

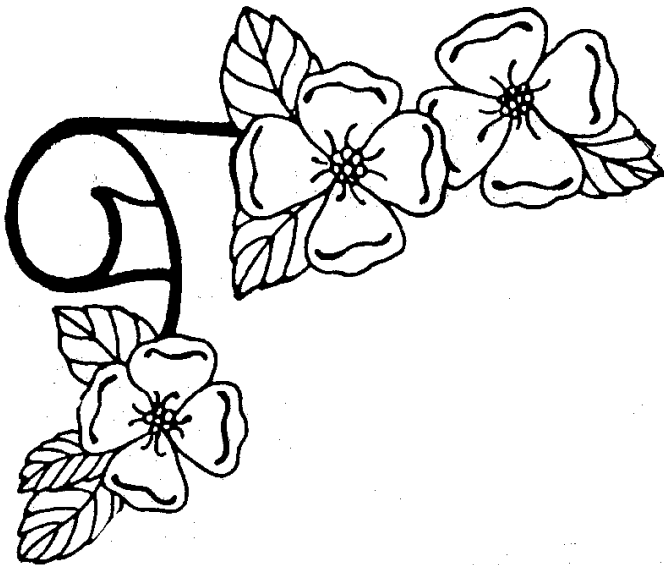
PERSONAL

Summer 88
Newsletter

Maybel Griggs, Secretary
626 Brookfield Avenue
Cumberland, Maryland 21502

BULK RATE

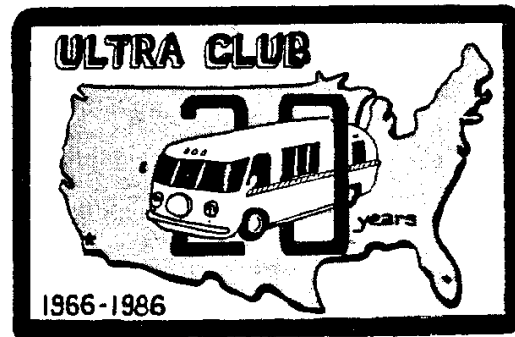
ULTRA VAN MOTOR COACH CLUB, INC.



ULTRA VAN MOTOR COACH CLUB, INC.

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.



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

Well here we are with another deadline to meet to get this in print for the next newsletter. I don't know about you, but spring time has been a busy - busy time at our home. As some of you already know, we have sold our home here in San Diego and have bought a very nice nine year old, custom built home on 1 1/4 acre in Joshua Tree, Calif. (165 miles north of San Diego) Lots of space for visiting Ultras. We are at this time in the middle of moving and you can imagine what its like after thirty-one years in one house and two garages full of Corvairs and parts. So -- this article will be a short one this time.

Both eastern and western sections have had very successful recent regional rallies and hopefully you were able to attend one or more of them. Marlene and I missed the rally at the Flying Lady Ranch because of commitments involving our move but look forward to the next regional rally.

I received a recent call from Pat Fitzgerald who confirms that the Ultra National is still coming along fine and that the correct date is: September 19, 1988 (Check the updated flyer in this issue) Hope you have your planners cap on for this one. It should be a grand southern affair.

Voting time is here again and hope you take time to send in your ballot. A ballot will appear in the August newsletter, so let's show the nominees we care. Vote!

Director, Dan Reinhardt recently advised me of his resignation and which I regretfully accepted. Seems he had to many irons in the fire and needed some relief. I understand that kind of situation. You are going to be greatly missed Dan. I want you to know that we all will miss having you there whenever anything needs to be done. Thanks mucho, Partner.

It is with pleasure that I announce that Mrs. Gladys Bell has accepted and will take over the directors position recently held by Dan in addition to filling the Nominating Chairman's task. Thanks very much, Gladys.

I still need a person to take over the Western Merchandise Chairman's job. Interested? This is a small job but important, so that the club merchandise can be presented and sold to members attending the rallies. Drop me a line if you are interested.

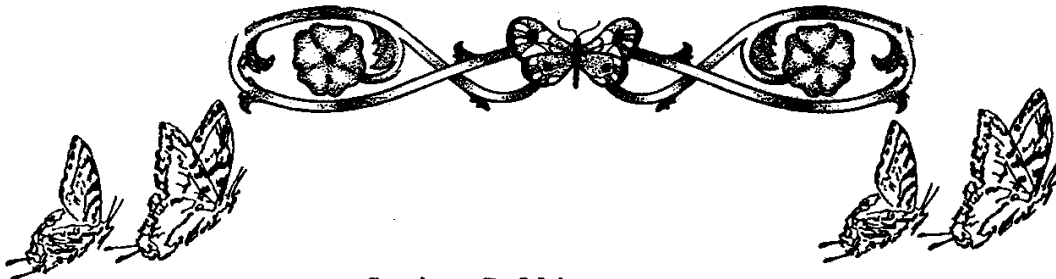
The Smithsonian Project is still moving ahead. Richard Decker is still actively working on the top people at the Smithsonian to make a commitment regarding the Ultra but as of May 1st nothing has been received from them. Don Richards is trying to get something set up with Richard regarding showing an Ultra or two to the top management during the upcoming local Washington D.C. rally. So let's hang in there something may come of this yet.

Member Dick Kossow has offered his Ultra #203 to the Club for the Smithsonian Project, which is much appreciated. I recently had the chance to inspect the #203 and it would take alot of work to get it on the road again. It is all there but would need reassembling of the paneling, rebuilding of the engine and transaxle, repainting and etc. So, as soon as we receive a commitment from the Smithsonian I will let all concerned know and we can go from there. Thanks again, Dick.

Most of you have received your new roster books by now. How do you like them? Fine, I hope. We all owe the Griggs a big hand of applause for another job well done. Thanks Louis and Maybel.

Well this is it for this time, keep that Ultra stocked with provisions, engine in tune and lets travel -- to that next regional rally.

*Jim Craig
President*



Coming Rallies

Crooked River Ranch, Terrebonne, Oregon July 14-17
Hosts: Harlan & Jean Miller, Warren & Nobia Suckow
See Flyer

Cedar Ridge Campground, Montague, New Jersey August 4-7
Hosts: The Hulls
See Flyer

NATIONAL RALLY Broussard, Louisiana September 19-25 date.
See Flyer Hosts: the Pat Fitzgeralds, Hinderlitters

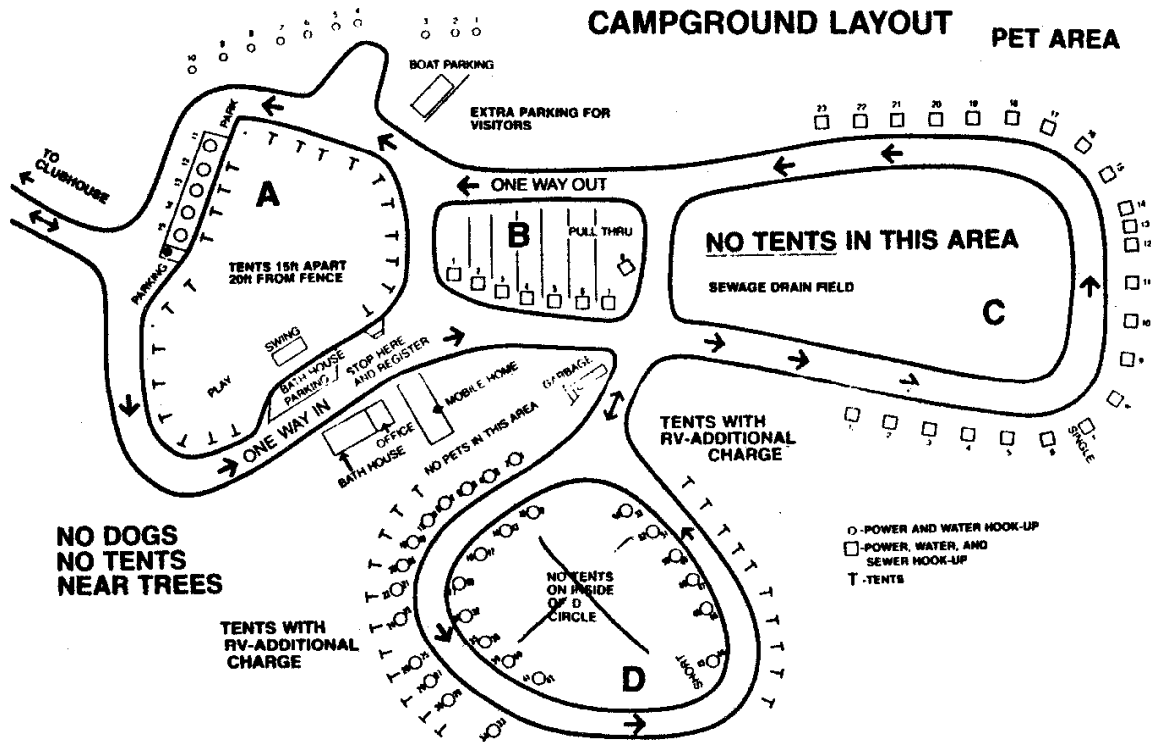
*19- Note corrected
X-25 date.*



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





COMING TO THE NEW JERSEY RALLY?

HOSTS

WHEN

WHERE

The Hulls

8/4 to 7, 1988 Cedar Ridge Campground
Montague, N.J.

TENTATIVE SCHEDULE

WED, 8/3/88 - Ed and Betsy will be at Cedar Ridge Camp Ground. You are welcome to park in our yard at home, if you come early. Doug and Tom will be at Layton Garage, if you need them.

THURS, 8/4/88 - Welcome to Cedar Ridge Camp Ground

9 AM - - - - Coffee and Doughnuts (small donation)
10 to 12 Noon(Tech Session
(Demo by Gayle Hull, "Stained Glass".
Afternoon--- Get acquainted, Van Hopping, Ask a friend for supper.
7 PM- - - - Ice Cream Social (small donation)
Talk, "History, Hills, Delaware Water Gap, Delaware Mine Road,
High Point and Stokes State Parks".

FRI, 8/5/88

9AM - - - - Coffee and (you bring them)
10 to 12 Noon(Men's Tech Session
(Demo by Bobbi & Bill Hull, "Sand Blasting on Wood:.
Afternoon - -Canoeing, Touring, Bird Watching, Swimming,
Visit, Rest and Relax.
6 PM - - - - Pitch-In Supper, bring those 'goodies'.
7 PM - - - - Business Meeting.
Bon Fire, Music, Song and Dance.

SAT, 8/6/88

9AM - - - - -Coffee and (you bring them)
10 to 12 Noon(Talk by Bill Abelson, our friendly 'Corvair Expert' of
Abelson Automotive.
(Crafts, "Sea Shells"
Afternoon (Men's Tour - Surprise
(Gal's Tour - Surprise
6 PM - - - - "BYOM, Bring your own meat to grill and the
Corn Roast and the 'Create a potato Night' is on the Hulls.
7 PM - - - - Video, Tall Stories, Whatever????

SUN, 8/7/88

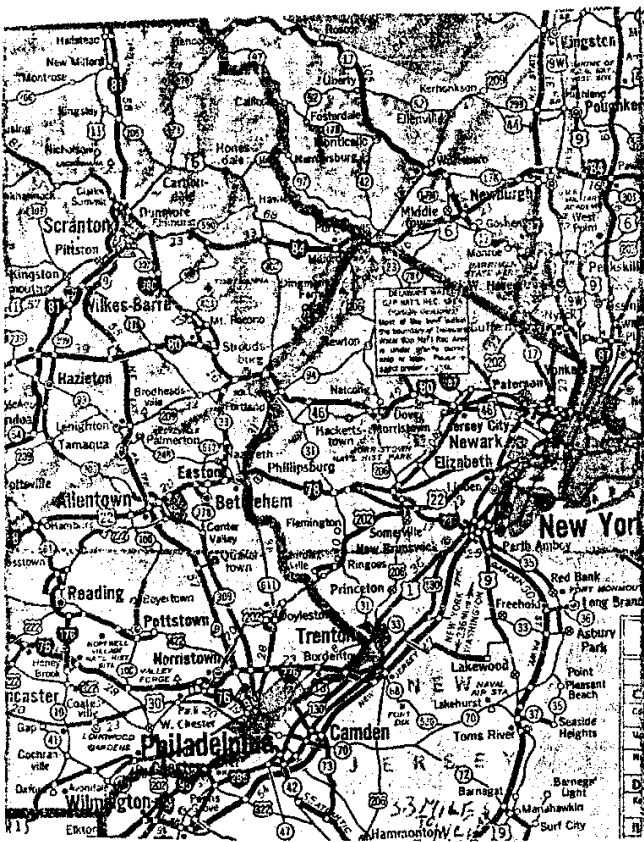
10 AM - - - Music, a Hymn and a Prayer, Goodbyes.
(Optional), Noon Brunch at Holiday Inn, 10 minutes away.

DIRECTIONS

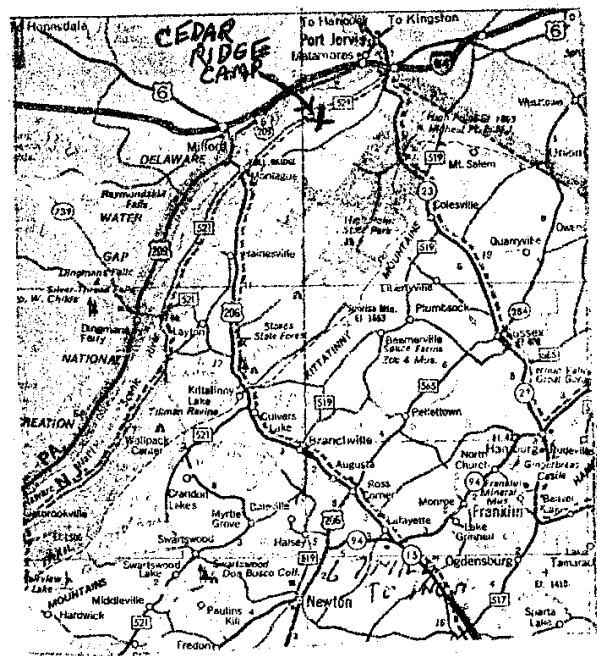
From the West on Route 80, exit #52. Go North on Route #209 for 36 M to the Milford Bridge. Cross to N.J. to Route 206, ½ M to County Route #521 North to Mile Post 44-Cedar Ridge C/Ground.

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!)

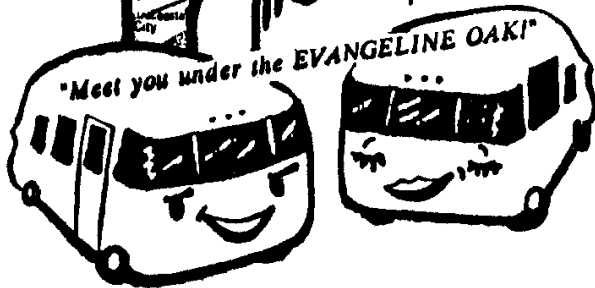
ULTRAVAN MOTOR COACH CLUB
NATIONAL RALLY

SEPTEMBER 19-25, 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



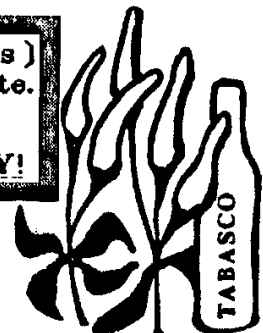
GET READY for a RENDEZVOUS in
the "sweetest, saltiest, spiciest"
place in the world!



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

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

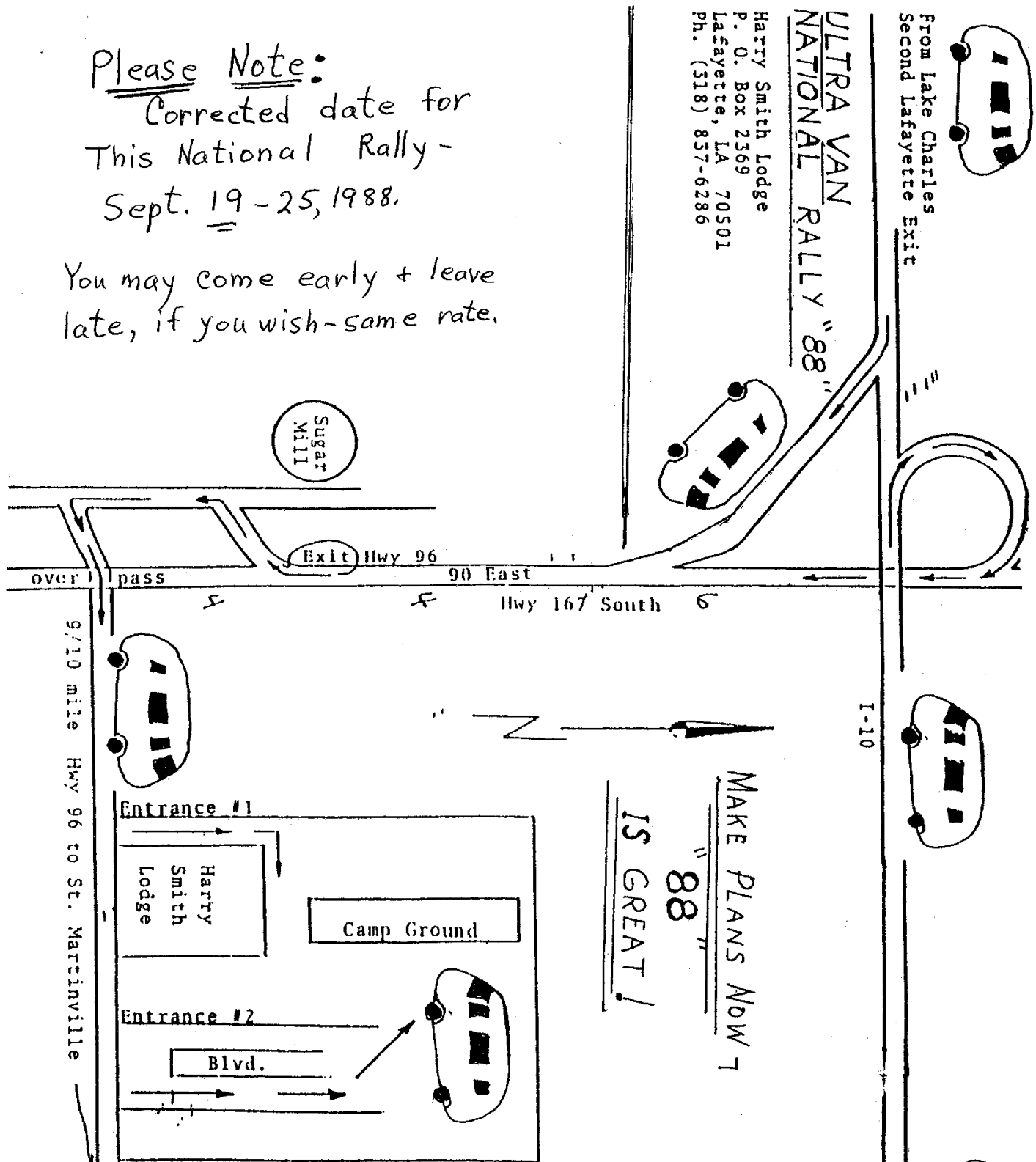
CRAWFISH PIE

A Rally You'll Remember!

Please Note:

Corrected date for
This National Rally -
Sept. 19-25, 1988.

You may come early + leave
late, if you wish - same rate.



Harry Smith Lodge
P. O. Box 2369
Lafayette, LA 70501
Ph. (518) 857-6286

ULTRA VAN
NATIONAL RALLY "88"

From Lake Charles
Second Lafayette Exit

MAKE PLANS NOW!
"88"
IS GREAT!

Special Notice!---At the National Rally a 30 amp receptacle is all that is available. You will need a 30 amp to 20 amp adapter.

ULTRA MOTOR COACH CLUB INC.

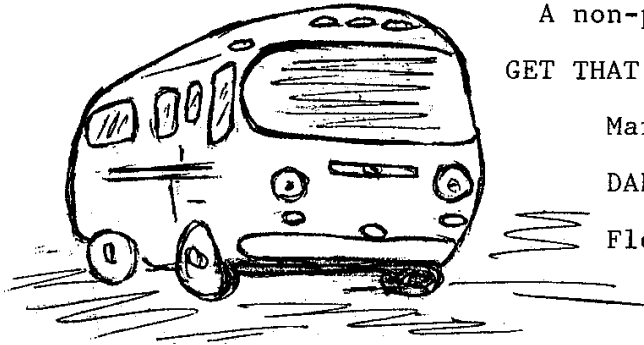
A non-profit corporation

GET THAT ULTRA HOLIDAY FEELING

March 1988 Rally

DADE CITY FLORIDA

Florida Campland



Wednesday dawned clear and bright, as the gathering of the clan began. Amidst holiday "hugs and greetings" by co-hosts Elinor and Albert Austin, who devotedly gave their time and efforts towards making this a successful rally. A special thanks to Elinor for the hand crocheted baskets that she made.

Wagon master "Frank Rudolph" led the way, reminding everyone to sign up for the Saturday Night Bar B Que'. Florida Campland provided a free cook-out that evening and we were invited to play bingo.

Thursday morning events were on schedule. Coffee was served with Merry Christmas Greetings. Tech sessions were in the afternoon with Walter Davison in charge. Then the shuffleboard and horseshoe tournaments began.

Others choose to take the short and enjoyable trip to Boyette Grove and a special treat of home made ice cream. "yummy"!!! Thursday evening we all watched a video review of former rallies, courtesy of Don Richards, and cordially shown by our co-hosts Floyd, Joyce and Valerie Sickenberger, on their Sooper-Dooper size 50 inch T.V. screen. The evening was completed by the crowning of the King, Ed Hull and Queen Marge Fitzgerald.

Friday after coffee, by then it was raining intermittently, but didn't dampen our spirits. So on we car avaned to the Rogers Christmas Village where Christmas is every Day. That evening King, Ed Hull and Queen Marge Fitzgerald reigned over the traditional pot luck dinner. Once again the ladies out did themselves. A "Gastronomical Delight." Charlene Howckwon the 1st place recipe contest with her broccoli chicken casserole. 2nd. place winner was Sara Fowler, with her Mandarin Orange Cake. 3rd place was Joyce Sickenberger with Maple Twist Roll. 4th place was Marilyn Davison and her recipe was Miami Black Beans. A big thanks to Frank Rudolph who volunteered to do the dishes.

Saturday morning (it was great to see the Florida Sunshine once again) In fact the air was a little nippy and windy, typical March. Immediately following the coffee and craft sessions, (all the fleas were cheerfully donated by Ultra Members), we began to set up for the flea market which netted us \$65.00, in lieu of auction. Saturday afternoon we played old time games such as throw the rolling pin and penny pitch. Saturday evening we enjoyed a catered Bar B Que' dinner served by The Florida Campland hosts, Dick and Marta Green. Every couple received a memento cook-book and pen, compliments of co-hosts Joan and Frank Rudolph. Afterwards we drew names for prizes and the rest of the fleas. We topped the evening off by listening to Oldie Goldie Melodies,

while we sat around a roaring campfire tended by Jean McMasters and toasted marshmallows.

Sunday morning we met for our devotional service at the club house.

Summing everything up there were:

18 Ultras and 8 Associate Members-Total 26

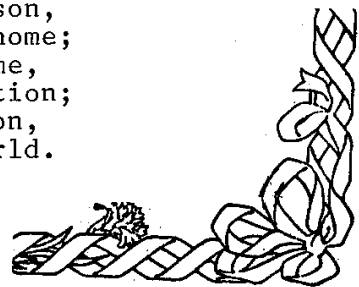
12 coaches from Florida	1 from Illinois	1 From Indiana
5 From Ohio	1 From Maryland	1 From Mississippi
2 From New Jersey	1 From Georgia	1 From New York
1 From Ontario, Canada.		

With regrets we bade our dear friends farewell as one by one they drifted off. We the hosts Floyd, Joyce, and Valerie Sickenberger, Albert and Elinor Austin and Joan and Frank Rudolph wish to thank you all for attending. Until we meet again we leave you with these thoughts.....

IF



If there is right in the soul,
 There will be beauty in the person;
 If there is beauty in the person,
 There will be harmony in the home;
 If there is harmony in the home,
 There will be order in the nation;
 If there is order in the nation,
 There will be peace in the world.



Respectfully Submitted: Joan M. Rudolph

A MODERN PARABLE

Behold, a ball team went forth to play a game of baseball. Just as the umpire was saying, 'Batter up,' the catcher for the home team arrived and took his place. The center fielder didn't show up at all, but later sent his regrets. The third baseman likewise failed to come to the game, having been up late the night before. The shortstop was present, but left his glove at home. Two of the substitute fielders were away on a little weekend trip, but were there in spirit.

Verily, when the pitcher went into the box he looked around for his teammates, and lo, his heart was heavy, for their places were empty. The game was announced, the visitors were in the stands and there was nothing to do but pitch the ball and hope for the best. But he had to serve as pitcher, first and third baseman, and cover short and center field.

When the absent members of the defeated team heard that their team had lost, a decision was made to get a new pitcher.

RALLY REPORT

Drummer Boy Campground--Gettysburg, PA. 19-22 May, 1988

The Walthers (Ohio) and the Ackermans (Florida) met at the "Griggs Campground" (back yard) in Cumberland on Wednesday, 18 May. The rain came with us--washing the coaches from every angle! The Griggs hospitality overflowed--from dinner Wednesday to lunch on our arrival at the Campground on Thursday! (Of course, our companions, the "showers" came with us!)

Betty and John Goulden, (Penna.) our hosts, met us (in between the raindrops) and the Rally began! By the time we had lunch, we were joined by the Ed Hulls (New Jersey). We all climbed into two coaches and headed for the observation tower--what a spectacular 360 degree view of the battlefield area! The rain took a break for a while, so, we checked out a few of the local historical shops. On the way back to the campsite we stopped to enjoy dinner at Cook's Family Restaurant on Highway 30. What huge apple dumplings!

The rain stayed around most of the night, but let up just as Richard Decker (Maryland) arrived by car. His purpose was to update us on the "Smithsonian Project", which he feels would benefit by a "candid" 15 minute video tape that he is putting together. The rain turned off for an hour or two, while he interviewed all of us, on camera, in front of and inside of some of the coaches. Bob set up the tape for playback, and the rain decided to join us once again! Mr. Decker would like to have any available literature regarding the Ultra Van--BUT it must be original, not a copy. The Smithsonian does plan to obtain a 60's era RV! Mr. Decker hopes to convince them that it should be an Ultra Van! He needs your cooperation!

Friday afternoon all 10 of us travelled in two Ultras to Littlestown, Pa. and visited three Craft stores. One of the stores, run by the Goulden's son, Carl, had a silk flower shop. His beautiful arrangements were on display--from minatures to 4 ft. wreaths. Once again, it was dinner out at the Hillcrest Restaurant on Highway 97. It's connected to a bakery. Yum-yum! At still another we all received a small "frog"--that area was called "Frogtown" during the Civil War era.

Saturday morning--no rain! Several men went to Frederick, Md. to a Corvair show. The rest of us went to a sidewalk antique show in Gettysburg. In the afternoon we all went to the Goulden's home & feasted our eyes on ACRES of Corvairs! All sizes, shapes, colors, and parts, too! Saturday evening we had that famous Ultra Potluck Dinner! (without rain, no less) The evening ended around a campfire, with a short General Meeting--some goodbyes (as two coaches were leaving early in the morning) and a big "Thank You" to the Gouldens for hosting their first Rally!

Arlene Ackerman, Reporter

Minutes of General Meeting

Ed & Betsy Hull discussed their upcoming Rally, scheduled 8/4 to 8/7, 1988. Some people might want to attend the CORSA National Rally in Ashville, North Carolina July 26-30 before coming to the Hull's Rally. The Hulls are expecting at least 20 coaches, and have verified campground reservation. There is room for a few coaches at their home before the Rally. In case of mechanical trouble Doug and Tom Hull will be working at the Layton Garage, if help is needed.

Richard Decker needs newspaper and magazine articles about the Ultra Van for the Smithsonian Project.

Arlene Ackerman, Reporter

WELCOME!
NEW
MEMBERS



NEW MEMBERS

#292 Jack & Lee Moore
13203 Emerald Drive NW
Gig Harbor, WA. 98335
Phone: 206-857-6906

#371 Clifton Paul Carpenter
10 Hampton Road
Danville, IL. 61832
Phone: 217-443-3828

Glen & Becky Moen
418 Naiad Street
Encinitas, CA. 92024
Phone: 619-942-1653

Please add the above to your Directory.

Other Directory Changes:

Page D-23 address change-
Craig, Jim & Marlene
7011 Sunny Vista Road
Joshua Tree, CA 92252
Ph:

Page D-33 address change-
Kujawa, Ted & Anne
3755 Avocado Blvd. #225
La Mesa, CA. 92041
Ph:

Page D-27 address change:
Grille, Alvin & Geneva
110 Noble Drive
Belle Chasse, LA. 70037
Ph: 504-392-0752

Page D-35 address change:
McCoy, Jerry & Judy
P. O. Box 1602
Frazier Park, CA. 93225
Ph: 805-245-3316

Page D-47-delete Wootan, per written request.



Special Notice!--At the National Rally a 30 amp receptacle is all that is available. You will need a 30 amp to 20 amp adapter.



COACHES for SALE

#292 Ultra Van. Engine recently overhauled, new differential, bearings and seals, electr. ignition, C. B. All new radials, new carpeting, excel. upholstering and exterior, air condit. \$7500. Jack W. Moore, 13203 Emerald Drive, NW; Gig Harbor, WA. 98335. Phone, 206-857-6906.

#356 1968 Ultra Van, 110 HP Powerglide, roof air, speedometer reads 36144 original miles. \$8500. Ed. Grubb, 2704 Fig Street, Tampa, Fl. 33609. Phone-813-876-4988. 9 PM EDT.

Interested in BUYING an Ultra Van:

Perry Roll
5025 N. E. Buffalo
Portland, OR. 97201

Fred & Pat Rogerson
2206 22nd Court
Jupiter, FL. 33477

Ed. Cheatham
2297 Maple Ave.
Oroville, CA. 95966

David Nuttelman
Box 815-Mt. Rd. Rt. 2
New London, N. H. 03257

Ultra Van Motor Coach Club, Inc.
Treasurer's Report- First Quarter, 1988.

	3732.33
Balance 1/1/1988:	
Receipts: Dues	1275.00
Benham Capital Management Group	31.00
Contributions by members	6.00
Bounced check replaced	11.50
Merchandise sold-Dan Reinhardt	62.00
Dividend-Al-Gar Federal Credit Union	29.87
Total Receipts:	1415.37
Expenses: Postmaster-100 postcards for dues reminder	14.00
check bounced	11.50
Postmaster- 1988 bulk mail permit	50.00
Secretary's expenses	30.96
Print Directory	357.00
Print Newsletter	184.25
Postmaster, stamps for Newsletter	42.60
J. Craig- expenses	33.77
Total expenses:	724.08
Balance, 1/1/88:	3732.33
Receipts to 4/1/88:	+1415.37
Expenses to 4/1/88:	- 724.08
Balance 1/4/88:	4423.62
In Benham:	2000.46
working funds:	2423.16

(Legal defence fund)

Respectfully Submitted, Louis C. Griggs,
Treasurer

ULTRA POSTSCRIPTS ★★★★★

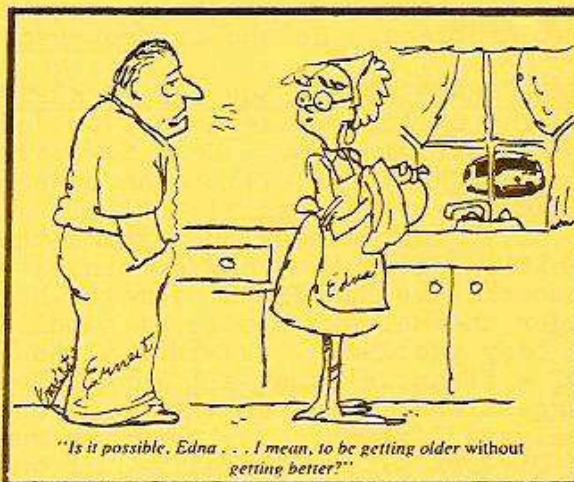
Dear Ultra Friends:

May 1988

FLYING LADY RANCH: It is well known that the best things in life are free. The rain, the sunshine, green meadows, beautiful rolling hills; all this...was in abundance on the way to and at the April Ultra Rally. Edna and I thoroughly ENJOY the travel to rallies as well as the social gathering of good ULTRA friends at each site....we do sightseeing both going and on return trips. The hosts did a great job at Flying Lady. Friday evening all enjoyed a 5-course served-dinner, with more than 100 planes flying overhead. The O'Mara's put on a fine picture-show of their recent trip to mainland China. The after dinner show and the earlier attitude-adjustment hour, were held in the Circus Room. We had a financial seminar Friday morning---as usual, I learned a lot. After the coffee hour on Saturday, the Tech Session included a short talk by Bill Helander, who displayed the new MUCH STRONGER bell cranks. There are available 20-pairs to sell at \$125 the pair, for the first 20 lucky members who wish them. Then Dave Peterson, designer and originator of our coaches, contributed an interesting talk and answered questions. He offered to make the original-type foam BUMPERS at \$65 per pair if the Club has a minimum of 20-members who place orders. The Sunday morning Services were held outdoors under a blue sky, with beautiful sunshine. Thanks Anita, Esther, Warren, Gladys, Jim, Sharyn, Fran, Ed, and ALL.

"There are MANY who receive advice, but only the WISE profit from it."

DO PEOPLE IMPROVE WITH AGE? They say, among other things, that wine (also whiskey) gets BETTER as it "ages" in bottle or cask. Items of historical value, too, become more precious, much more valuable, as they get older. All scientific findings tell us that we human beings, also, IMPROVE with experience---as we gain knowledge and know-how over the years. Enterprising young people often "seek out" Senior Citizens to learn the tricks of a trade (or about scams, to help avoid them). Athletes, on the other hand, reach an age when achievement starts a decline. Maturity, as a rule, tempers the MIND and intelligence improves -- that is, IF one exercises it daily. As a whole, people really do GROW better.



LET'S KICK A ROCK AROUND: Do you remember Will Rogers? He was the full-blood Indian who was killed in an airplane accident in Alaska. In the prime of life, his syndicated column appeared daily in thousands of News Papers around the world. Many of us read his thinking in print-----miss his wisdom. I'll never forget -- he liked LAND as an investment, saying "Because they aren't making any more of it." While driving #603 toward Morgan Hill, California two weeks ago, noted the Gasoline Gauge started showing low. Pulled off the freeway at King City, where a huge UNION 66 sign beckoned us. Checking the posted prices as we approached, saw their Regular Gas (which #603 uses) was \$1.19. Continuing along the street to maneuver for the turn-in, decided to go into town first. About five-blocks-in appeared another Service Station, with Regular at 79¢ (fully 40¢ LESS per gallon for exactly the same thing). Guess which Station got our business? Thrifty Club Members all know that very often, Gas Stations along freeways price their products for "sucker" tourist trade.

"The physician heals; NATURE makes well. EXERCISE: Mow lawn, Walk dog."

EARTH, EARTH, EARTH: We continue to get inquiries from Club Members as to the state of the economy, the investment climate, and so on. We are glad to answer all questions, but do refuse to make precise predictions. Not a soul on earth can predict the economy with accuracy (although some FALSELY claim they can). There are far too many variables---Congress can vote this or that law into effect - trade barriers, interest rates, subsidies, ad infinitum. WHO can predict the mind of Congress? Maybe a short discussion on the economy might be helpful to a few Members: The U.S. and foreign market "crash" last October 19th frightened many people. Some families have NEVER owned a single share of industrial stock --but they were (still are) afraid that THAT "event" might trigger another Great Depression, such as some of us experienced during the 1930s. The Kondratieff Long Wave proves that there has been a MAJOR economic decline each 50 to 60-year period (prox) over the past two-hundred years-plus. There is no question about it--governments and people grow lax over such time-periods; both politicians and the citizens of a country succumb to "credit buying", thus mortgaging present and future generations with enormous debt in order to "enjoy" things NOW. After 50-60 years, those "in power" (for the most part) have not had personal EXPERIENCE of the horrors of a severe depression. These people (often called "yuppies") were born just before or after 1928---and do not know HOW their parents suffered through that period. Over the past 30-years or so, I've regularly studied the Reports from some 20-or-more economic strategists. Most confirm the above truths. All agree, however, that those who "know" and heed the Long Wave findings, should be able to prepare and thus escape most problems. He who is prepared, will NOT experience disaster.

WHERE SHOULD OUR RESOURCES BE KEPT? Re-reading the above paragraph, the thought exploded like a cork out of a bottle, "We said "prepare", but didn't explain how." So a few more words are in order: Please, no one can be SURE there will be an economic decline (government action can delay it several years), but all should be ready for whatever is thrown at us. Club Members must guard their savings in order to remain in a position where they can continue to operate their coaches. Many Ultra Members have had YEARS of motor home EXPERIENCE...yet some do not consider themselves capable of handling every type of engine, running gear, or body problem. Likewise, although I've had decades of experience, I'm NOT a financial know-all guru. However, here are three good, very solid suggestions, based on the "consensus" opinion of a dozen or more of the analysts I study: Their advice runs about like this: #1-Diversify; #2-Diversify; #3-Diversify. If one-place where your money is invested should fail, perhaps the others will survive. This does NOT mean to put your hard earned savings into three S & Ls (that's not diversifying at all), every penny would be in home mortgages. It means to keep your \$s in=suggested= FIVE different CATEGORIES for overall safety, such as: Some real estate (your home or rentals); some T-Bills or Bonds; select Public Utilities (or Utility Fund); good Mining shares; sound Money Market Funds; some precious metals; Federally insured Bank/S & L CDs, etc. The above are just ideas---every family has a different situation (age, health, temperament, etc.), MUST decide its own suitable categories for investment. There are MANY MORE: Trust Deeds or Mortgage Loans are not too dangerous for a few portfolios; highly profitable Venture Capital deals and Gold Clause Contracts, are suitable for some. Then there are Strategic Growth Funds, as well as SPIDS, that are safe for most of us.

ULTRA CLUB MEMBERSHIP: Inside the front-cover of the Spring (last) Club Newsletter, secretary Maybel Griggs produced a "Membership Map" covering the entire U.S. Check YOUR state---Calif. has 80, Fla. 24, and so on.

Kind regards, *Ernest Newhouse*

This is the first of a series about UV 547. The first eight were done before we knew about and received the fantastic manual done by Edy and Len Ryerson. If we had only had the manual from the start, many things would have been soooooo much easier. We urge anyone who doesn't have one to get a copy from the Ryersons as soon as possible.

The story of getting OBSESSION IV (ol' 547) home takes some telling as it began in 1986 with our first letter to the seller, but the deal was not made until November 1987. We agreed to pick it up on the way back from taking Norm's mum to her winter home in Florida. At 85, she only drives short distances. We planned to take her car to Florida, fly to Philadelphia and be back home in Canada for Christmas with our family.

While reading the Ft. Myers paper, Norm spotted a 1967 Chevy pick-up in an estate sale which he couldn't pass up. Quote "just needs a bit of work" (it had not run since the owner died two years before). All our tools were back home, so Norm got what he needed at a flea-market.

After a complete brake job (cylinders, shoes etc.), muffler system, a water pump and new shocks, it was pronounced fit to drive north, being justified of course on the basis it would cost less than two air fares to Philadelphia (without considering motels and meals along the way). Norm also reasoned it would give us back-up in case we had any trouble (clairvoyant) with the Ultra Van. We started out in a rain storm that stayed with us for the next five days and naturally, in December when the days are short and in the rain you need good lights and battery.

Reaching North Carolina about dusk on Saturday, our headlights dimmed. Cleaning didn't help and the ammeter showed no charge, so we stopped early to keep the battery from running down. In the morning it started fine, but after checking, it was determined the alternator was shot. Where, early Sunday morning (in the middle of the bible-belt) do you find an alternator for a 20 year old truck? As it was daylight, we ran on just the battery (OK as long as we didn't have to start too often). About noon, near Durham we found an auto supply store with the part.

As we neared Richmond, Marion began to realize that after getting the Ultra Van, she would be a truck driver for the last 600 miles home.

The Ultra Van was in West Chester, PA. We lived it up and stayed the night, in a nice hotel a few miles south of the Penn Turnpike. It was our intention to get an early start after picking up our "new" toy. On Monday morning, the rain stopped so from the hotel to West Chester, in the morning Philadelphia rush hour traffic, Marion (quick student that she is) had a driving lesson to learn all the idiosyncrasies of an old truck (in just 5 miles) which Norm had absorbed in the past few weeks.

To pay for the Ultra Van, we had a draft from a Canadian bank which we were assured would be honored ANYWHERE. Well there was a little delay getting it deposited. Also, the Ultra Van was out of gas, so when the ladies were away to complete the financial arrangements and get fuel, the men went over the mechanics. During the inspection, it was noticed the master cylinder fluid was low (tip off of things to come). At noon we finally headed north on Highway 100 to find the PA Turnpike.

Well, we didn't quite make it. Fortunately both vehicles had CBs so there was some fast communication to discuss the problem we will tell you aboutnext time.

To recap, we had just picked up OBSESSION IV (ol' 547) and were going north toward the Penn Turnpike extension when Norm, in the Ultra Van called on the CB to Marion, driving the old 67 Chevy pickup to let her know he was having brake trouble.

We parked in a remote part of a mall to pull the front wheels. Without axle stands, the van was jacked high enough so the spare tires from both vehicles, stacked one on the other could be slid under the Ultra Van to make it safe to work around. As soon as the wheels came off you could see brake fluid was leaking on the brake shoes. The linings were hardly worn and the drums were perfect with no scores.

Luckily, there was an auto parts store in the plaza, so a cylinder and brake shoes were taken from one wheel as samples (as we had no way to tell what vehicle the front wheels were originally intended for). Now, just try going into your average auto parts store and asking for brake parts for an Ultra Van of any year, especially when GM didn't call one of their van models "Ultravan" until the 80s.

Not being able to match the samples to their stock, the next best idea was to polish the cylinder bore and sand off the surface glaze on the linings as a temporary measure to get us home. This also provided an opportunity to flush out the old dirty brake fluid. After bleeding the lines, the job was cautiously tested in the parking lot before heading out. The stops were straight and true with no grabbing.

Back on the road things seemed to be going well until we hit the North East Extension of the Penn Turnpike. Until then, we were travelling on two lane roads quite slowly and building confidence in the brakes so whatever play existed in the steering wheel was not too noticeable. Now we encountered 35 mph wind gusts blowing from the west. As we reached speed (50-55) things became wild. The yawing of this whale we were herding north, (now on I-81) was frightening, especially whenever a tractor-trailer passed. Cautiously, we crept into a rest area to find out why the steering was so loose.

The trouble was in the linkage hidden under the floor. On pulling up the carpet and unscrewing the wooden floor panels, it was easy to see play at every point where a rod was attached to an aluminum idler arm. There was no easy way to repair this on the road, but by using a big concrete nail as a centerpunch and staking around each hole, some of the play was reduced so we could go on carefully. Being late, we began looking for a motel. Stay in the Ultra Van? not yet, no propane, water or bedding and it had already been winterized for storage.

It happened this was the deer hunting season and the hunter's vehicles were parked along the road everywhere. Ever tried to find a motel room in hunting season on Highway 81 near the NY-Penn line? It took some looking, but we finally found one in Binghamton, NY.

The next morning was bright and sunny, a great day to travel. Being a bit over 300 miles from home, with luck we could sleep in our own bed that night, with 2 more vehicles in the barn.

Nice thought but wrong, what happened is a story for the next time.

The Helmkey's (547) Thoughts of the Spring Rally

We were delighted that we could arrange to get down from Canada to Dade City for the Florida Spring Rally this year, as we wanted to meet some of the Ultra Van Club members and get an idea or two for fixing up our newly acquired coach. Our memories of our first Ultra Van Club Rally will not soon be forgotten.

Arriving on St. Patrick's Day morning, we were immediately directed to the meeting hall by the wagonmaster and found ourselves in a technical session for the men and crafts for the ladies. The friendliness and comradarie of everyone was very evident as we soon felt comfortable.

Over the next two days we got to know many of the folk much better. The feeling was like the early days of the Family Motor Coach Association when nearly everyone had converted or built their own rig from a bus or delivery van and each rally or convention was like an idea swap.

The technical expertise of the Ultra Club members we met is amazing and the faith most have in their Corvair drive train is almost cult-like. A walk-around the coaches during the tech session on Friday was worth the 1,500 odd miles we had driven just to see each owner show and explain the changes and modifications that had been done to their coach.

Arriving late as we did and not realizing a pot-luck dinner was on the menu for Friday evening, we had to work a little magic to come up with our contribution, although everyone we talked with said "Don't worry, come hungry anyway, there will be lots to go around".

Unfortunately, because of a family matter we had to leave after lunch on Saturday to reach Ft. Myers before dark, so we missed the barbeque.

Be assured we are looking forward to the next rally in August and the National Meet in September. We even learned to say "See Y'all".

Kind regards,

Marion & Norm Helmkey

If your dues for 1988 were received after March 1, 1988, you did not receive the Spring Newsletter and the new Directory, which were mailed together. Bulk rate on these was 20c; first class is \$1.45. We have ample supplies of these. If you want to receive this mailing, send \$1.50 here--soon. These will also be available as handouts at the National Rally, at no charge.

Received too late to classify: Coach for Sale
#347 Ultra Van 1968 225 Buick V-6 with Toronado transaxle 48186 miles.
Interior very good. \$4500 or offer. see below for address.
Address change: Page D-44 in Directory. Torkelson, Ramon & Kathy
524 Hamilton St., Stoughton, WI. 53589. Phone, 608-873-1985.

4/15/88

Some information about the Ultra Van Motor Home.

The Ultra Van was designed by David Peterson, an aircraft engineer, who hand built the first one in 1961-62. After he built a number of them in California, production was started in Hutchinson, Kansas; a total of some 380 were built. Ultra, Inc. ceased operations in Kansas in June, 1970. Most Ultra Vans built were built with the Corvair drive (engine and Powerglide transmission). The factory did produce about 50 with the 307 Chevrolet V-8 engine. Owners since have, for various reasons, replaced the original engine with various others--Oldsmobile Toronado, Buick V-6, Ford, etc.

There are two clubs associated with the Ultra Van. The Ultra Van Motor Coach Club, Inc., founded by Ernest & Edna Newhouse of Whittier, California is restricted by its By-Laws to owners, or former owners, of the Ultra Van. This Club currently has about 240 members. It sponsors about eight rallies per year; usually four in the West, and four in the East, with one designated a National Rally. It is held in the central part of the country, in September or October. This Club publishes a quarterly Newsletter which is quite comprehensive. Rally information, coaches for sale, and technical information are all included. Editor of this Newsletter is the Club Secretary, currently Maybel Griggs. The Secretary and Treasurer are elected annually; therefore, these positions are subject to change. Dues to UVMCC are \$15 annually, and should be sent to the current Treasurer, Louis Griggs.

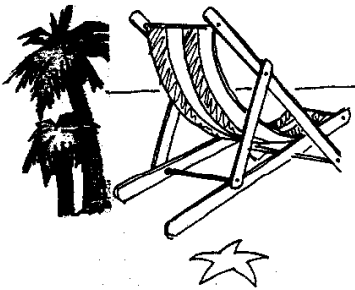
The second Club associated with the Ultra Van is Group Ultra Van, which is a Chapter of CORSA (Corvair Society of America). Group Ultra Van is not restricted in any way. Members are encouraged to join CORSA, but are not required to do so. The principal activity of Group Ultra Van is a quarterly Newsletter called "Whales on Wheels". Editor of this Newsletter is Christy Barden. Membership in Group Ultra Van costs \$4 per year; on this rather spartan budget the Newsletter is considerably smaller, and is mainly technical in nature. Officers in Group Ultra Van are appointed. Current Secretary-Treasurer is Louis Griggs, who collects dues, handles finances, and prints mailing labels. Anyone who is interested or curious may join Group Ultra Van--just send \$4 with your name, address and phone number. There are presently about 135 members in Group Ultra Van.

Many owners belong to both Clubs. The mailing labels come from the same computer, and indicate the year through which paid.

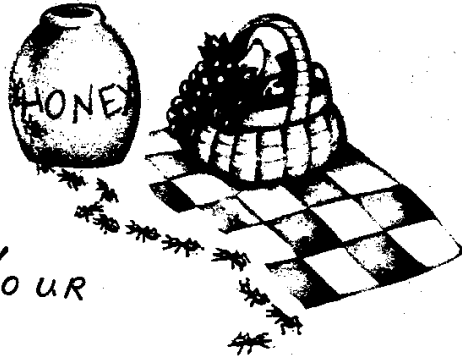
Louis Griggs
626 Brookfield Avenue
Cumberland, Md. 21502

[This letter was put together to explain to members of Group Ultra Van why they should also join the Ultra Van Motor Coach Club, Inc. if they own a Coach.]

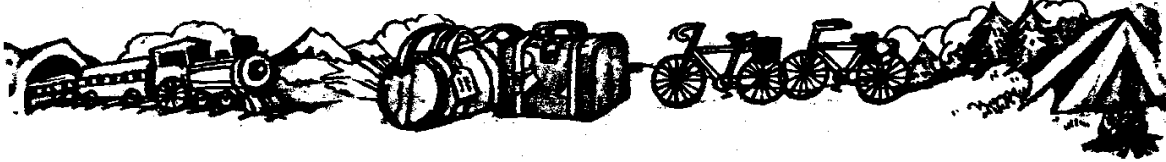
ENJOY



YOUR



SUMMER.



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.