-17
Cedar Ridge Campground, Montague, New Jersey Hosts: The Hulls <u>See Flyer</u>	August 4-7
<u>NATIONAL RALLY</u> Broussard, Louisiana <u>See Flyer</u> Hosts: the Pat Fitzgeralds, Hinderliters	September 17-25

ULTRA VAN MOTOR COACH CLUB, Inc.



From: Office of the President

Subject: 1987 National Rally Business Report at
Lake Hamilton, Arkansas.

December 3, 1987

Note: Due to the original report dated Oct. 11, 1987 being lost, the report is re-written this date (Dec. 3, 1987) and may include additional wording than the original. It will also be different than the report that appeared in the Oct. 1987 Club newsletter. This report will take precedence over all previous ones referring to this matter.

Jim Craig, President

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

1. The election results are as follows:

President -----Jim Craig
Vice President -----Don Richards
Secretary -----Maybel Griggs
Treasurer -----Louis Griggs
Eastern Director -----Pete Schuler
Western Director -----Dan Reinhardt
Newhouse Award -----Louis Griggs

Note: The Officers and Directors and date of expiration of their respective positions are as follows:

Executive Directors:	Ernest & Edna Newhouse	(Indefinite)
President:	Jim Craig	October 1989
Vice President:	Don Richards	October 1988
Secretary:	Maybel Griggs	October 1988
Treasurer:	Louis Griggs	October 1988
Director, West:	Nobia Suckow	October 1988
Director, East:	Pat Fitzgerald	October 1988
Director, West:	Al Polus	October 1989
Director, East:	Jerry Dute	October 1989
Director, West:	Dan Reinhardt	October 1990
Director, East:	Pete Schuler	October 1990

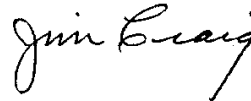
Appointed Committee Chairmen are as follows:

Rally Chairman, East:	Jean McMasters
Rally Chairman, West:	Harold Washmuth
Public Relations:	Robert Franz
Technical Editor:	Walt Davison
Merchandise - East:	Jean McMasters
Merchandise - West:	Dan Reinhardt
Historian:	Louis Griggs
Smithsonian Project Chairman:	Richard Decker
Ultra Van Historian:	Christy Barden
Nomination Committee:	Reinhardt, Polus & Schuler

The official ballot count was read in its entirety during the Installation of Officers Dinner on Oct. 10, 1987, in addition to being printed in the Nov. 1987 Club Newsletter.

2. Agenda item #1 of the Rally Proposed Amendments to the By-Laws of the Ultra Van Motor Coach Club, Inc. was voted on and the majority of the members present accepted them as recommended by the Board of Directors. Items accepted are as follows: #2, 3,4, 5, 6, 8, 9, 10, 11, & 12. Items #1 & 7 were rejected.
3. Pat Fitzgerald reported that the eastern members had assigned Lafayette, Louisiana as the 1988 National Rally site for the Club. (Details to be furnished later.)
4. A majority of the members present voted to raise the annual membership dues by \$5.00. This makes the annual dues \$15.00 effective Oct. 8, 1987. The Club's financial situation prompted this decision.
5. The Smithsonian Project was discussed and it was agreed by a majority of members present to continue this effort. Mr. Richard Decker was assigned as the Project Chairman.
6. The 1988 Club Directory was discussed. Improvements and changes recommended by the membership will be incorporated in it, such as larger print, additional detail, space to add names and addresses, three membership application blanks.

Jim Craig, President



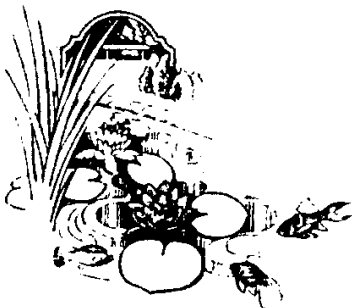
New Members:

Vaughn I. Fosmo (coach # not known)
3145 Folsom
Boulder, CO. 80302
Ph:

#265 Robert F. Kohlmann
3090 North Linden Beach Rd.
Fond du Lac, WI 54935
Ph: ()922 6502

#304 John Shattuck
546 Westminster Ave.
Newport Beach, CA 92663
Ph: 714 646 6189

#425 Dale Sonneborn
316 Venice Way
Venice, CA 90291
Ph: 213 305 7120



Some Notes From the Secretary

An apology to President Craig: The material that he sent for inclusion into the Winter Newsletter was mislaid; it appears in this Newsletter. I did not know that this material had arrived until after the Newsletter was sent out. This happened when I was struggling with a wheelchair and crutches.

Dealing with a printing company is an interesting, sometimes challenging, process. For the Directory the current printing company was furnished the material "camera ready" (their terminology). The names and addresses section was given to the printer with a three eighths inch margin on the left, so that there would be sufficient room on the right to write in address changes. He says that he had never printed something like that, so he went to the trouble of photographing that entire section, and centering it. The first inkling that I had of this editing was when I looked at the finished product. I demanded, and received, a price reduction for this unrequested editing. The rest of the printing job was done correctly.

I requested 250 copies of the Directory. Apparently he had some trouble stopping the press once it was rolling; we received 315 copies. (the printing business calls this an overrun). Now we have a good stock of Directories.

This is by far the largest Directory that the Club has ever sent out. If there are errors or corrections to be made in it, please let me know, so that I can make Directory corrections in following Newsletters. I have no crystal ball to let me know when you have moved, or changed your telephone number. All it takes is a postcard, letter, or phone call.

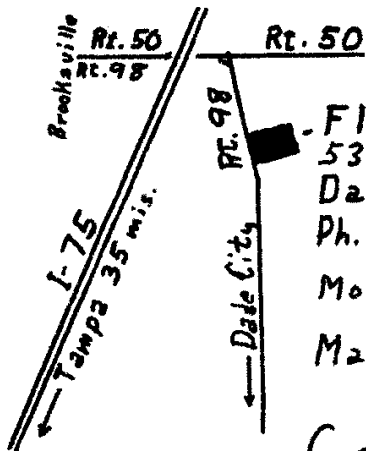
On a one time basis the Directory and Newsletter are being mailed together in an envelope. Postal regulations require a minimum of 200 pieces of mail, all identical in content, to get the special bulk rate. Mail to Canada must go first class. By using the envelope, Anita Tefft's brochure could be included; she sent over 200 copies of the Flying Lady brochure here.

Club members who have not yet paid 1988 dues will not get this Newsletter nor Directory. If there happens to be an overrun of this Newsletter, it and the Directory will be made available to late dues payers for a fee to cover first class postage. This will be spelled out on the next newsletter. After all, we don't know if these people are simply dilatory, or have quit the Club.

When sending copy for the Newsletter, please leave at least a three eighths inch margin on sides and top, and three quarters inch on the bottom. This allows space to place page number & date.

We had a long conversation with Richard Decker, Smithsonian Project Chairman, last night. (2/20) He will try to bring Roger White to the Gettysburg Rally to get acquainted with the Ultra Van & members. We hope that this will give the Project a boost.

Florida Ultra Spring Thing



- Florida Campland, on Withlacoochee River
 5300 N. Hwy. 98
 Dade City, FL
 Ph. 904 583 2091
 Monitor CB 15
 March 16-20 1988

Get That Ultra Holiday Feeling

Fees - \$2.00 Registration Pets allowed
 8.00 per day 2 people without hook ups (dump station)
 9.00 2 people with Electric & water

- 16th Registration - Reminisce, good times, pictures, video
- 17th St. Patricks Day - Wearing of the Green etc.
- 18th Christmas in March - Christmas decor, Free Christmas Village tour, Pot luck Dinner, Bingo - bring \$1.00 wrapped pk
- 19th Independence Day - Country theme clothes, Flags, Auction - bring items, BBQ \$5.50 ea, send reservation
- Bring - Fishing gear, small boat, coffee munchies
- Think - Ultraking & Queen, good time
- Plan - Shuffleboard, Horseshoes, Crafts, Tech sessions, more
- Hosts - Sickenbergers, Austins, Rudolphs

CHASCO Fiesta, New Port Richey, Mar. 11-14 Ph 813-842-7651

Chicken BBQ - \$5.50 each send this strip to: Elinor Austin
 Reserve your BBQ now - send no money - pay at 4439 Emerson Rd.
 office. Name _____ How Many? _____ Brooksville, Fl. 34601

APRIL RALLY

April 21-24
Morgan Hill, CA

Hosts

Anita Tefft
Jim Bents (408) 997-7438

WHERE

20 mi. So. of Hwy. 680/101 Interchange
8 mi. No. of Gilroy on 101

The Flying Lady II

Hill Country
15060 Foothill Rd.
P.O. Box 999
Morgan Hill, CA 95037
(408) 779-4136 or (408) 227-4607

An adventure in dining, with 7 full-size aircraft overhead and 100 scale model planes "flying" over diners. A spectacular view of the 18 hole golf course and the beautiful Santa Clara Valley, the famous Wagons to Wings Museums and much more awaits all visitors. Enjoy lunch and dinner Wednesday thru Sunday.

Events

Coffee Hours
Museum Tours
Tech. Sessions
Dinner at Flying Lady
Auction (bring items)
Sight-seeing
Potluck Dinner
Rag Time Band (Sunday)

Camping

RV parking at no charge
On-site water available & dumpstation
On-site meeting room
On-site museums, restaurant & gift shops
On-site golf

Registration

\$2.00 per coach (campsite free)

Nearby:

Ocean (approx. 25 mi.)
gas station
grocery
downtown Morgan Hill shops
Santa Cruz area (approx. 30 mi.)

Bring Along

Chairs for coffee hour & potluck
Auction items

Map & Directions over -----

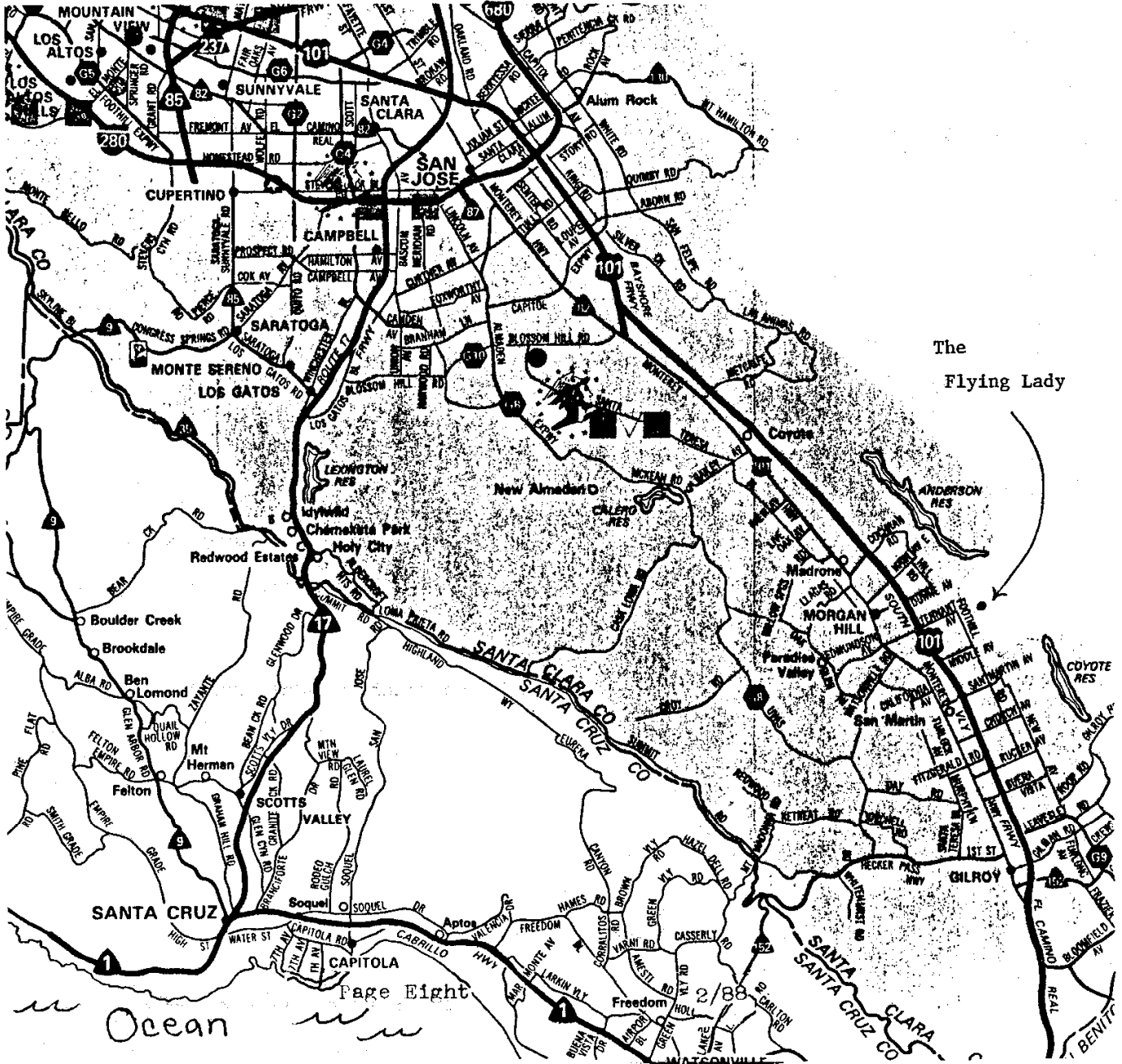
APRIL RALLY

Directions to: *The Flying Lady*

From Hwy. 680, take 101 South to Morgan Hill --

From the South, take 101 North --

At Tennant Ave., turn off east to Foothill Rd.
(approx. 3 mi.), then South to the white gates
of the Flying Lady.



The
Flying Lady

Ocean

Page Eight

DRUMMER BOY CAMPING

SEASON

April 9th through October 21st.

LOCATION

1-1/2 mi. east of Gettysburg at the intersection of Rt. 116 and Bypass 15. For reservations, phone 717/334-3277, or write 1300 Hanover Rd., Gettysburg, PA 17325.

RATES

Current rates and site availability provided promptly upon written or phoned request. Special Scout group areas and rates available.

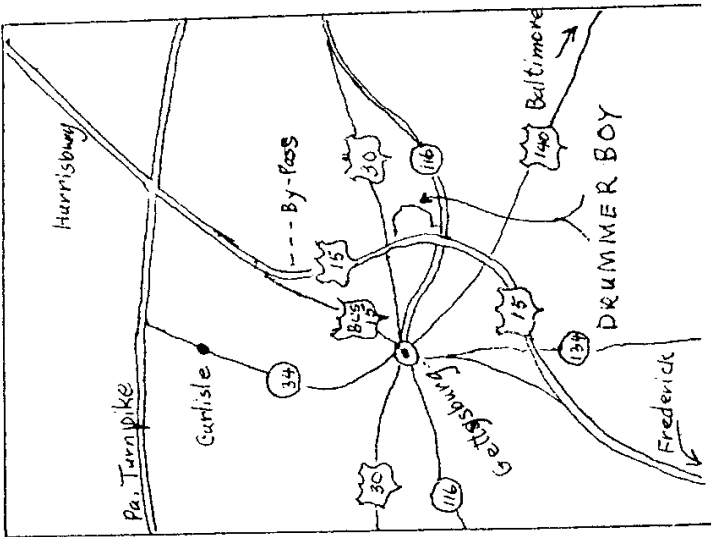
RESERVATION FORM

(For best accommodations, advance reservations are recommended. One night's site fee, holds your reservation. Fill out and mail now.)

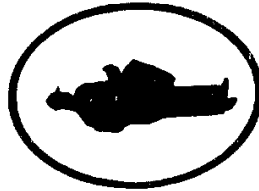
TO: DRUMMER BOY CAMPING,
1300 Hanover Rd., Gettysburg, PA 17325

NAME _____
 ADDRESS _____
 CITY _____
 STATE _____ ZIP _____
 LENGTH OF CAMPING UNIT _____
 HOOK-UPS NEEDED
 WATER ELECTRIC SEWER
 WE WILL ARRIVE _____ FOR _____
 DATE _____ NUMBER OF DAYS _____
 ALTERNATE CHOICE OF DATES: FOR _____
 DATE _____ DAYS _____

Ultra Van



Drummer Boy Camping Resort



The Perfect Setting
 For Enjoyable Camping
 At One Of
 The Finest Campgrounds
 In The United States

Rate for this Rally-\$14.50 plus state tax-\$1.20 --\$15.70 per day. This includes electricity and water. Use of air conditioner or electric heater, \$2.00 extra per day. Rally dates- May 19-22.

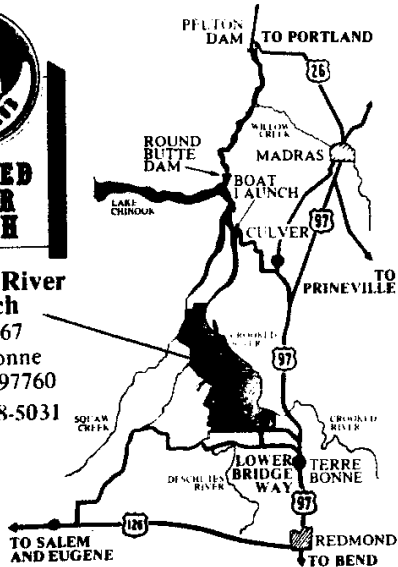
There is an extra charge of \$2.50 if you hook up to sewer. A dump station is available at no charge.

There is an extra charge for more than two people in a coach.

The Campground wants reservations by a deadline of April 1, 1988. To make reservations send one day's camping fee to the above address by April 1; be sure to indicate "Ultra Van" somewhere in your letter. Use either the above form, or write the necessary information in a separate letter. This information was confirmed by a call to the Campground on 11/18/87.



Crooked River Ranch
 Box 467
 Terrebonne
 Oregon, 97760
 (503) 548-5031

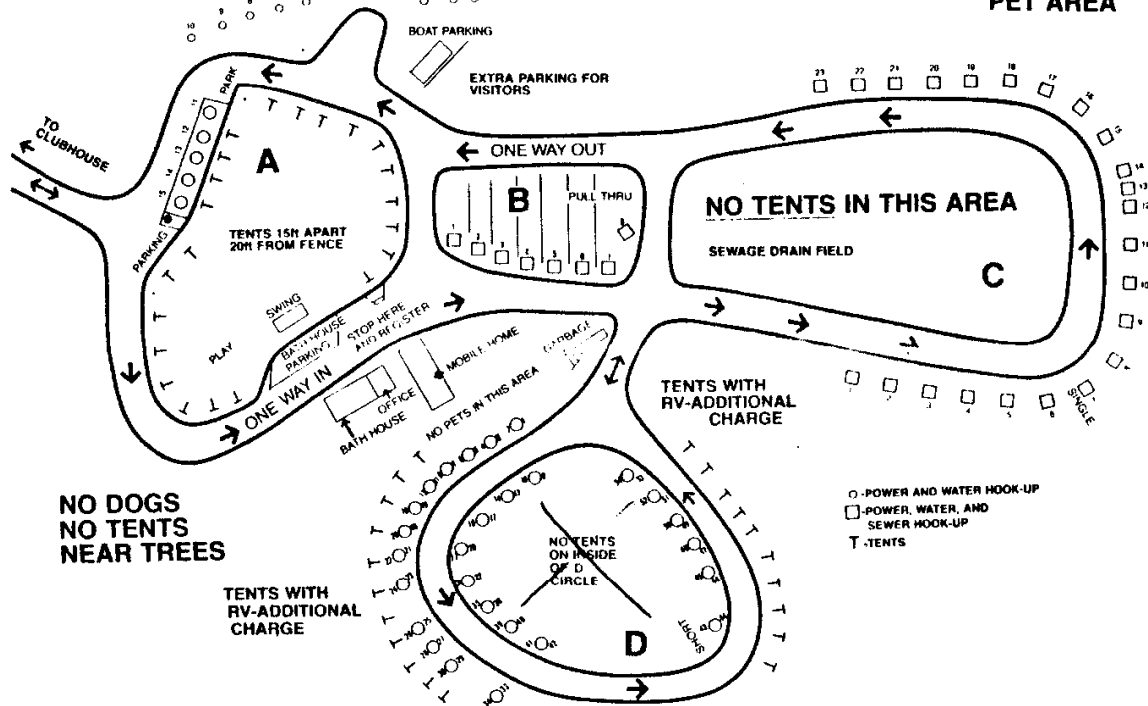


Rate: \$10.00 full hookup
 \$9.00 water & Electricity
 10% off for Good Samers
 + 6% tax
 Rate includes up to 4 persons/unit
 Phone number for use in case of
 emergency-(602)855-1728; after
 May 1, (503)389-9192
 Available--swimming pool, golf course
 NO CAMPFIREs, due to fire hazard

HOSTS: Harlan & Jean Miller #298

Rally Dates; July 14-17

CAMPGROUND LAYOUT **PET AREA**



COME TO THE NEW JERSEY RALLY FOR THE

HILLS, HOLLERS, HISTORY

AND

"THAT LITTLE BIT O'HEAVEN"

HOSTS

The Hull's

WHEN

August 4th thru 7th, 1988

WHERE

Cedar Ridge Campground
Montague, N.J. (see map)

ACTIVITIES - POSSIBILITIES

Caravan to Local Attractions
Nature Talks & Walks & Bird Watching
See the Delaware Mine Road-
(oldest road in the U.S)
Sussex County's own Farm & Horse Show-
(8/6-14)

Create-A-Potato Night--Corn Roast
Ice Cream Social--Sunday Brunch
Forest Ranger Talks
Teck Session by "Corvair Nut"

Just be 'laid back' & 'enjoy' that Lil' Bit O'Heaven
with the Hull's of Heavenly Hollow

CAMP FEE

\$13.50 per day: includes Water, Electric,
Dump Station, Pool, Store, Rest Rooms,
Showers, Covered Pavillion
Air Conditioning - \$2.00 per day

REGISTRATION

\$2.00 per coach

DIRECTIONS

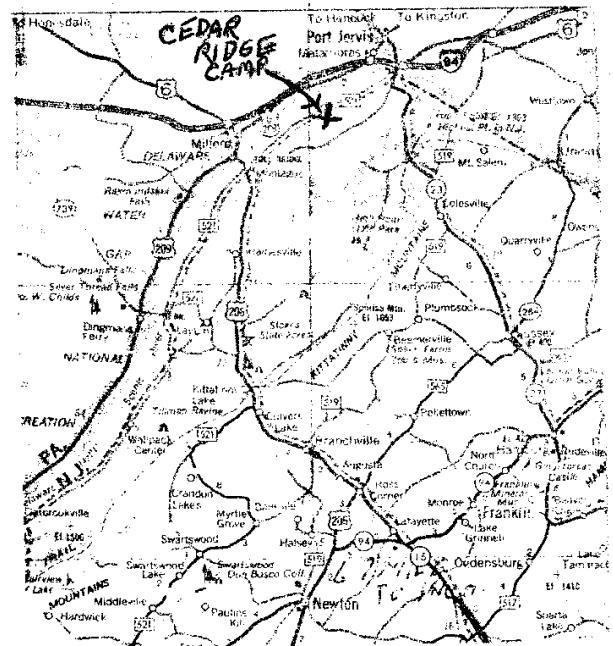
From the West on Route 80, exit #52. Go North on Route #209 for 36 M to the Milford Bridge. Cross to N.J. to Route 206, ½ M to County Route #521 North to Mile Post 44-Cedar Ridge C/Ground.

From West or East on Route 84, exit 11 at Matamoras, Pa. Go South on Route #209 for 6 M to the Milford Bridge. Follow the above to Cedar Ridge C/Ground.

From South, follow Route 206 North , just to the entrance of the Milford Bridge, meet Route #521 & follow the above.



Scale 33 miles per inch



Scale-6.7 miles per inch

Early arrivals:--We welcome you to rendezvous at Ed & Betsy's home. Mile 31.8 on Route 521. Room for 7 or 8 Ultra Vans.

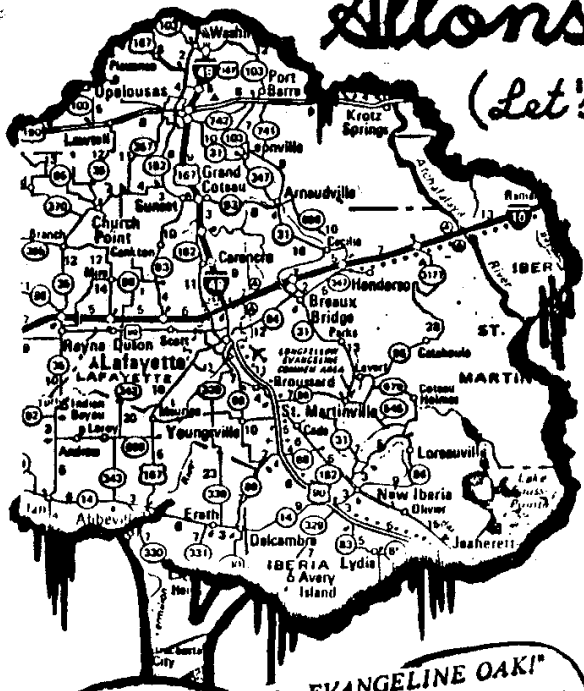
Allons a Acadiana!

(Let's go to Cajun Country!)

ULTRAVAN MOTOR COACH CLUB
NATIONAL RALLY

SEPTEMBER 17-25, 1988

HOSTS: Marge & Pat Fitzgerald,
Helene & Victor Hinderliter



- * Rest & Relaxation
- * Driving Tour of Cajun Area
- * Happy Music
- * Camaraderie
- * Cajun Breakfast
- * Bayou Boatride
- * Rice Factory Tour
- * Tabasco Factory Tour



GET READY for a RENDEZVOUS in
the "sweetest, saltiest, spiciest"
place in the world!



The 1988 UMCC National Rally will be held at:
Harry Smith Lodge in Broussard, Louisiana

Swimming Pool + Air-Cond. Rec. Room + Picnic Pavilion

RATE: \$9.00 per day (Incl. Elec./Water W/Dumpstations)
Early and Late Arrivals * Welcome... at same rate.
* Note: "Festivals Acadiens" in nearby Lafayette
weekend **BEFORE RALLY!**



"Laissez les bon temps roulez"
(Let the good times roll)

JAMBALAYA

FILET GUMBO

CRAWFISH PIE

A Rally You'll Remember!

ULTRA MOTOR COACH CLUBS, INC.

— A NON-PROFIT CORPORATION —

"Valley of the Sun"
Jan. 21 - 24, 1988 Rally
Phoenix, Arizona



With the "Winter Storm of 1988" raging across the nation during January, the Lord really blessed us during our "Valley of the Sun" Rally here in Arizona. Yes, the sky was clear and the sun and moon were shining, day and night as we fellowshiped. It was about down to freezing at night to start with and down in the lower sixty's for the high, but by Rally's end, the temperature was up by ten or so degrees.

Thursday nite we had BBQ with everyone participating. Friday nite a really fine Potluck feast. Then Saturday nite, the "Sun Shine Sunday School Class" catered a Thanksgiving type meal of turkey, ham, stuffing and all the fixings, including many pies and cakes. There were 63 Ultra members and 17 guests and workers (80 in all). Some of us could hardly waddle back to our Ultras. Attending were 32 Ultras, 2 Tiaras, and 6 other type rigs, for a total of 40 Units. Also there were some members came in their cars, i.e.: Evelyn Shepherd (Portland, Oregon), Jerry Zeaman, Charley Dye, Harold and Ethel Starbird, Paul and Charlotte Rowland, don Reed, and John and Claire Huffman.

Hope Church was very gracious in allowing us to use their facilities. We were allowed to use more rooms, and to change schedules to suit our needs and everything went so smooth for both my church family and my Ultra family, that I was amazed and gratified at the high level of satisfaction expressed by both groups, as to the positive aspects of the Rally and the Fellowship.

Many will remember our several walking trips to the Maryvale Hospital and the good and reasonable meals.

Yes, we did have crafts, tech sessions, financial seminar, and a couple of planning meetings. But mainly, we visited and enjoyed ourselves, resting in the sun.

I wish to thank all of you for making this a wonderful Rally. I could not possibly name everyone who helped in making this Rally such a success. So, thanks to all.

For me, Sunday services with about 38 members of my Ultra family joining in with my Church family to worship our Lord, was an almost overwhelming part of our January fellowship time.

Then the goodbyes were hard to say-- But I know that we are all looking forward to the "Flying Lady Rally", the National and many more Rallies to come.

May God Bless each one until we meet again.

Your Hosts at Hope

Dan and Betty Reinhardt
Warren and Nobi Suckow
Threasa Vandersteeg

ULTRA POSTSCRIPTS ★★★★★

February 1988

"HIS eye is on the sparrow; and I know HE watches me" (plus all of you).

200,000 MILES: Twenty eight (28) club families have driven their fine Ultra Coaches more than 100,000 miles. A few timid souls, earlier, had doubts that our historic rigs were substantial enough to warrant such extreme travel distances. Just ask any of those who have WON the Club's "Mileage Honor"-- including Edna and self. "Substantial"--- hell! If you'd put wings on 'em, they'd probably fly to the moon. More seriously, with proper maintenance, these Vans of ours can last forever. Of course, you'll need to replace the tires when they start balding, and it is necessary to change the oil now and then. The more often the better. Nothing will operate well without some TLC and some repair when required. One family has driven a second 100,000 miles!!! (the Fitzgeralds) and, I believe Gordon Harvey hit 300,000, as indicated in our records. Humbly, we initiated the "Ultra Hi-Mileage Award" back in the year 1977, although not qualifying for it until October of 1979. The year of introduction, attorney-member Dick Baker and Dr. Oliver Fearing MD, earned the first two travel citations. NEXT... good members, ex-Senator Ike and Nellie Morgan (New Mexico) qualified in 1978, as did Chance and Margaret (Alabama) for their FIRST 100,000 behind that wide windshield. Mory and Esther Snyder, as well as Len and Edy Ryerson, THEN--earned travel honors (now 7-years ago, January 1981 at the Lodi Grape Festival grounds). Congratulations to one and all. Who will be 29th to receive this coveted Club Award?

"The DESIRE for things is unlimited. There are only TWO WAYS to approach your material life: DECREASE wants, or INCREASE income."---Socrates

VERY GOOD SAM: Many Ultra Club members also belong to the Good Sam Club. Their membership cost is also LOW and well worth while. I just inquired---their membership now is OVER 500,000 families. They are helpful with State and National legislation, warranty problems, insurance, travel information, etc. Their tremendous membership makes for powerful lobbying effort on behalf of all of us who enjoy recreational vehicles. Those interested might call (toll free) #1(800)423-5061 for info.



"If you tickle the earth with a hoe, she laughs with a true harvest."

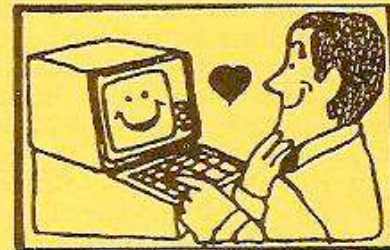
METHUSELAH: The Social Security Administration says there are presently 11,000 Americans age 100-years or older. So there is still some hope that a few of us will probably be around to celebrate the century mark after all. It is said that, presently, only three out of every 100,000 Americans will live to be 100. Anyone could, no doubt, add months or years to his (her) life very easily. Just give up everything you like! But that may not be so easy. Like...butter on your toast, or cream in your coffee? Never go to a party unless you like all of the people who will be there. Avoid all stress. Never tipple, even a little bit. Just sit in the shade and listen to the grass grow. Survive on only cornbread..and milk. NEVER get mad---in any sudden fit of anger a blood vessel might burst and that means a stroke. Be calm. Sniff out only GOOD smells like flowers or a man's skin bracer. Stay away from wet paint; there often is a brush nearby. Avoid anything with a handle.

"Don't you wish all those people trying to find themselves would get lost?"

ULTRA ENGINE HYGEINE: By now almost everyone knows there are LEAD substitutes available (for the lack of it in gasoline in some areas). Most automotive mechanics say that lead is necessary to prevent engine wear inside, valve stems and so on. Most auto parts Chain Stores sell "Gunk" and other brands of lead substitute. We found it available at Trac-Auto and Pep-Boys recently. Just thought some club members may not know. "Auto-Moly", the molybdenum Wheel grease (produced by Pacific Lubricants Corp., a firm I founded) is also an excellent product that helps reduce bearing wear. Some J.C. Whitney catalogs carry it or call #(312)431-6102.

"A leak in the gas tank is far less dangerous than a drip at the wheel."

NO PLACE TO HIDE: At right we show Lou Griggs at work on the new CLUB DIRECTORY. The screen reflects his pleased look with the RESULT (now aren't we all grateful for the fine job Maybel and he did?). Will the next commands programmed into his computer, perhaps provide club members with individual spreadsheets? Might be helpful since we hear that the IRS has hired 5,000 new revenue agents to do more citizen audits. And now even CHILDREN (over-5) need have a Social Security number. One report received confirms that Internal Revenue's giant Main Frame computers have us tracked almost from the cradle to the grave. There is no longer any place to hide. We hear they are able to do analysis and projections on individual taxpayers.



YOUR VOTE IS NEEDED: This year the club needs EVERY MEMBER'S VOTE when it comes to selecting the most qualified recipient for the Newhouse Silver Medal. To date, all those who have won it certainly DESERVED the acclaim. Each year only ONE person receives it. We should not neglect thinking about some of the people who ORIGINALLY helped build up and support the club. There are many. But--unless we pick one name and concentrate on it, the vote will be divided and ineffective. Ed Martin was a powerful influence--but he is gone. Great men and women, over time, just fade away. We have to recognize those who are still with us. It is hard to pick, but one name keeps coming to mind: Past President Mory Snyder steered the club through some difficult days. He was one of the most conscientious PRESIDENTS the club ever enjoyed. The word "enjoyed" was carefully chosen. Mory was not a dictator, but a real leader. I can tell you some things about Mory that, perhaps, no one else knows---and it is ALL GOOD. If we dally and forget those who helped build good will into the organization, those earlier REAL HARD WORKERS will never be recognized. Let's all of us get behind Mory Snyder in October. Those who are unable to travel to the National Convention, should mail/vote.

PEOPLES CHOICE: We just HAVE to share our pride. In November Edna and I attended the CORSA Great Western Fan Belt Toss at Palm Springs, California. We really enjoyed the meeting. Then at the dinner/dance the final evening, my name was called from the stage. You could have knocked me down with a feather. Coach #603 won the "Peoples Choice" fine TROPHY. What a surprise. The new paint job must have had an influence.

THE ARIZONA RALLY: Of course there will be a Rally Report. We just want to mention the great "Barbeque Supper" arranged and completely furnished by Threasa Vandersteeg at the Phoenix rally in January. From the goodness of her big heart, she wanted to do this for all the early arrivals. She had lots of friendly help; believe Mary Boso furnished a dish too, along with others. But Threasa you are a dear; thank you.

Ultra Van Motor Coach Club, Inc.
Treasurer's Report-Fourth Quarter, 1987.

Balance, 10/1/87:	2416.84	
Receipts: Dues		1255.00
Badges sold, Elga Green		8.00
Registration fees, National Rally		225.00
Sheriff fines, National Rally		2.00
Raffle Afgan, National Rally		102.00
Plaques sold at National Rally		79.00
Mdse. sold by mdse. Chairmen		72.25
donations by members (at Nat'l. P.)		18.27
dividend 9/1 Al-Gar FCU		5.05
Benham Capital Management Group		27.77
mdse. sold- Dan Reinhardt		9.95
dividend-12/31-Al-Gar FCU		16.45
Total Receipts:		<u>1820.74</u>
Expenses: print material for N. Rally	48.09	
National Rally expenses-from cash	32.11	
Nat'l. Rally-craft expenses	25.00	
Capital Pres. Fund-replace loan	100.00	
D. Reinhardt-mdse. purchased	12.00	
Postmaster-500 12 $\frac{1}{2}$ c stamps	62.50	
Printing Co.-Advance on N/L	75.00	
Printing Co. balance on Newsletter	108.23	
E. Newhouse-print 1000 postcards	42.32	
Total Expenses:		<u>505.25</u>
		Reconciliation:
Balance, 10/1/87:	2416.84	In Benham: \$2000.46
Receipts:	+1820.74	Al-Gar #1665-014 1288.42
Expenses:	- 505.25	" #0665-074 443.45
Balance, 1/1/88:	3732.33	Total all accounts <u>3732.33</u>

Please look at your mailing label. If your name or address is not correct, let the Secretary know. A postcard is sufficient. The number on your mailing label is the year thru which your dues are paid. The Treasurer does not normally return dues money sent early; it is deposited, and earns interest until used. Advance dues are always appreciated. Members who did not pay 1988 dues by the time this Newsletter was mailed will not receive it, nor will they get the new Directory.

The Club's sympathy goes out to Archie Marks, A-527, whose wife Mary passed away in December.

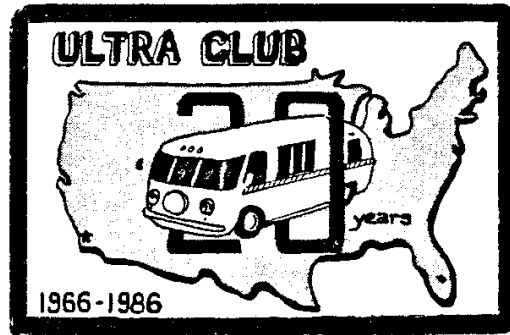
The Club's sympathy goes out to Chance Fitzgerald, #286, and Pat Fitzgerald, #448, who lost their brother William Fitzgerald recently.

Wayne Howard, #338, is recovering from a severe heart attack.

Maybel wishes to thank those who sent sympathy cards and get well cards.

ULTRA VAN MOTOR COACH CLUB, Inc.

November 9, 1987



Mr. Roger White
Associate Director
Smithsonian Institution
Washington, D.C. 20560

Dear Sir:

This letter is to advise you of the serious intent of the membership of the Ultra Van Motor Coach Club to provide you with the material you have requested in your letter dated July 13, 1987 which was addressed to Mr. Richard Decker.

The possibility of providing the Smithsonian with an Ultra Van was discussed at the club's recent National Convention and the members present voted to continue the project by making a serious effort to provide original material to you, in addition to other items of interest that you may request in the near future.

The Club does not have an Ultra Van dedicated to this project at this time, but the members indicated that this would not be a problem, once the Smithsonian officially requested one.

The Club would like to hold a rally in or near the Smithsonian area in mid 1988 in order to show you first hand what these unique vehicles are really like. If you would be interested in your committee staff or yourself seeing this happen, please advise the club's Smithsonian Project Chairman, Mr. Richard Decker as to what date would be convenient for you.

Sincerely yours,

Jim Craig, President
Ultra Van Motor Coach Club, Inc.
7731 Peacock Dr.
San Diego, CA 92123
Telephone: 619-571-3493

Our Contact is:

Ultra Van Motor Coach Club, Inc.
Smithsonian Project Chairman
Mr. Richard Decker
10 Holmehurst Ave.
Catonsville, MD 21228
Telephone: 301-744-6930

NATIONAL MUSEUM OF AMERICAN HISTORY

SCIENCE, TECHNOLOGY, AND CULTURE

July 13, 1987

Mr. Richard Decker
10 Holmehurst Ave.
Catonsville, Md. 21228

Dear Mr. Decker:

Many thanks to you and other members of the Ultra Van Motor Coach Club for sending historical information about Ultra Van motor homes. The Division of Transportation, a unit of the National Museum of American History, is in fact collecting literature--sales brochures, magazines, photographs, etc.--pertaining to all types of American recreational vehicles made for overnight accommodation in the 1950s and 1960s. Members of the Ultra Van club who have retained such literature on any make of RV are invited to donate it to us by calling or writing; please do not send literature without contacting me beforehand as we do not have clerical staff to return unwanted literature. Your cooperation in building our collection of literature will be greatly appreciated.

Since our collection of vehicles is a unit of a museum rather than a separate, full-fledged museum, it has remained comparatively small. Today it consists of some 50 automobiles (12 of which are on display) and two recreational vehicles (from 1928 and 1934.) Vehicles of course take up a great deal of space; we must limit our collecting to just one or two vehicles a year, and each vehicle must be of overwhelming technological and social significance. Eventually we hope to acquire one 1960s motor home, but this will be some time away. Much research must be done first to select the most appropriate one. Very little has been written in book form about 1960s motor homes, but our growing collection of RV literature, as well as other library resources, will enable us for the first time to study and compare pioneer motor homes of the period 1958 to 1966. Then we will understand the relative importance of Ultra Van and other early makes.

Sincerely yours,

Roger White

Roger White
Room 5010 - Transportation
National Museum of American History
Washington, DC 20560

Telephone 202-357-2401

Page Nineteen

2/88

FOR
IMMEDIATE
RELEASE

THE SMITHSONIAN PROJECT

To all Ultra Van members:

We have discussed this many times , but I am not sure we are all in an agreement as to what we are doing and why. I admit that I may have glossed over the project's aims because I was so sure everyone felt the way I did. You see I think the Ultra Van is a part, an important part of American history! And we as owners and X-owners share that history. That is why I want IT in the SMITHSONIAN. I hope you share this feeling and are willing to have your booklets etc be displayed in the Smithsonian, you can then take your grandchildren there and show them one of you contributions to history!

The Smithsonian Institution (SI) is the most important museum in the world and we have an opportunity to submit for exhibit, something that is very close to us all,- The Ultra Van Motor Home. That is what I am writing about. I think that the motor home development is an important part of history and should be preserved at the Smithsonian! We have talked about it at several meetings and now is the time to find out if we have the "stuff" to do the job.

The SI has about 100 times the items stored as it has on display! It is the most amazing place in the world, but you have to work at it to see it all. I have been behind the exhibits and spoke with the scientist, researchers, and exhibitors. I hope you all can see it this way too.

The SI is now working on a theme for an exhibit to show the development of the Motor Home. Their first phase,(which has been under way for about 1 year now) is to gather early documents depicting the development of the motor home. They want to obtain all the data they can on manufacturing of vehicles that started the trend.

The Ultra Van Club has decided to participate in this exhibit development. So as a member you are asked to gather together all the original copies of this material that you have and donate it to the SI. I will collect and catalog all the material and prepare it for the SI.

Send your:

- a. Magazines
- b. Brochures
- c. Pictures
- d. Patches and badges
- e. Histories
- f. Records
- g. ??????

to:
Richard Decker
10 Holmehurst Ave
Catonsville, MD 21228

The plan is to develop, with the SI an exhibit that will be permanently on display at the transportation Museum. So lets get going and get the collection together. Page Twenty 2/88

Van # 203
Dick & Pella Nassow
Jan 12-1988

Louis @ Briggs - Treas. - U.V.M.C.C.

Dear Member:

I have Coach # 203, which I believe is the 14th Built I've had it for 6 or so years, planning to Rebuild it.

I have started on it in the past, but the more I got into it the worse it got; wiring & ect.

It has 4 carb engine & I have picked up some parts for engine & a few things; but I may never finish it.

I am interested in the Smithsonian Deal & would be willing to cooperate by offering this Van, if we could get some club interested in Restoring it.

Please see if you can get this offer out to the clubs - for their reaction

Directory Changes

Please make the following changes in the 1988 Directory:

Page D-19 Alvarez 20702 El Toro Rd. #262, El Toro, Ca.92630
Ph: 714-583-9449

Page D-21 Blackstone - spelling should be "Pacifica"

Page D-22 Coen, summer address is: 7629 Selby Rd.
D-23 Coen, winter address is: 220 NE 12th Ave., Homestead, Fl.
zip 33030 Coach #A-503

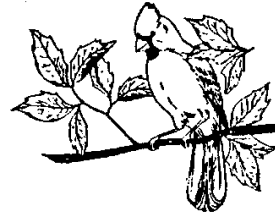
Page D-23 remove Coffey (per written request)

Page D-40 Rudnick Coach #A-510

Page D-43 Tanner- Phone area code is 602

Page D-47 remove Worland (per written request)

Page D-18 To list of Tiaras add: T-2038 H. Honer



Add following new members to Directory: Shattuck, Kohlmann, Sonneborn;
their addresses are on page Four of this newsletter.

These changes are a result of receiving information after the
Directory was printed.

Coaches for Sale

#102 Ultra Van. 1963 Coach, exterior rebuilt by airplane factory; 3
fiberglass tanks, instant water heater, ducted heat furnace, good
engine. \$7000 or best offer. Barr Musser, 1929 East 4500 South, Salt
Lake City, Utah 84117 Phone: (801) 277 1829.

#276 Ultra Van. 1967 Ultra Van. 110 HP with Powerglide, roof air, no
dents, flush windows. \$5000. Albert Austin, 4439 Emerson Road, Brooks-
ville, Florida 34601. Ph: (904) 796-6647.

#423 Ultra Van. 1968 Ultra with Buick 350 V-8 conversion, Toronado
drive train and transmission. New white paint. Interior fair condition.
\$4500 or make offer. Bill Tanner, 15701 E. Chapala, Gilbert, AZ.85234.
Ph: 602-892-3716 or 602-962-2387.

#492 Ultra Van. 1969 Ultra with 110 HP corvair, Power Glide. Far above
average condition. Make offer. Hal Honer, 30493 Kings Valley Drive,
Conifer, Colorado 80433. Ph: 303-838-5295.

* * * * *

National Rally Host Pat Fitzgerald requests help from Eastern
Members of Ultra for volunteer work at the National Rally. Come to
the Dade City Rally in Florida, and let Pat know what you are willing
to do.

Items for Sale

3.89:1 NOS Ring and Pinion, P/N 3781697, still in original box. (Includes good used early or late automatic pinion gear shaft.) \$185 plus shipping. Many other Corvair parts also. Jim Craig, #202 (619) 571-3493

Newly Manufactured Ultra Bellcranks The bellcrank assemblies (L & R) as shown on pages 10-18 and 10-30 of the Ultra manual are going to be reproduced and made of steel if enough interest is shown. (A prototype of each bellcrank was shown at the recent Arizona rally and all concerned agreed that it was quality work.) Len Ryerson and myself made up the fixture which is required for set-up and welding.

All parts are made of 4130 steel, jig welded, normalized and heat treated after welding. All bearings, except the Spherco-self aligning bearing P/N SBG-65, will be included. These new bellcranks will fit all basic Ultras. It is recommended that each owner include the modification to the bellcrank attach structure as shown on page 10-34 of the Ultra manual, unless already existing, as part of the bellcrank replacement task.

Prices: The price is firm at \$125 plus C.O.D. UPS shipping, for the first twenty (20) sets. (Consists of 1 ea. left and right bellcrank assemblies with bearings, except as noted above. NOTE: Price for additional sets will be somewhat higher. So---- mail your check of \$125 now! Make payable to Bill Helander, 1565 No. Cloister Dr., La Habra Heights, CA 90631. Telephone - (213) 691-1353 Bill Helander #459

For Sale: "Shurflo" water pump conversion pumphead. Converts any Shurflo Model 110 or 111 to the latest Model 200. Cost \$40 from the factory. After orderint it, got ours working like new, so have brand new kit to sell. Asking \$38 postpaid. Ernest Newhouse, 15239 El Soneto Drive, Whittier, CA. 90605. Ph: 213-698-1740.

For Sale: Complete power train out of #497. 41,000 miles on 110 Corvair engine. Complete, ready to run, Alternator not included. Power Glide rebuilt at 40,000 miles. Located at Barnett Motors, 4307 Olivehurst Avenue, Olivehurst, CA. 95961, Ph: 916-742-6416. \$975.00. Owned by Don Elliott. To remanufacture engine, \$550.plus parts.

For Sale: Ultra Van windshield Replacements- Gator Glass, 3685 Investment Lane #1, Riviera Beach, Fl. 33404 Ph: (305)842-4997 per panel installed. Ask for Fred. (He can arrange replacements in other parts of the country) Information from Glann Lee, #454.

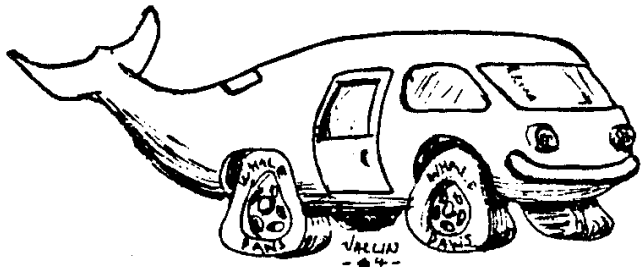
For Sale: Panelling "Cherry Mellow" #320T. (original was #334T). Available from Western Lament, Phoenix, AZ. as per Bill Schehl, #431. He will send sample. Price, \$0.36 a square foot.

* * * * *

Wanted: Set of Headlight Bezels (chrome) for the Ultra Van
Windshield (passenger side) for the Ultra Van
Original toilet including all hardware for the Ultra Van
Publications, sales manual, magazine articles, and other literature dealing with the Ultra Van.

Darrell G. Woofter #232, 436 North 23rd Street, Las Vegas, NV 89101
Ph: (702) 388-2900

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~~ Walt Davison

Quote: "Holes will be burned in pistons, if excessive detonation (Pinging) is allowed to continue." By Ultra Wrench.

With the present and future fuels we (Corvaire and V8 owners) will have to be continually alert to detonation to avert a major and costly situation. Main reason is the almost complete removal of lead additives from the fuels. Our Ultra Van engines, as we all know were designed to operate on a higher amount of lead than we now have. It is the majority opinion of most people in the know (auto engineers, professional mechanics and etc.) that the Corvaire engine is designed with hardened seats and valves that will perform satisfactorily with the lower lead count - but - don't abuse it.

Shell Oil Company has advised its dealers to make their customers that have the older cars aware, that the "mixing of Premium Unleaded with Leaded Regular on a 50/50 ratio will provide them with a fuel that is several octanes higher than the Premium by itself, in addition to providing some lead content." Numerous Ultra owners that I have talked with concerning this, agree that it works satisfactorily.

The final proof of all this would be to have one of you that has used Unleaded or a mix of fuels as noted above, tear down an engine after many miles and advise us of the valve/seat wear that may be evident. Keep this in mind and let us all hear about it.

In the Summer Newsletter this year I asked for a volunteer to organize and correlate all of the technical tips into a supplement to the Ultra Manual and I am happy to report that a new member, Vern Schroyen of Summerland B.C., Canada has agreed to tackle this job. After the National Rally I will gather everything that I have and I request that if you would like to send some of the old tips that you have stored away, send them to me and I will forward them to Vern in one package. Or if you would like to send them directly to him, his address is: Vern Schroyen, R.R.2, Summerland, B.C., Canada, VOH120.

Thanks again Vern. (Mr. Schroyen is a journalist by profession.) How lucky can we be!

In the process of coach hopping during the rallies I noticed and am advised of new modifications the owners have recently done and which would be a benefit to the majority of us and our Ultras. Hopefully they will send in an article describing their modifications. Walt Davison has done numerous modifications as well as Howard Bozo and Christy Barden. Check them out at the next rally.

Tips covered this issue are: Epoxy Coating for the Bumpers, Moly Grease and Additives, Silicone Ignition Wire, Disc. Brakes, Carb Rebuild Kits and Rear Dual Wheels.

"Keep the oil up" - Jim Craig - Technical Chairman

Whale Tip: Winter 1-88, "Styrofoam Bumper Coating"
Ref: Ultra Manual Section One, Page 1-8

The original styrofoam Ultra bumpers did not last long unless covered with some covering to protect it from the sun. If you need to recover yours and paint them to accent your present paint scheme try the following: NAPA's #765-1268, EPOXY RESIN FOR STYROFOAM, two part mix and may also have #121 stamped on the box. Worked great for me.

Whale Tip: Winter 2-88, "Silicone Wire Systems"
Ref. Ultra Manual Section 15, Page 15-62.

For those of you that desire the highest quality and state of the art in Corvair ignition wiring systems the following is available from: Silicone Wire Systems, 3462 Kirkwood Dr., San Jose, CA 95117. Four different kits are available: 8MM Yellow (resistance core), 8MM Blue (resistance core), 7MM Black (resistance core), and Racing only (solid core). Prices: \$26.00 Street Sets, \$36.00 Racing Sets. These all have the correct heavy duty Corvair style rubber boots. (no 90° boots available). All are plus \$2.00 postage.

Jim Craig #202

Whale Tip: Winter 3-88, "Moly Grease and Additives"
Ref. Ultra Manual Section 9, Page 9-67

"Ernie's grease" We have all heard of it and most know what it is. For those that don't, it is a super moly grease that is used in wheel bearings and all other similiar bearing surfaces that require a long lasting and good wearing grease. Moly grease contains Molydenum Desulfide (MOS₂), which is like having millions of minute soft ball bearings that keep the rotating metal surfaces from contacting each other. The higher quality Moly (which Ernie's is) is still available from Pacific Lubricants Co.- 5165 G St., Chino, CA 91710, (714) 591-1480. Call for prices.

Another high quality Moly grease is available from your local Shell Oil Co. and it is available in 14.1 oz. containers for your large grease gun. It is called Super Duty Grease. (Super Multi-purpose lubricant) Quote from container, "Super Duty, a modern day "Moly/Poly" grease incorporating molydenum desulfide and a special polymer to provide superior protection under condition of high temperatures and pressures."

Use Caution with the Moly greases because they contain lead. "Avoid Skin Contact."

Jim Craig, #202 and Walt Davison, #366

Whale Tip: Winter 4-88, "Disc Brakes - Early Ultra 4 Stud Hubs"
Ref. Ultra Manual Section 11, Page 11-6

At the last two Corvair Mini Conventions that I attended a vendor had a display of a disc brake conversion kit for the 1960-64 Corvair car front wheel assembly. Two friends have installed this bolt on kit and really are satisfied with it. This kit is for the four stud hub. Kit consists of new rotors, brake pads, hoses and seals. It has rebuilt calipers and mounting plates and hardware are included. Bearings packed. Available from the following: D. Carters Brakes, 8380 Hamilton Way, Stockton, CA - (209) 478-1585 Price \$475.00 (\$100.00 less with used rotors when available) This should work excellant on an early Ultra with the four stud hubs--hummm?

Jim Craig #202

Whale Tip: Winter 5-88, "Best Carb. Rebuild Kit"
Ref. Ultra Manual Section 13, Page 13-10

Having tried a lot of different carb rebuild kits for the Corvair engine, I recommend (NAPA) Echlin Kit #2-5259. (2 kits per engine) It has good pictures, directions, gauge and all various gaskets for the different models of carbs.

Jim Craig #202

Whale Tip: Winter 6-88, "Early Ultra Rear Dual Wheels"
Ref. Ultra Manual Section 9, Page 9-49

Having heard rumors that all owners of the early Ultra Vans that originally had dual wheels installed on the rear had been advised to take them off had me concerned about installing them on my #202.

So a letter to Mr. Dave Peterson was mailed and his response was - "Keep the larger tires on the inside and/or maybe 10 pounds more air on the inside tire." "The trouble with most people was that they always put their best tires (larger/more tread) on the outside for looks." "This is hard on the bearings, axle and U joints."

Good advise! In addition the rear wheel assemble should have a 0° to slight negative camber (tilted in at the top) when Van is empty. This way the inside dual wheel will carry most of the load and less stress will be put on the "U" joints, axle and bearing.

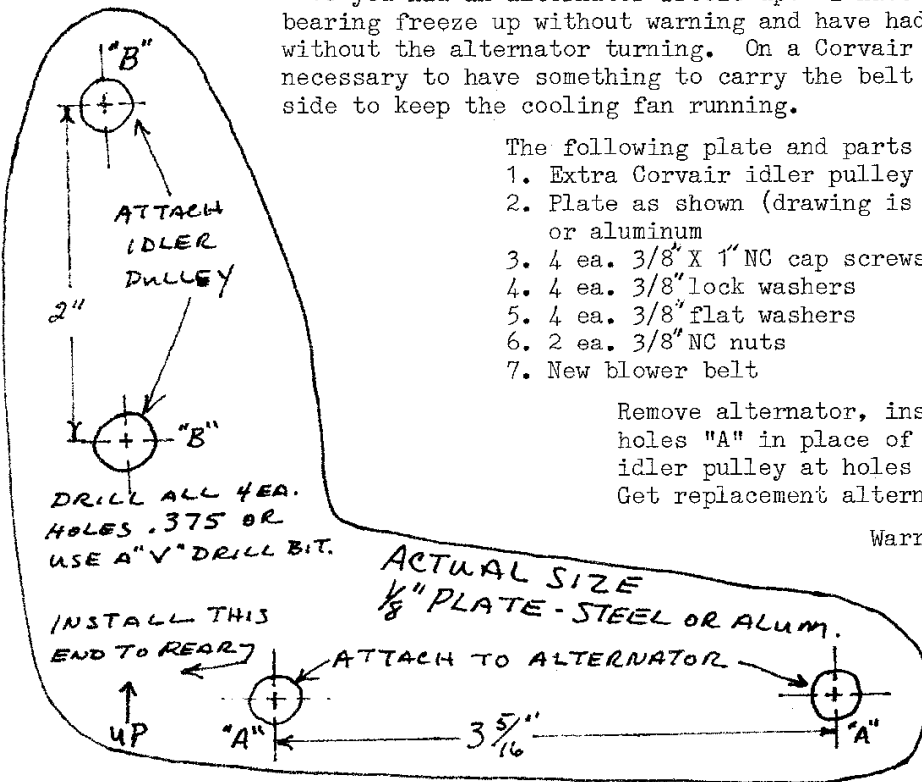
Of course to make this all work several items have to be in place:

1. Have all four wheels (duals) balanced (spin off vehicle) using only offset type weights.
2. Use aluminum band spacer between the steel wheels.
3. Install extension hoses to the inner wheel air valve (Hoses 12/12 ½ long) and mount other end to center opening of outer wheel. (Camping World P/N 7730, \$14.98)
4. Install 8 each lug nut extensions and torque to 60/70 FT. LBS.
5. Install outer wheel making sure aluminum band does not get caught on lip of rim of the wheels. Tighten lug nuts down even, 2/5 threads showing.
6. Inflate inner tire to 35 LBS, outer to 23/25 LBS. Watch tread wear - change pressure as necessary.

Jim Craig #202 and Dave Peterson #302

Whale Tip: Winter 7-87, "Alternator-Substitute Pulley"
Ref. Ultra Manual Section 13, Page 13-13

Have you had an alternator freeze up? I have had an alternator bearing freeze up without warning and have had to drive 120 miles without the alternator turning. On a Corvair engine, it is necessary to have something to carry the belt on the alternator side to keep the cooling fan running.



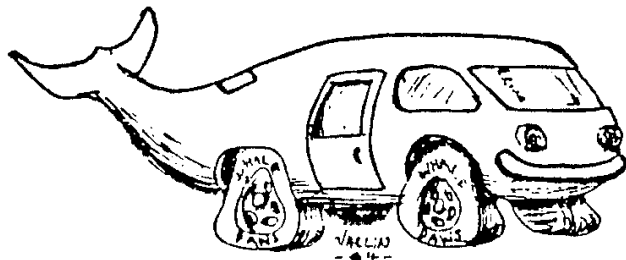
The following plate and parts are required:

1. Extra Corvair idler pulley
2. Plate as shown (drawing is full size) 1/8" steel or aluminum
3. 4 ea. 3/8" X 1" NC cap screws or bolts
4. 4 ea. 3/8" lock washers
5. 4 ea. 3/8" flat washers
6. 2 ea. 3/8" NC nuts
7. New blower belt

Remove alternator, install new plate at holes "A" in place of alternator. Install idler pulley at holes "B". Adjust belt. Get replacement alternator soon.

Warren Suckow #331

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 WALT DAVISON #366

Whale Tip; Spring 8-88 Engine oil temps.
Ref. Ultra Manual Section 12.

Davison #366

Dec/87 Road and Track magazine has a discussion in their Tech Corr column regarding Porsche oil temps. It indicates that temps as high as two-hundred and sixty degrees (F) are approved for continuous operation. Interesting that they want a minimum of two hundred and twelve, to help keep contaminants "boiled" off.

Whale Tip: Spring 9-88 State of 12V battery charge.
Ref. Ultra Manual Section 15 Page 16.

Davison #366

Information from GNB, a major battery company, on determining the state of charge of "sealed" type batteries. After use (not after charge), allow twenty four hrs after charge. Open circuit voltage (bat not connected to any load) 12.00V or lower/ zero State of Charge (SOC)/12.20V/25% SOC/ 12.40V/50%SOC 12.60V/75%SOC 12.80V/100%SOC.

Whale Tip: Spring 10-88 Disc brakes 5 stud hubs (Five stud)
Ref. Ultra Manual Section 11, Page 11-6.

Davison #366

A non club UV owner in Miami has a coach (Corvaire) converted to four wheel disc brakes using G.M. parts. The owner is a master mechanic and says the job was "Not too bad". If enough interest is shown I'll try to get more details.

Whale Tip: Spring 11-88 Ball joint program.
Ref. Ultra Manual Section 9 Page 28.

Davison #366

In the last year there have been at least two lower ball joint failures in Ultra Vans. One was a failure in the threaded area, the other was the ball pulling out of the socket. This "Problem" was discussed at the 87 U.V. Nat'l. I had hoped to be further along with the program than I am but cost/legality/financial considerations have slowed things down. The G.M. Part number that is an exact duplicate for the joints in hull #556/525 and probably on the majority if not all Hutch coaches, is STUD KIT GR.6.174 #9762018. Several other manufacturers list a joint as interchangeable, but they don't know the application of the Ultra. The problem of fitting the joint to a lower "A" frame is a lack of depth in "A" frame for joint to recess down into. A joint with the right bolt pattern and stud size that will not work in a lower "A" without modifying the "A" frame, (Absolutely no recommendations on that project from this writer.) would likely work in the upper "A" frame because the upper "A" frame has a hole for the joint to go into, not a recess as in lower "A" frame. My suggestion is, read the Ultra Manual, get the best advice you can get, and then go to work.

*****BALL JOINT FAILURE RESULTS IN A DISCONNECTED FRONT WHEEL/PROBABLE LOSS OF*****
BOTH STEERING AND BRAKES. IN A PARKING LOT, NO BIG DEAL. ON THE HIWAY-BIG DEAL.

This is not an Ultra problem. It applies to any vehicle using a ball joint/spindle suspension. It is becoming more noticeable due to mileage/age. The obvious question, "How long/how many miles. No absolute answer can be given, but replacement on seventy-five thousand mile/eight year intervals would seem a reasonable cost/safety compromise.

For those owners not having access to G.M. parts, Pat Fitzgerald AC 813/474-6468 has a good contact at "friendly" prices. Pat has volunteered to make available these joints, contact him direct if interested.

Page Twenty Seven

2/88

Our Ultra Van #547

The Helmkey's (Marion and Norm) finally have their Ultra Van.

We began coaching by converting a school bus in 1964. Everyone said it was our OBSESSION, so that became it's name. In 1965 we joined the Family Motor Coach Association. At FMCA meets we began to see these unique Ultra Vans. The rear-engined Corvair powered rigs sounded like a great idea and Norm often commented that "we should have one".

In 1973, IBM moved us from Toronto to Raleigh, NC. This seemed like a good time to replace the old bus with an Ultra Van but trailering an antique car (now one of Norm's hobbies) with a Corvair powered vehicle didn't seem very practical (we hadn't realized Ultras had gone V-8) so an El Dorado on a BIG Dodge chassis became OBSESSION II.

Over the next nine years, we saw the odd Ultra Van on the road. Each time it made us realize how practical they were, compared to our 4 ton colossus. The problem of what our next coach would be was solved when IBM moved us to Holland in 1982. With fuel prices in Europe more than four times the cost compared to the US, how could we take El Biggo?

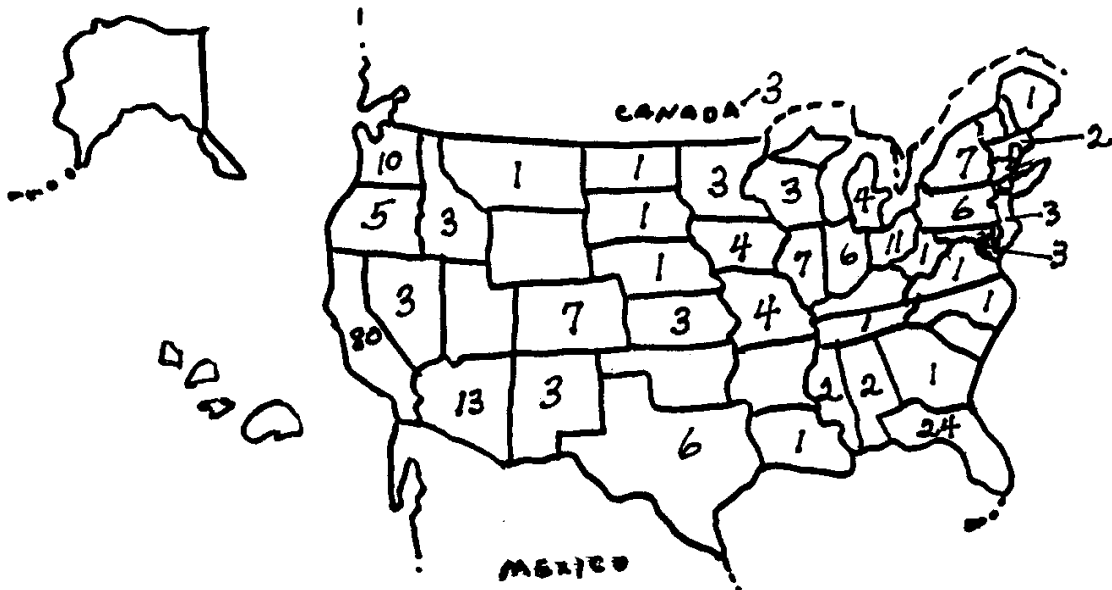
Europeans have trailered or "caravanned" for years and are now warming to the motorhome or "kamper" idea, as many factory-builts are evident. The Dutch Kamperauto Club is mostly folk who have homemade rigs built around old truck running gear. Licensing these vehicles full time is costly. Through a club lobby they got a "60 day" license at a quarter the regular price. Each day the vehicle is on the road you record the date on the license. The license is turned in at year-end, dates are compared to random surveillance photos taken around the country. When a vehicle is photographed on a date not recorded, the owner gets a fine. Travel days outside Holland should be recorded but nobody does. This way only 1 day is used outbound and inbound. Near year-end, if you're short of days, you chance getting to the border without recording it. Coming back, you enter a date as they often do border license checks.

OBSESSION III had a front-wheel drive 1975 Mercedes 206 Diesel Truck chassis with an overhead sleeper which made a nice short (5.5 meter) self-contained camper sleeping four quite well. Over the 4 years in Europe, we put over 80,000 kilometers on this rig for business and/or pleasure while visiting 20 countries. Canadian environmental rules blocked importing of this camper as Canada has no "once-in-a-lifetime" exemption as is available to citizens of the USA until July 1, 1988. After that, only vehicles over 20 years old can by-pass the EPA rules.

On our return to Canada in 1986 we began to look for a motorhome. We were amazed how prices had risen without offering very much that was new from the El Dorado. At the 1986 annual American Antique Auto Club Fall Meet in Hershey, Norm saw an Ultra Van which re-kindled a flame. Why not restore an Ultra Van. The search was on without knowing about the Ultra Van Club by looking for ads in US publications. Whenever we saw an Ultra Van ad, we followed it up and now being retired, it made looking easier. In late 1986, Hemmings Motor News had an ad with two Ultra Vans for sale in Pennsylvania. We went to see them in early '87 and corresponded later but were not able to make a deal at that time.

Finally, a year later at the 1987 AACA Meet in Hershey, Doug Hull, an Ultra Van Club member told Norm about a coach near Philadelphia that was priced just right. The phone number looked familiar, yes, when we called it was the same folk we visited in April. The rest is history:

MEMBERSHIP PER STATE



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 \$15.00 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.