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**FALL**  
 Newsletter

**FIRST CLASS MAIL**



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

August 1988

Voting time! You will find a ballot enclosed in this newsletter. Be sure to remove it, vote for your choice of the nominees and write in your choice for the Newhouse Award. Mail it off as soon as possible so that we can receive it prior to the National. (This newsletter will be received a little late due to commitments of the Secretary.) A big thank you to Gladys Bell and her nominating committee.

Club Audit: Gladys Bell has completed the audit and the treasury appears to be in good shape. Thank you Gladys for a great job.

Overnight Parking Locations: Don Richards with the help of Harold Washmuth is working on a list of overnight parking locations that he will have available at the National. Look for it.

By-Law Proposal: The proposal that is included in this newsletter hopefully will be considered by all. As you know, last year at the 1987 National, the nominee from Colorado withdrew his name because he felt he could not support the position of an Eastern Director since he lived in an area that was a great distance from most eastern regional rallies. Review the proposal and the attached map and vote for your choice on the enclosed ballot.

November Mini Rally: Marlene and I will host an informal rally at our home from Oct. 29th through Nov. 13th. See enclosed rally sheet. This will be before and after the annual Palm Springs Corvair Swap Meet and Fan Belt Toss. You all are invited.

Ultra Week: September 19th, 1988 is just down the road. Hope you have everything loaded in the Ultra or soon will. The Host and his Committee has planned a great time for this week, so let's all support them by attending. See ya there.

Jim Craig #202

A handwritten signature in cursive script that reads "Jim Craig".

Upcoming Rallies:

NATIONAL RALLY: September 19-25. See flyer.

Oct. 29-Sept. 13, 1988. Joshua Tree, CA. Hosts, Jim & Marlene Craig. See flyer.

April 5-9, 1989. Florida Spring Rally. More on this later.

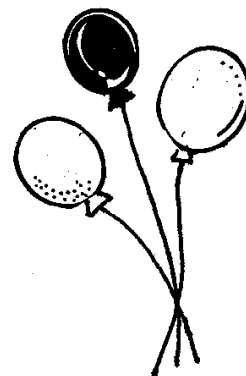
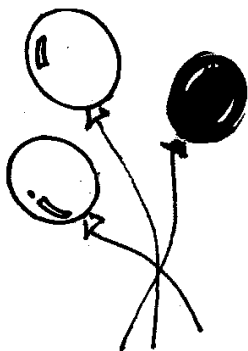
Weekend of June 2, 1989. Ali Ghan Shrine Campground near Cumberland, Md. A new campground, it has available 20 and 30 amp outlets, city water, dump station. Quiet location, rate \$5.00 per night. You can come early & stay late, if you wish. Hosts, Louis & Maybel Griggs.

New Members

#318 Bill & Jan Burleson  
261 Preston Avenue  
Roanoke, VA. 24012  
Ph: 703-362-7515

#100 Steven Harrison  
Harrison Ford, Inc.  
Jefferson, Iowa 50129  
Ph: 515-386-2121

#525 Bob & Ina Reinhardt  
517 Berry Circle  
Las Vegas, NV. 89107  
Ph: 702-870-6187



Change of Address

Norm & Marion Helmkey  
Carrying Place  
Ontario, Canada KOKILO

New Western Merchandising Chairman-- Mel Dinesen, #200.

# 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



Harry Smith Lodge in Broussard, Louisiana

P.O. BOX 2369 Lafayette, LA 70502 318-837-6286

## HOW TO GET THERE!

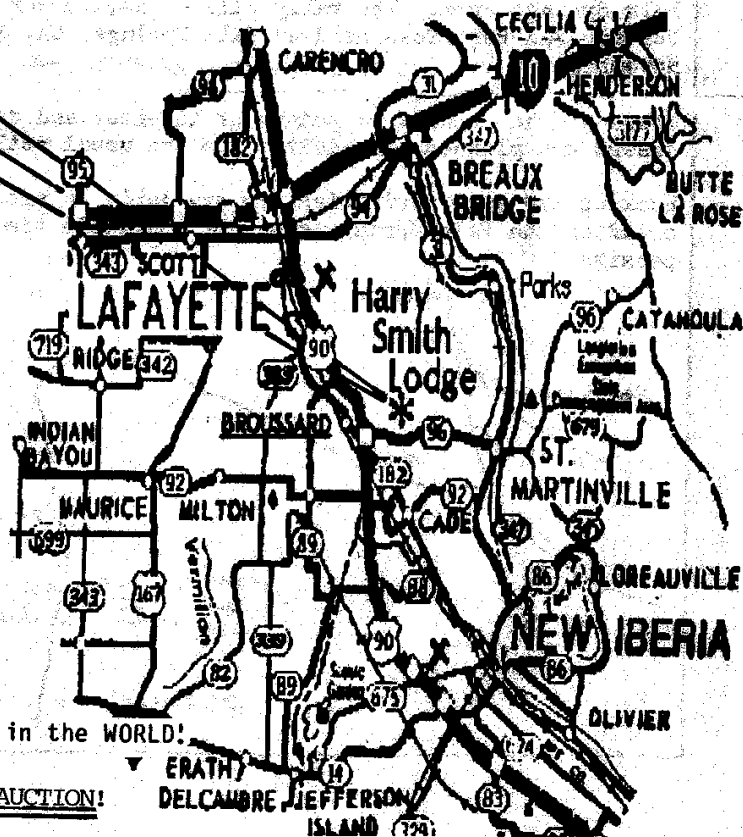
\*Take Hwy. 90 SOUTH..from I-10  
Approx. 10 miles (plus)  
SOUTH of I-10 .....

\* (U.S. 90 East)  
BEFORE overpass...EXIT Hwy. 182  
Turn LEFT under the overpass  
on LA Hwy. 96  
GO 9/10 mi. to 1st ENTRANCE  
to Harry Smith Lodge..(on LEFT)  
Campground in rear.

RATE: \$9.00 per day (Elec./Water/  
w/ Dumpstations)

Early & Late Arrivals..Same rate.  
(Bring 30 to 20 amp. adapter)

NOTE: "Festivals Acadiens" in  
nearby Lafayette-weekend before Rally!



GET READY for a RENDEZVOUS in the  
"SWEETEST, SALTIEST, SPICIEST" place in the WORLD!

DON'T FORGET TO BRING ITEMS FOR AUCTION!

A Rally You'll Remember!

**HIGH DESERT MINI RALLY**  
**JOSHUA TREE, CALIF.**

**WHEN:** October 29 through November 13

**HOST:** Jim and Marlene Craig - #202

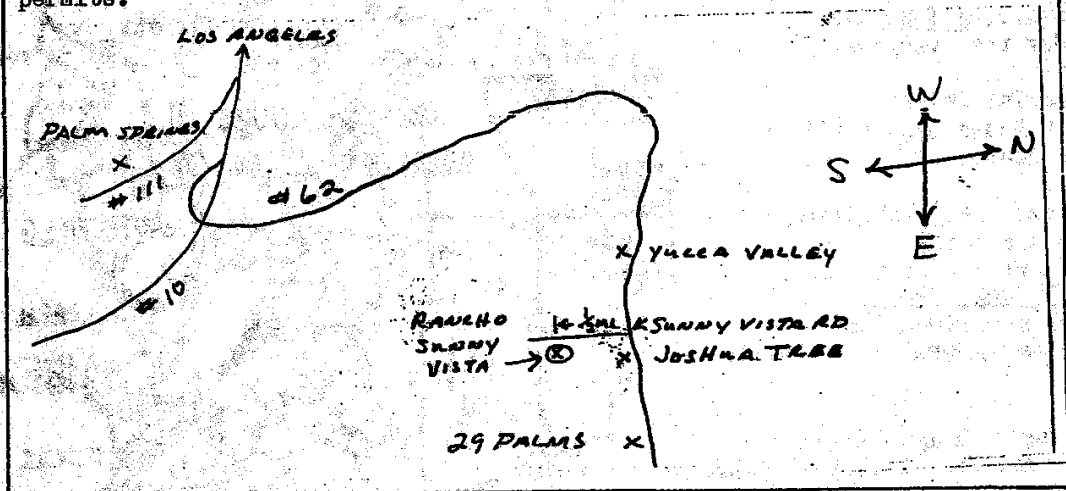
**LOCATION:** Rancho Sunny Vista  
 7011 Sunny Vista Rd.  
 Joshua Tree, CA 92252  
 (619) 366-9104

The event will be held at the host's homesite.

This is an open rally time for those of you that would like to enjoy some pleasant weather in the high desert area (3,200') 45 miles north of the Palm Springs area. The rally will be held prior to and after the annual Corvair Fan Belt Toss held at Palm Springs, CA, in the Angel's Stadium, November 5 & 6.

Tours of the local area points of interest and dune buggy trips into the desert are planned, in addition to the usual potlucks, games and etc.

Hook-up and dump facilities are available on site. Plan to come before or after the Palm Springs event or the whole time, as your schedule permits.





# ULTRA POSTSCRIPTS ★★★★★

Dear ULTRA Friends;

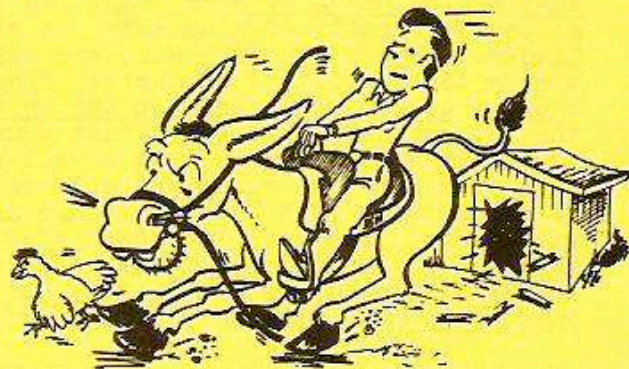
August 1988

"To be, or NOT to be: That is the question." -- Hamlet

DINOSAURS: Some 30-years ago we had visited the interesting Dinosaur National Monument and the excavations and museum....at Vernal, Utah. On the return from a three week trip to Minnesota, we pondered the question "To BE (???) or not to BE seeing it again?" We always wanted to return to see the progress and discover what else had been found. The decision finally was made to "be there" this past July 1988, even though it would involve some zig-zag driving and a couple extra days enroute. We toured the excavations the first day, stayed overnight in Vernal, then spent a few hours at the Museum and Dinosaur Gardens the following morning. It was well worth while. Recent discoveries were exciting: Dinosaurs may not have become extinct because of lack of vegetation during the "ice age".... predators may have destroyed (eaten) their EGGS. Dinosaurs were largely vegetarians, but some species---were meat eaters. Since they laid eggs to be hatched into baby-dinos, today's ostrich may be partially related, but not in SIZE. The 90 to 100 foot Brochiosaurus dinosaur weighed 30 to 40 tons (80,000 lbs). The state of Utah included the Vinta Dinosaur Basin, with 25,000 square-MILE Lake Vinta, some 4.5 MILLION years ago. There are more than 2,000 bones exposed in the excavations. Geologist Earl Douglass discovered this Morrison Formation in 1989, funded by the Carnegie Foundation. A Historian gave large groups of tourists some established facts in a talk: These MONSTERS OF THE PAST existed during the Jurassic Period 145-million years ago, and dominated earth for over 100-million years. Humans have been around for a mere 100-thousand years (a few SECONDS in geologic time). The huge "animals" buried here, were more or less (sort-of) "preserved" in sand (which became sand-stone because of time and pressures from above). They have a Sauropod dinosaur (long neck and tail) complete skeleton on display. Club members touring Utah would enjoy a visit here.

DID YOU KNOW -- that ANTS won't cross a white chalk line? NOW you do!

RIDING A MULE: Some Ultra member has surely ridden the back of a mule. It can be really something! Once I saddled one INSIDE our Oregon Ranch barn...before I could properly grasp the reins, he took off. The chickens FLEW - and so did I. Mind you, I wasn't afraid, I was TERRIFIED. Not a chicken got killed, but I almost did. I've never completely RECOVERED from the shock of landing on my butt. Please, don't ever try riding any mule, even if it belongs to your renters and they say "he" is safe. Politicians AND MULES must be of the same ilk...not a soul on earth can predict what a mule will do.



ANALYZING FLYS: Flys always JUMP straight-up 2-inches before they take off. Their sight is restricted...they can't see anything above them. To catch a fly, just cup your hands two inches over each---you'll never miss again. You can TEACH an ant to do things, also snails. But you can't teach a fly anything. Now let's SMILE...it will help improve our "face value".



Who was the lowest paid STAR in the "Wizard of Oz"? Judy Garland was.

MOLYBDENUM: We should clarify a reference of several months ago that moly-type greases contained some lead. When founding Pacific Lubricants Corporation and all the years of operating the company, our raw materials were obtained from the Climax Molybdenum Mines in Nevada. Our chemist's analysis assured there was NO lead in the moly we blended into all oils, additives, and greases. It could safely be used with bare hands when packing bearings. It is hoped we will not disturb the present ownership, but one of our closely guarded "Trade Secrets" --- no lead at all --- meant Pacific Lubricant's PRODUCTS didn't settle out. Lead is HEAVY. The viscosity of grease tends to support it, but with crankcase and differential additives or oils (Auto-Moly), ours remained in suspension whereas competitor-products containing traces of lead, sank quickly to the bottom where it did no good. We do not know exactly what measures for quality are employed (since selling the factory in 1961), but I believe that pure Climax moly is still run through a colloid mill (at least twice) to reduce its particles to talcum powder size -almost like smoke. This was another important quality in all Pacific Lubricants production.

"You KNOW you are getting OLDER if your pacemaker causes the garage door to go up whenever you THINK of a pretty girl."

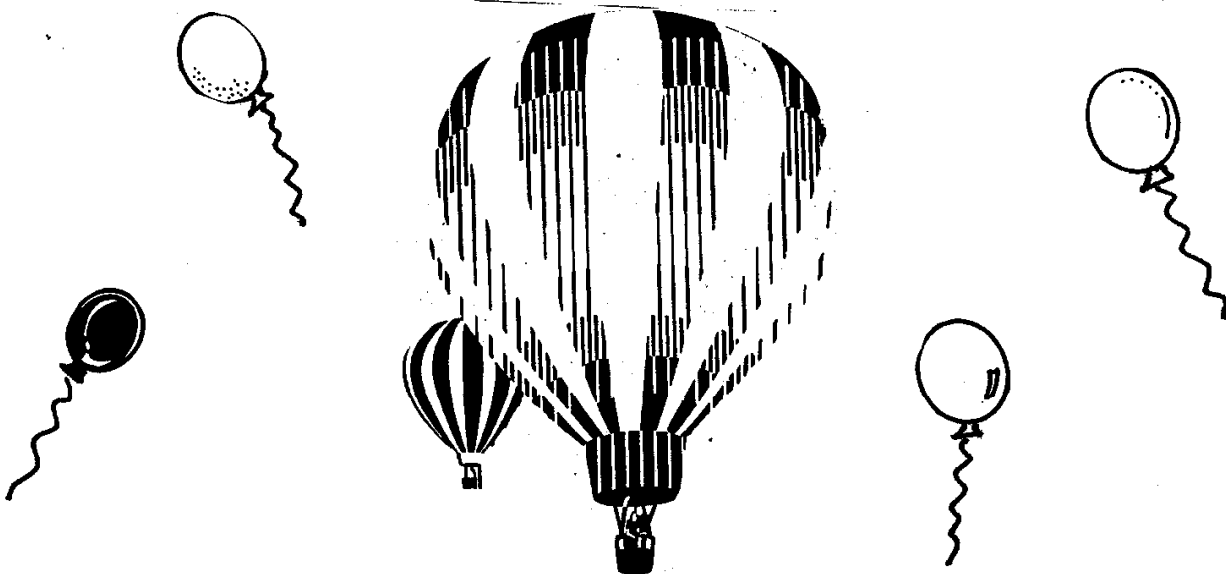
IT'S VOTING TIME AGAIN: Don't forget to vote for your new Club Officers, new Directors, and one of the Club's "Blue Ribbon" members. Vote by mail NOW if you are not planning to attend the Ultra National Convention. The coveted "SILVER MEDAL AWARD" goes to only one person each year. Please forgive me for plugging a candidate----there are so MANY good past and present "work horses" (both men and women) in the Club, that it is a little difficult to select just ONE. "Great people never die; they just fade away." Ed Martin faded away---without proper recognition. So we need to honor some of the EARLIER influential folks first it would seem. We mentioned Past-President Mory Snyder a few months ago as a deserving candidate. Mory is always in there "pitching" and helping out in every possible way. He was one of the many conscientious Presidents the Club has enjoyed---and a truly enthusiastic member (also---a great Director the years he served in that capacity). Let us not divide our vote but get "behind" one true-blue and deserving member EACH YEAR.

WHAT MINING MEANS TO AMERICANS: On the way back from the recent Reunion at the University of Minnesota, we visited awhile at the mining town of Deadwood, South Dakota. Here are some "WORDS OF WISDOM" from a monument that we took a picture of there: "Most people pass their days with no thought of the role mining plays in their lives. They know where to buy the things they want, but seldom consider the origins. Food comes from a grocery = electricity from a wall socket = tools from a hardware store = cars from a dealer = appliances from a department store = and so on. If we do think of how these things are created, many of us probably begin with farms, factories and power stations. In fact, they ALL begin with mining. Without minerals, we could not till our soil, build our machines, supply energy, transport goods: Our HORN OF PLENTY starts with a hole in the ground. We are in trouble if we forget that!" --Homestake Mine

LESS HAIR TO COMB: But...aging gives us -more face to wash! Shakespeare wrote, "Uneasy lies the head that wears a crown." At the June U.of M. Banquet (400 alumni attending), your humble editor was noted for lifetime achievement since graduation. As the only person in the class to have ever been so honored, my modesty was disturbed when a Bronze/Walnut Plaque was presented. A quote from the acceptance speech, "This is like putting a CROWN on my head...I'm uneasy." It was great FUN to visit with "old" friends not seen for 60-years. Some had more face, others snowy-roofs.

Your Ultra Friend *Ernest*



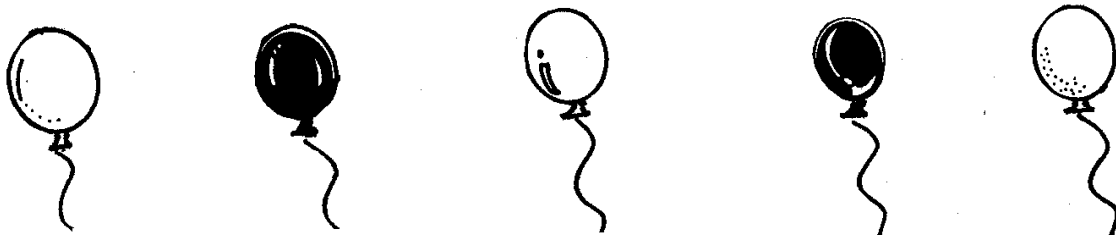


Ultra Van Motor Coach Club, Inc. Treasurer's Report-Second Quarter, 1988.

Balance, 4/1/88	\$4423.62
Receipts: dues	140.00
Benham Capital Management Group	28.78
Dividends Al-Gar FCU 33.44 + 3.26	<u>36.70</u>
Total Receipts:	205.78
Expenses: excess dues remitted	5.00
A. Polus-trophy expenses	22.20
R. Decker-Smithsonian expenses	18.00
print Newsletter	<u>122.85</u>
Total expenses	168.05

Balance 4/1/88	4423.62
Receipts	+205.78
Expenses	-168.05
Balance 7/1/88	<u>4461.05</u>

Respectfully submitted, Louis C. Griggs, Treasurer



No Rally Reports were received by the Secretary this quarter.



ULTRA VAN MOTOR COACH CLUB, inc.

JIM CRAIG PRES.  
7731 Peacock Drive  
San Diego, CA 92123

Dear JIM *Law*

Jul, 26, 1988

This report is late but I hope it clears up the status. I have no good news to report as the Smithsonian has not responded as I would have expected.

I gave a short Video tape of the Ultra Vans at the Drummer Boy Rally, hoping that seeing the movie would help create interest. I also called there but Roger White was out. My next move was to go down to Wash, DC and personally find out what to do next. However I have had some health problems that has slowed me down and I have not gotten to that yet.

I hope to take the Video to N.J. on the 4 or 5 of Aug to show at that rally and to take some more. I know that a personal visit is now required, so until I can make that Visit, we are still "out in the cold"

I have some good data on hand to take to them from Gus and Louis. I have also found some of the stuff I had, so until we get more information I don't think it is necessary to send me anything more.

The History of the Ultra Van is very important, also all club members would like one I am sure.

*Richard*  
Richard W. Decker.  
10 Holmehurst Ave  
Catonsville, MD 21228  
301 744 6930

c.c. Louis Griggs

Our Contact is:

ROGER WHITE Assoc. Dir.  
SMITHSONIAN INSTITUTION  
WASH.D.C., 20560 (202) 357 2401

# SALES SPECTACULAR

#100 1966 Ultra Van. 455 Olds Front Wheel Drive, Automatic Transmission. Dash & Roof air, 62,000 miles. Paint excellent, interior sharp. \$8500. Contact Steve Harrison, Harrison Ford, Inc. Jefferson, Iowa. Phone 515-386-2121 or 1-800-255-2255 Ext. 3434.

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

#335 Ultra Van. 140 HP-roof air, 41,000 original miles. Instant hot water heater. All advised updates from Club--uses regular gas. Aluminum bumpers. \$6,900. Russel Day, 19207 Larchway South, Alderwood Manor, WA. 98036. Phone: 206-672-7550.

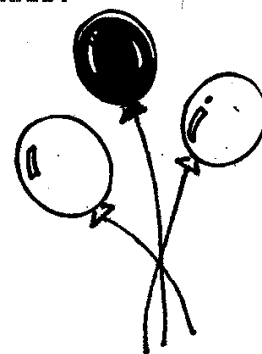
#356 1968 Ultra Van. 110 HP automatic, AC, speedometer reads 36144 original miles, inside factory standard. \$8500 negotiable. Ed Grubb, 2704 Fig Street, Tampa, FL. 33609. Phone: 813-876-4988 9 PM EDT. Finder's fee.

#491 1969 Ultra Van. 110 HP Corvair engine. Four speed manual transmission. Engine good condition. Exterior good. Glass good. Bucket seats. Needs a little TLC on Interior. The Ultra Maintenance manual included. \$3500. George Hulbert, 220 S. 2nd Street, P. O. Box 1238, Yermo, CA. 92398. Phone: 619-254-2605.

## Interested in buying an Ultra Van

Les & Ruth Voshell  
941 N. E. 111th Ave.  
Portland, OR 97220  
Ph: 255-4333.

← Were sent copy of above ads.



## Part wanted

1961-1964 Corvair differential with Positraction, for manual transmission. Can pick up at the National Rally. Jim Craig.

Whale Tip: Fall 1-88, Alternator Rebuild Kit  
Ref: Ultra Manual Section 15, Page 15-45

Before you start out on that long Fall/Winter trip this year, remove your old alternator and rebuild it using the following noted new parts from your local NAPA parts store.

1. Alternator pulley bearing, NAPA #203-F
2. Alternator small end needle bearing, NAPA #MNJ471-S
3. Alternator brushes and springs, NAPA #R-434

Jim Craig, #202

Whale Tip: Fall 2-88, Distributor Rebuild  
Ref: Ultra Manual Section 15, Page 15-54

The next time you renew the points in your distributor, install the following new point plate to update your unit. This new plate is from the Vega car and incorporates a strap over the point plate arm so that it will not jump out of the vacuum advance arm hole. It also has a better pivot bushing for the point plate. Available from any Chevrolet parts counter. Ask for P/N 1846456, Plate, List price - \$11.20.

Jim Craig, #202

Whale Tip: Fall 3-88, Spare Parts  
Ref: Ultra Manual Section 19, Page 19-6

At a recent rally the topic of "What spare parts should be carried at all times in the Ultra" was discussed and the following list of items was the result. You may want to add or subtract items, but this will get you started.

The list is broken down into five (5) categories, carry on spares, tools, equipment, Technical and parts catalogs and spares at home, ready for shipment.

#### SPARES CARRIED IN COACH

1. Brake line repair kit (hoses, plugs and hard line)
2. Spark plug wire set
3. Coil, condenser, points, rotor and distributor cap
4. Small screws for condenser and points of distributor
5. Spark plugs (1 to 6 each)
6. "U" joints (2 each)
7. "U" joint straps and bolts (4 each)
8. Bearings, front and rear wheels (1 each sets)
9. Alternator/Generator or rebuild kit
10. Hose, rubber for oil, fuel (engine and trans.)
11. Clamps - Hose/Screw type, various sizes
12. Belts, blower (Corvair), waterpump and etc (V/8)
13. Idler pulley (Corvair)
14. Oil - Engine, trans. and rear axle
15. Rear spindle assembly (1 each) Modified for L or R sides
16. Tow cable (nylon w/hook)
17. Tow bar
18. Lug nuts (6 each)
19. CV Boots (1 each) Tiera
20. Carb parts (float, gskts and etc.)
21. Gas additives (octane booster, starting fluid)
22. Nut, bolt screw washers, tape and etc kit
23. Air bag (type to lift Ultra)
24. Voltage regulator
25. Engine sling
26. Blower bearing w/top cover (Corvair)



27. Valve cover gaskets and engine top cover gaskets
28. Rocker arm (w/ball, nut and stud) 2 sets Corvair
29. Pushrod (2 each) (Corvair)
30. Fuel pump (elect and mechanical)
31. Rear crank pulley (Harmonic type)
32. Oil filter
33. Vitron "O" rings (oil cooler and pushrod) 1 set
34. Ignition primary circuit resistor (if appl.)
35. Sealant repair kit for tanks
36. Windshield wiper blades (2 each)

WIRE  
TAPE

#### TOOLS - CARRY IN COACH

1. Puller - rear axle yoke (early)
2. Puller set - rear axle (late) (if appl.)
3. Spec. 9/16" Dist. wrench
4. Spec. 9/16" offset wrench for idler pulley (Corvair)
5. Brake bleeder wrench
6. Assortment of misc. tools for adequate tool box.
7. Volt/Amp meter and dwell meter
8. Small hyd. jack
9. Lug wrench w/extension pipe
10. Wheel blocks

#### EQUIPMENT

1. C.B. Radio
2. Road flares (4 each) and reflectors (1 set)
3. Rain X (in case of no wipers)
4. Silicone sealant ( 1 each of white and black)
5. Hyd. brake fluid
6. Grease gun (w/spec. tool for "U" joints)
7. Auto transmission pan and valve body gaskets
8. "E" clip for Corvair auto trans.
9. Auto trans (Corvair) Vac. modulator and governor

#### TECHNICAL, PARTS MANUALS AND ETC.

1. Ultra Manual w/update tips
2. Clark's parts book
3. Otto Parts Catalog
4. Ultra and CORSA Club rosters

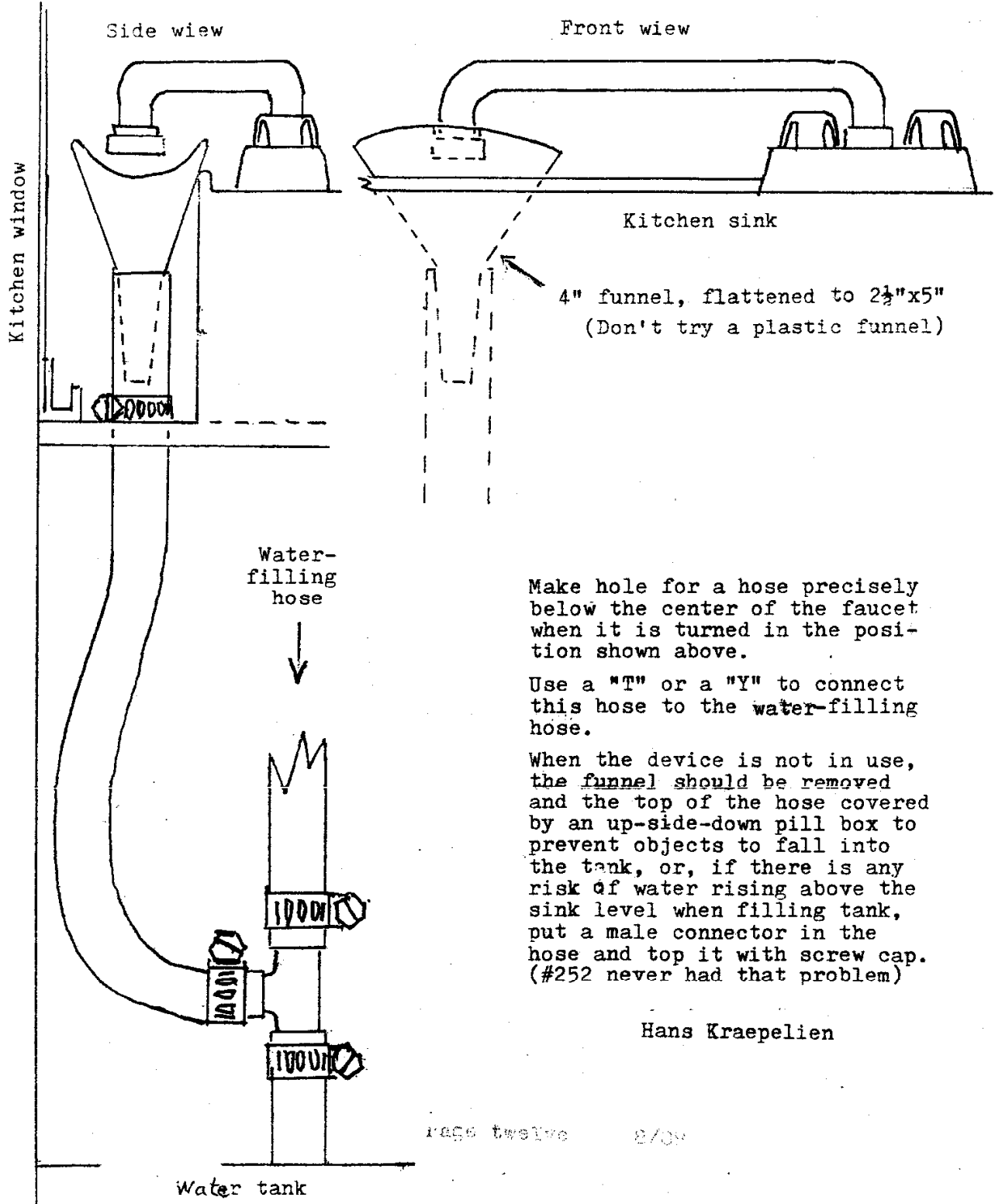
#### SPARES AT HOME

Note: These items should be crated, boxed and ready for shipment and available for a friend to ship to you if needed.

1. Complete engine except carbs, alternator and distributor
2. Cylinder heads (1 pair)
3. Transmission (auto or std.)
4. Rear axle unit
5. Gasket set to assemble engine and transaxle
6. Engine sling (unless you carry in coach)
7. Tow bar (unless you carry in coach)

Jim Craig #202

Using water heater as an "antifreeze" for the water in the tank.



Make hole for a hose precisely below the center of the faucet when it is turned in the position shown above.

Use a "T" or a "Y" to connect this hose to the water-filling hose.

When the device is not in use, the funnel should be removed and the top of the hose covered by an up-side-down pill box to prevent objects to fall into the tank, or, if there is any risk of water rising above the sink level when filling tank, put a male connector in the hose and top it with screw cap. (#252 never had that problem)

Hans Kraepelien

Last time, we had just made a temporary brake line repair and decided to talk to a professional on corrosion-proof brake systems. Through an old car colleague, Norm knew of a man near Buffalo, who was a pioneer in Corvette stainless steel brakes and components back in 1975. So, off to see George Jonas, of the Stainless Steel Brake Corp.

When we first met George, he was a bit surprized to learn a motorhome was built using the Corvette rear axle. We told him a bit of Ultra Van history, how it was developed by Dave Peterson using the Corvair engine in the 1960s, then migrated to a V-8 with Corvette rear end. He listened with interest, then in detail described how the Corvette disc brakes differed from others in that the rotor, pads and piston are in constant contact with each other and can under certain conditions pump air into the brake system without actually leaking. These conditions basically are: worn or corroded pistons, rotor wobble and axle bearing end play. The aluminum piston is usually eaten away by electrolysis of the different metals used for the brake piston and the caliper when water or road salt is present. The solution is stainless steel parts.

Rotor wobble can be caused by a number of reasons and may not be cured by refinishing or replacing the rotor. It requires an expert to test the rotor run-out (measured in thousands of an inch) with a precision gauge and take appropriate action. Rotor wobble can be cured with special tapered shims which come in a variety of thicknesses.

Rear axle bearing end play can have the same effect as rotor wobble as it allows the rotor to move back and forth pumping air into the brake system. Generally, bearing end play can be brought into acceptable tolerance with shims available in various thicknesses.

We also learned the parking brakes on vehicles which have an automatic transmission are more prone to seizing, since most people use the park detent instead of the parking brake. The result is the corrosion may hinder the parking brake release especially if it is used very little.

Owing to the complexity, it is imperative for "Do-It-Yourselfers" to really understand the Corvette brake system before trying to diagnose or fix problems. If your not sure, it is better to go to an an expert. The Stainless Steel Brakes Corporation has an outstanding manual (for about \$10.00) covering: How Corvette brakes work, a maintenance and adjustments guide plus a troubleshooting chart. (We have no financial interest in SSBC). There are other companies now supplying brakes of of stainless steel for Corvettes and other cars. You can easily spend over \$1000 for just the parts to replace ALL the brake lines (front to back) plus the rear calipers and parking brake shoes/hardware/cables with those made of stainless steel. Remember, this is for parts only, labor is extra and the front brakes are still Chevy II as came from Hutchison. Stainless brakelines run about \$3.00 a foot, including the fittings, already double flared (not an easy task in itself).

Our discussion ended by talking with Micheal Jonas on front wheel disc brakes. After driving the Ultra Van several thousand miles, we would like to have disc brakes on the front if a way can be found to reduce the front wheel lock-up we have experience occasionally, especially in wet or icy conditions.

After our brake lesson in Clarence, NY we and headed for the border. Next episode, importing OBSESSION IV into Canada, legally!!



1988 National Rally-Agenda Item #1.

Proposed Amendments to the By-Laws of the Ultra Van Motor Coach Club, Inc.

We, the undersigned, do hereby present these proposed amendments to the By-Laws of the Ultra Van Motor Coach Club, Inc. to be noted on at the 1988 National Rally. This constitutes legal notice.

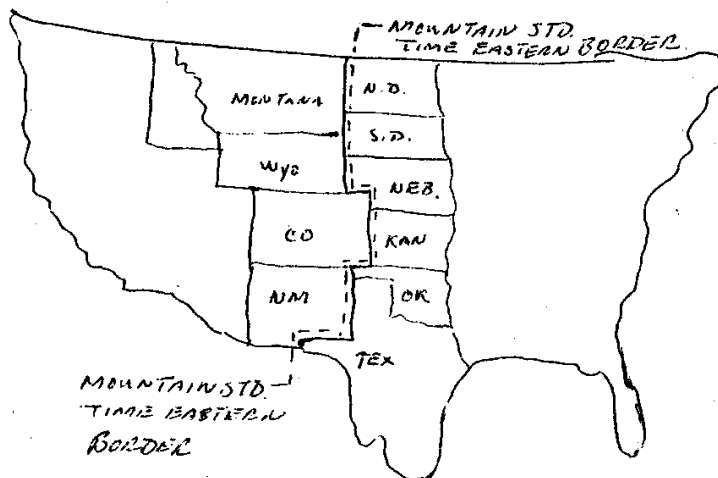
1. Article VIII, Section 3

Change the last sentence to read as follows: "At the 1988 and subsequent National Rallies, one Director shall be elected from west of the eastern edge of the Mountain Time Zone and one elected from east of the eastern edge of the Mountain Time Zone."

Signed: John Hoffman	Ruth Boydston
Claire Hoffman	Francis E. Boydston
Jim Wood	Albert Hoffman
Pat Wood	Harold Honer

Note: Signatures of the eight names above have been confirmed and are held in record by this office.

*Jim Craig*  
Jim Craig  
President  
June 28, 1988



# ULTRA MOTOR COACH CLUBS, INC.

— A NON-PROFIT CORPORATION —

## Official Ballot--1988 ELECTION

Instructions: A Regular or Associate Member has one vote; a spouse or companion of either also has one vote. Names are listed alphabetically, with a blank space for write-ins. For those not attending the National Rally, ballots may be mailed to the Secretary at her home address until September 3, 1988. Ballots mailed after that date to: Maybel Griggs, Secretary, c/o Harry Smith Lodge, P. O. Box 2369, Lafayette, LA 70502, or hand carried to the Rally. Ballots mailed there must be received before September 22. Envelopes marked "ballot" will only be opened by appointed election tellers.



<u>HIS</u> each office, vote for one	<u>HERS</u> each office, vote for one
President is in mid-term; no vote is needed.	President is in mid-term; no vote is needed.
Vice-President-term 1 year	Vice-President-term 1 year
Jean McMasters	Jean McMasters
Nobia Suckow	Nobia Suckow
Secretary-term 1 year	Secretary-term 1 year
Marlene Craig	Marlene Craig
Treasurer-term 1 year	Treasurer-term 1 year
Louis Griggs	Louis Griggs
Kathy Polus	Kathy Polus
Director West, term 3 years	Director West, term 3 years
Roberta Franz	Roberta Franz
Director East, term 3 years	Director East, term 3 years
Len Hunter	Len Hunter
Amendment on page 14. Circle one.	
For                      Against	For                      Against

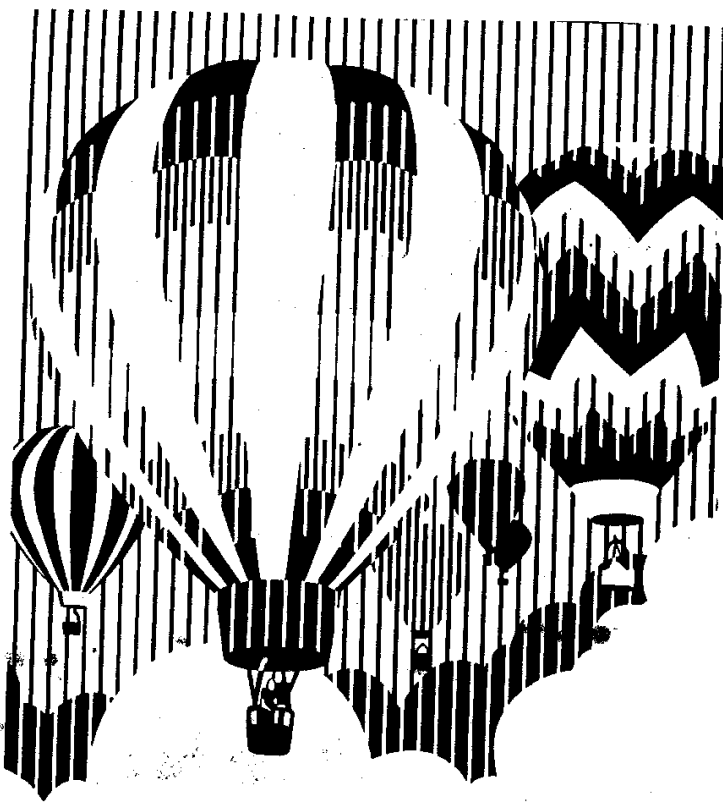
### The Ernie Award

The Ernest Newhouse Award (special silver medallion) goes to the Club member who receives the most votes for his or her contribution toward the general success, progress, enjoyment, and overall betterment of the Club. Write the name of the person that you believe has done the most over the years to deserve this special acclaim.

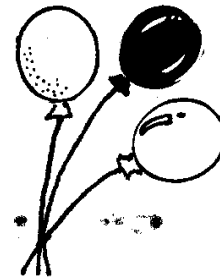
His choice:

Her choice:

UP  
UP  
AND  
AWAY



SEE YOU  
at  
Broussard  
L.A.



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



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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.