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PERSONAL

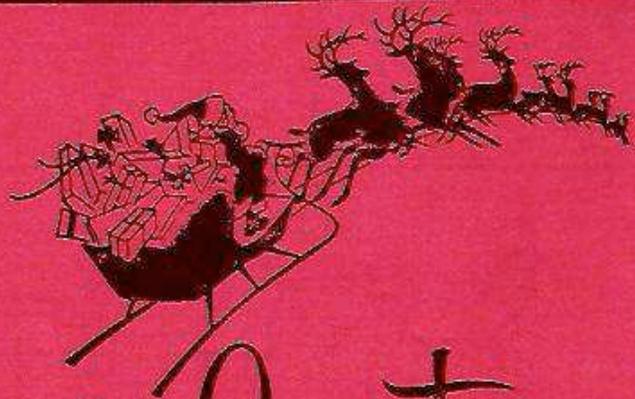
Newsletter
MEMBER 1988

FIRST CLASS MAIL

PLEASE
PLACE
STAMP
HERE

Marlene Craig, Secretary
7011 Sunny Vista Rd.
Joshua Tree, CA 92252

ULTRA VAN MOTOR COACH CLUB, INC.



Season's Greetings

From

YOUR OFFICERS AND BOARD



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: 1989 Ultra Year
President: Jim Craig #202 Vice President: Nobia Suckow #331
Secretary: Marlene Craig #202 Treasurer: Kathy Polus #401
1988 Ernest Newhouse Award Recipient: Mory Snyder #489
Regional Rally Chairman: East - Jean McMasters #330
West - Nobia Suckow #331
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

November 1988

Whew! What a busy, enjoyable two months we have just completed! Well, not too enjoyable for Marlene for a few weeks of it because of her recent back problem. She is feeling and doing fine now and it looks like no operation will be required at this time. Thank you for your prayers and well wishes.

The last two months included a trip to an excellent Ultra National in Louisiana. (We missed a lot of you) a tour of New Orleans with its French Quarter, Cajun food and other sights. Next a visit with my relatives in Oklahoma City, enjoying a Texas Steak dinner in Amarillo, a visit with ours and your good Ultra friends, the Morgans in Portales, NM. Nell's broken leg is doing fine and she will be up and about soon and she said to tell everyone "hello" for her and Ike. Next was a scouting trip to Ruidoso, NM to confirm the 1989 Ultra National Rally site, on to Albuquerque to visit more good friends and see the many balloons there for the annual Balloon Fiesta. Really a spectacular sight each morning as they would rise to meet the morning sun. Marlene got very familiar with the Northside Hospital during this time. We were soon on our way south to San Diego to visit the family doctor and then on home in Joshua Tree. 5286 miles without a mechanical problem and 4,500 of that traveling with several of our good Ultra friends.

After a week or so after arriving home the rally at Rancho Sunny Vista started with sixteen Ultras and one Associate arriving for the first week and thirteen the second week with a fun filled three days at the Palm Springs Corvair affair in between all of the action. Like I said, "Whew"! (31 Ultras, 4 cars and 2 Associates were at the Palm Springs event)

All of the Club's members have not had such a happy or enjoyable recent weeks and we send our prayers and well wishes to the Grootenhaar and Fowler families. (See Marian Grootenhaar's letter elsewhere in this newsletter.)

The Newhouse Award: Mory Snyder was presented his award by Ernie Newhouse at the Palm Springs Corvair affair. (See Mory's comments elsewhere in this issue.) Congratulations Mory and remember, wear it and show your colors.

1988 Outgoing Officers: Thank you for a job well done to Don Richards, Maybel Griggs, Louis Griggs, Pat Fitzgerald, Nobia Suckow and Awards Chairman Al Polus. Only you folks really know all of the hard work you have accomplished. Thanks again from us all.

Bellcranks Update: Bill Helander will make another set of twenty kits, providing you want them enough to send him a \$75.00 deposit before Dec. 31st, 1988. (See his letter elsewhere in this issue.)

Foam Bumpers: Ten orders are needed to get ten pairs made. \$60.00 a pair plus UPS to your house. Send check of \$60.00 to Jim Craig, 7011 Sunny Vista Rd, Joshua Tree, CA 92252. \$35.00 for one. (See ordering details on "Buy & Sale" page in this newsletter.)

1988 National Business Meeting: Read the enclosed minutes from the National meeting. Many things are mentioned that are of interest to you as a member.

1989 Rally Hosts: It is requested by the Secretary that all hosts send her a flyer regarding your particular rally ASAP. Please refer to newsletter deadlines on front page of this newsletter.

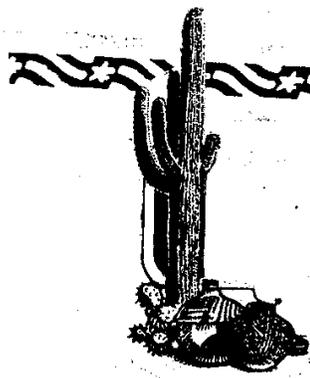
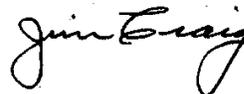
1989 Membership Roster Update: Nobia Suckow will provide a supplement to our 1988 roster by the April rallies. Marlene (The new Secretary) will assist her with input from Kathy Polus (The new Treasurer).

1989 Schedule Rallies: Refer to the schedule elsewhere in this issue and plan your extended travel now. You will note that we have included Group Ultra Van's rallies also. All Ultra and Corvair friends are invited. Perhaps you would like to join Group Ultra Van? It is \$4.00 a year (4 newsletters a year with lots of Ultra info.) Send your check to Group Ultra Van, Treasurer Louis Griggs, 626 Brookfield Ave., Cumberland, MD 21502.

Christmas and a New Year will soon be here and Marlene and I wish you and your families a Merry Christmas and a Happy New Year full of fun and travel.

Keep the windshield clear and we will see you at the next rally.

Jim Craig, #202



"FIESTA de RUIDOSO"

Start planning now for an interesting and fun-filled National Rally in Ruidoso, New Mexico, September 28 to October 4, 1989.

A committee composed of the Craigs, Boydstons, and Franzes has scouted the area and found an attractive RV park with a 2 story recreational building, a large store, gasoline, spaces with water, electric, cable T.V., other amenities, and at a price of \$9.00 per day.

Ruidoso is a town dedicated to recreation and their Chamber of Commerce is anxious to help all visitors to have a pleasant time.

Side trips to the Los Alamos Nuclear Center and to Lincoln County where Billy the Kid escaped from jail, are within easy driving range.

ULTRA VAN MOTOR COACH CLUB, Inc.



From: Office of the President

Subject: 1988 National Rally Business Report at
Harry Smith Lodge, Broussard, Louisiana.

September 24, 1989

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 on record.

1. The election results are as follows:

President -----Jim Craig (Carry over)
 Vice President -----Nobia Suckow
 Secretary -----Marlene Craig
 Treasurer -----Kathy Polus
 Eastern Director -----Lynn Hunter
 Western Director -----Robertta Franz
 Newhouse Award -----Mory Snyder

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: | Nobia Suckow | October 1989 |
| Secretary: | Marlene Craig | October 1989 |
| Treasurer: | Kathy Polus | October 1989 |
| Director, West: | Al Polus | October 1989 |
| Director, East: | Jerry Dute | October 1989 |
| Director, West: | Gladys Bell | October 1990 |
| Director, East: | Pete Schuler | October 1990 |
| Director, West: | Robertta Franz | October 1991 |
| Director, East: | Lynn Hunter | October 1991 |

Appointed Committee Chairmen are as follows:

| | |
|--------------------------------|-----------------------|
| Rally Chairman, East: | Jean McMasters |
| Rally Chairman, West: | Nobia Suckow |
| Public Relations: | Robert Franz |
| Technical Editor: | Walt Davison |
| Merchandise - East: | Jean McMasters |
| Merchandise - West: | Mel Dinesen |
| Historian: | Louis Griggs |
| Smithsonian Project Chairman: | Richard Decker |
| Ultra Van Historian: | Christy Barden |
| Nomination Committee Chairman: | Robertta Franz |
| Nomination Committeeman: | Lynn Hunter |
| Newhouse Award Chairman: | Jim Craig (Temporary) |

The ballot count was reported at this rally's General Meeting and is officially noted on the following page:

Newhouse Award:

| | | |
|---------------------|------------------|-------------------|
| Mory Snyder 92 | Howard Boso 6 | Jim Craig 5 |
| Neva Brining 4 | Pat Fitzgerald 4 | Jean McMasters 4 |
| Chance Fitzgerald 3 | Bob Ackerman 2 | Harold Starbird 2 |
| Mabel Griggs 1 | Bill Helander 1 | Elgie Green 1 |
| Mel Dineson 1 | Roberta Franz 1 | Louis Griggs 1 |

Vice President:

Nobia Suckow 92
 Jean McMasters 51
 Jim Craig 3

Secretary:

Marlene Craig 148

Treasurer:

Kathy Polus 87
 Louis Griggs 62

Director - East:

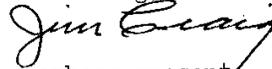
Lynn Hunter 138
 Clyde Stanton 1

Director - West:

Roberta Franz 135

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. (Note: Ballot questionnaire regarding this amendment showed 122 for and 2 against.)
3. The 1989 National Rally will be held in Ruidoso, New Mexico, in late Sept. with Robert and Roberta Franz as Chairman and Co-Chairman.
4. The Membership present, voted and approved the formation of two special awards: #1. A one time award of a silver star pin will be issued to members that are original owners of an Ultra Van. #2. An Ultra owner member that drives any Ultra Van over 100,000 miles will be awarded an "Oak Leaf" pin. These awards will be made to attach to the Club's plastic badges and will be awarded to the qualified members at the 1989 and subsequent National Rallies.
5. The following persons qualified for the 100,000 mile award at this time: Hank Yakel #391, Gene and Milt Reyburn #504, Ed and Fran O'Mara #295-A, Pat and Margie Fitzgerald #448, and Lynn and Olive Hunter #556. The appropriate awards were issued to each member.
6. The membership agreed to continue support for the Smithsonian Project.
7. Finalization plans were agreed upon to complete the Overnite Parking directory. Don Richards will compile this information and report the results in future club newsletters.

Jim Craig, President



Note: This report was read and approved by the members present.

Ultra Van Motor Coach Club, Inc.

Board of Directors Meeting - Lafayette, Louisiana September 21, 1988

The meeting was called to order by President Craig at 9:20 PM. Those present: Jim Craig, President; Don Richards, Vice President; Maybel Griggs, Secretary; Louis Griggs, Treasurer; Pat Fitzgerald, Jerald Dute, Directors; Marlene Craig, Roberta Franz, Lynn Hunter, candidates; Olive Hunter, Jean McMasters. Not present were Directors Nobia Suckow and Pete Schuler.

President Craig appointed the following as election tellers to count ballots: Arlene Ackerman, Marian Grootenhaar, Robert Franz, and Howard Boso.

An interim Treasurer's report was read by Louis Griggs. As of September 1, 1988 the balance was \$3,843.84; less \$2,000.46 legal defence fund, leaves a working balance of \$1,843.38.

The Secretary read the minutes of the last Directors' meeting. These were approved.

There was no old business.

New business: The supply of window decals is nearly depleted. Louis Griggs will investigate a new supply and report price and availability to the Board. Previous supplier is now out of business. The Board approved a motion by Pat Fitzgerald that the new decals will apply to inside of windows.

President Craig reported that a supply of Clark's Corvair catalogs are to be delivered to this rally for distribution to the Merchandise Chairmen. He also reported that 75 new name badges have been ordered; half pin equipped, and half clip equipped.

Al Polus' letter asking to be relieved of responsibility for the Ernie Award was read. President Craig will now take over this duty, until he finds a replacement. Manufacture of four more was approved.

The 100,000 mile award was discussed. Newly eligible are: Pat Fitzgerald, Hunter, Yakel, Reyburn, and O'Mara.

Projected 1989 Rallies: National Rally, Circle B RV Park, Ruidoso, NM, on September 28-October 4, 1989. Hosts, Robert and Roberta Franz. Board assigned \$300 to Rally hosts as available for expenses; over this to be authorized by President.

Other Rallies: Jan. 26-28, 1989 Miami RV Show. Hosts, Walter and Marilyn Davison, Coral Gables, FL.

Feb. 1-5 Apache Junction, AZ. Hosts, Howard and Mary Boso, with Tech session after Rally.

March 29-April 1st, Central Florida. Hosts Coens

April 5-9 Cedar Key, FL. (alternate to above)

April 14-16 Bakersfield, CA. Hosts Dinesens

June 2-5 Cumberland, MD. Hosts Griggs

July 4-9 Summerland, BC Canada. Hosts Schroyen

The next three CORSA conventions will be held as follows: All in 1989 Kansas City, 1990 Anaheim, CA, 1991 Washington, DC., late July.

Pat Fitzgerald suggested that we might think about a rally at Washington in connection with the CORSA convention there. Also this would be a good time to make connections with the Smithsonian.

President Craig will contact Christy Barden concerning the Ultra history. President Craig thanked the outgoing officers--Don Richards, Maybel Griggs, and Pat Fitzgerald for their work.

Continued

Page two - B of D meeting

Harold Washmuth asked to be relieved of his job as Western Merchandising Chairman. Mel Dinesen has been appointed to do this.

Don Richards is continuing his listing of stopping spots, and plans soon to have a listing available. This probably will be published in the Newsletter.

President Craig will write to CORSA to secure a supply of CORSA directories. These will be distributed by the Merchandising Chairmen.

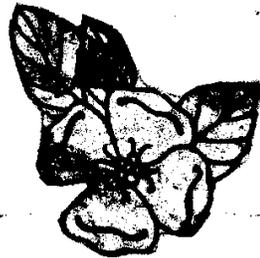
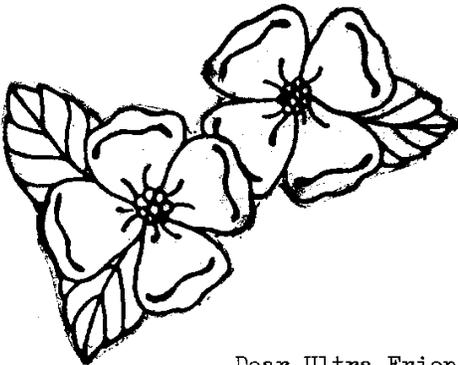
The Newsletter was discussed. It was agreed to use first class mail hereafter.

President Craig thanked the Rally Hosts for their efforts.

The meeting adjourned at 11:15 PM.

Respectfully submitted,

Maybel e. Griggs, Secretary



Sept 30, 1988

Dear Ultra Friends:

I wish to thank each one who voted to give me the Ernie Newhouse Award. There must be others who are more deserving. Even so, I am very happy to receive it.

I hope to continue to do all I can to further develop and maintain our wonderful club for the many beautiful people that make it so.

I expect to see you all at the next National Rally.

Esther and I send our love and prayers for each and every one.

Sincerely,

Mary Snyder



Ultra Van Motor Coach Club, Inc. minutes of General Meeting

Harry Smith Lodge - Lafayette, Louisiana September 22, 1988

The meeting was opened at 3:52 PM by the President, Jim Craig.

The minutes of the previous annual General Meeting were read and contents approved. The Wagonmaster reported 29 coaches: 26 Ultra Vans, and 3 others. 23 of the Ultras were Corvair-powered. By origin:

| | |
|--------------|---------------------|
| 8 Florida | 1 Idaho |
| 4 California | 1 Mississippi |
| 2 Alabama | 1 Maryland |
| 2 Michigan | 1 New Mexico |
| 3 Arizona | 1 New Jersey |
| 1 Georgia | 1 Texas |
| 2 Ohio | 1 Canada, (Ontario) |

Longest distance travelled - Bill and Dee Keith -- 2,510 miles

Shortest distance travelled - Vic and Helene Hinderliter -- 227 miles

A new supply of membership badges has been received by the Merchandising Chairmen. Cost is \$2.75.

The metal plaques for this Rally will be given out soon. A letter from Richard Decker concerning the Smithsonian project was read - No significant progress. The overnight stopping spot project is shaping up - Don Richards asked for more names to be added to the list. He hopes to conclude this list soon, and probably publish it in the Newsletter.

President Craig: The Newsletter will hereafter be sent by first class mail. Copies of the CORSA directory will be made available through the Merchandising Chairmen. 1989 Nominating Committee to be Roberta Franz, Chairman and Lynn Hunter, Committeeman.

After some discussion it was regularly ordered that: original owners still using their Ultra Van are entitled to a star for attachment to the badge (couples get one each). 100,000 mile members will receive an oak leaf cluster for their badge(s) for each 100,000 miles driven. This last is in addition to the 100,000 mile plaque.

The By-Law change to Article VIII, Section 3 passed. This Section now reads "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."

Report of Election: Vice President: Nobia Suckow 92; Jean McMasters 51
Secretary: Marlene Craig 148; Treasurer: Kathy Polus 87, Louis Griggs 62
Directors: West - Roberta Franz 135; East - Lynn Hunter 138, Clyde Stanton 1
Ernie Award: Mory Snyder 92, Howard Boso 6, Jim Craig 5, Neva Brining 4,
Pat Fitzgerald 4, Jean McMasters 4, nine other members 3 or less votes each.

The 1989 National Rally will be Sept. 28-Oct. 4, at Ruidoso, NM. Chairman Robert Franz, Co-Chairman Roberta Franz.

1989 Rally Schedule:

| | |
|--------------------------------------|-------------------------------------|
| Jan. 26-28 Coral Gables, FL. Davison | April 5-9 Cedar Key, FL. McMasters |
| Feb. 1-5 Apache Jct., AZ. Boso | (alternate to Central FL. Rally) |
| (Feb. 6-12, Tech week, Boso) | April 14-16 Bakersfield, CA Dinesen |
| March (?) Central FL. Coen | June 2-5 Cumberland, MD. Griggs |
| | July 4-9 Summerland, BC Schroyen |

The meeting adjourned at 5:37 PM. Respectfully submitted,

Maybel E. Griggs, Secretary

Note: See page 12 for complete and revised rally schedule. (Ed)

Marian Grootenhaar
Grandville, Michigan
November 8, 1988

Dear Ultra friends,

As many of you know, Gary and I were in an accident on October 21, 1988. We were on our way to look at seats for our Ultra and were hit broadside by a 24 year old girl on her way to visit her parents. She was traveling an unknown road and missed the stop sign. In spite of heroic efforts by the trauma team that was waiting for us at the hospital, Gary's injuries were too severe to survive.

He was very proud of regaining his pilots license because of a clean bill of health and had just returned from a cross country flight delivering his plane to California.

I am now recovering bit by bit from my chest injuries. I had lung injuries from broken ribs and presently feel like I've been hit by a truck and kicked by a mule but have been greatly encouraged and supported by all the love and concern shown by all of you across the United States and Canada. Our Ultra Club is a special group of people. Thank you all for the cards, the flowers, the phone calls and especially the prayers offered for myself and my family. I love you all,

Marian

P.S. A card mix up with the FTD florist has me with a beautiful basket of flowers delivered to the hospital without my knowledge of who sent them. If you haven't received a thank you from me, please let me know who you are.



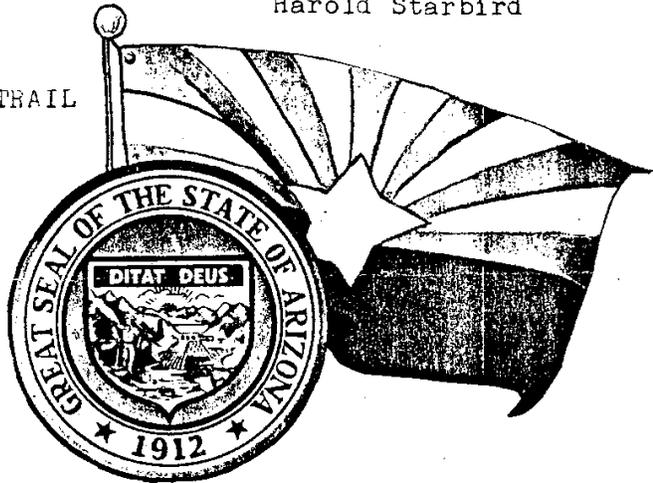
ARIZONA RALLY

FEB. 1-5 '89

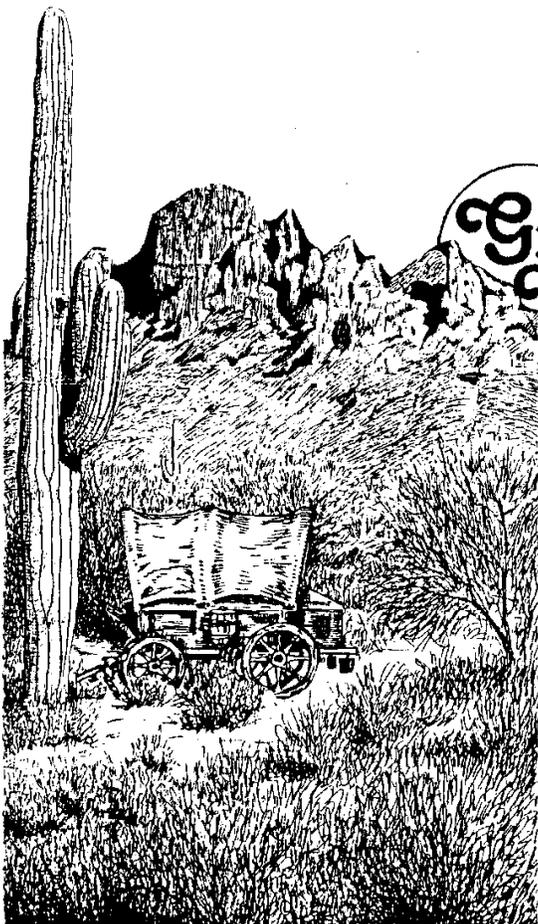
HOSTS: Howard Boso
Ed Harrison
Tom Silvey
Wagon Master:
Harold Starbird

MARICOPA COUNTY
"USERY PASS PARK"
(602) 986-2310
North of the Notorious: APACHE TRAIL

Club Registration---\$2.00
Parking Fee-----\$4.00
Ramada with electric
Nice Restrooms w/Shower
Water Available
Dump Station
Paved Access Roads
5 Miles from Civilization



ARRIVALS--FEB.1st...3:00 P.M.
DEPARTURES--FEB. 5th BY 3:00 P. M.
AFTER: BOSO'S WEEK-TECHMANIA

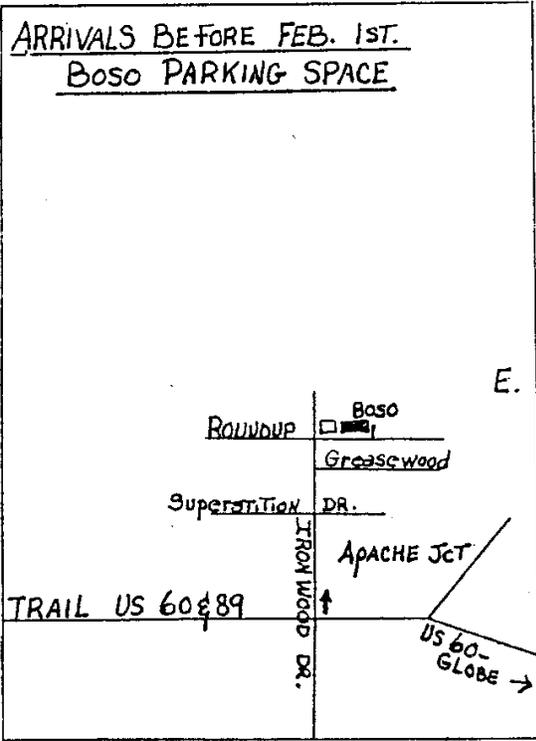
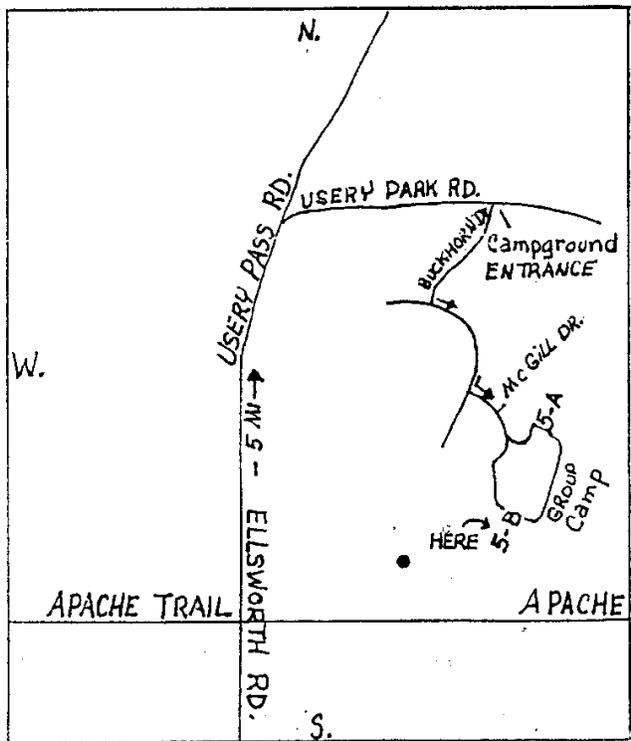
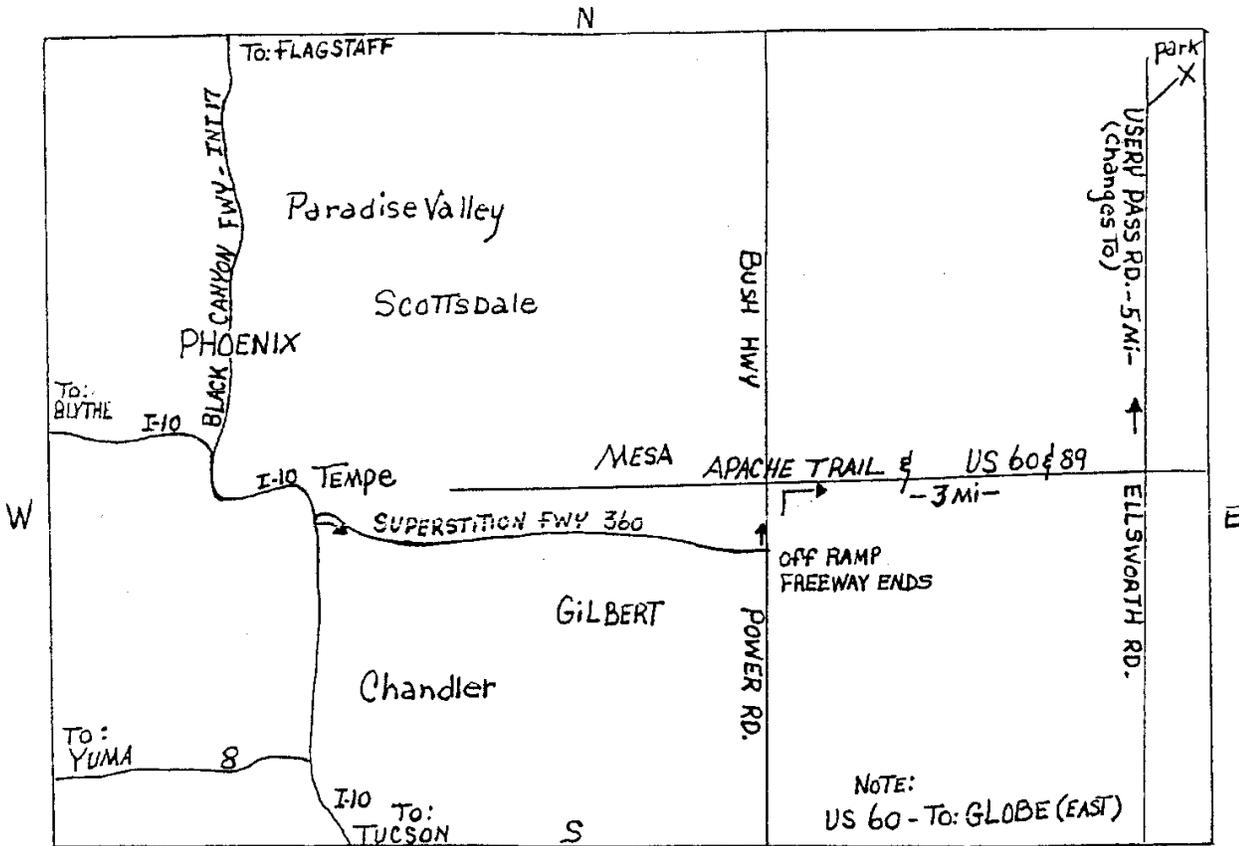


Great
Escape

We've Got a
Better Thing Going

EVENTS AND SCHEDULES:

Coffee Time
Crafts & Ladies Tech. Tips
Tech. Sessions (Men) Opt.
Hiking: (carry comb & tweezers)
Shooting Range Available
Pot Luck-B B Q (Bring fresh meat, charcoal)
Campfires (bring wood)
Dinner Out Options
Horseshoe (no horses)
ALL AROUND DO-IT-YOURSELF...RALLY



Maryland Rally



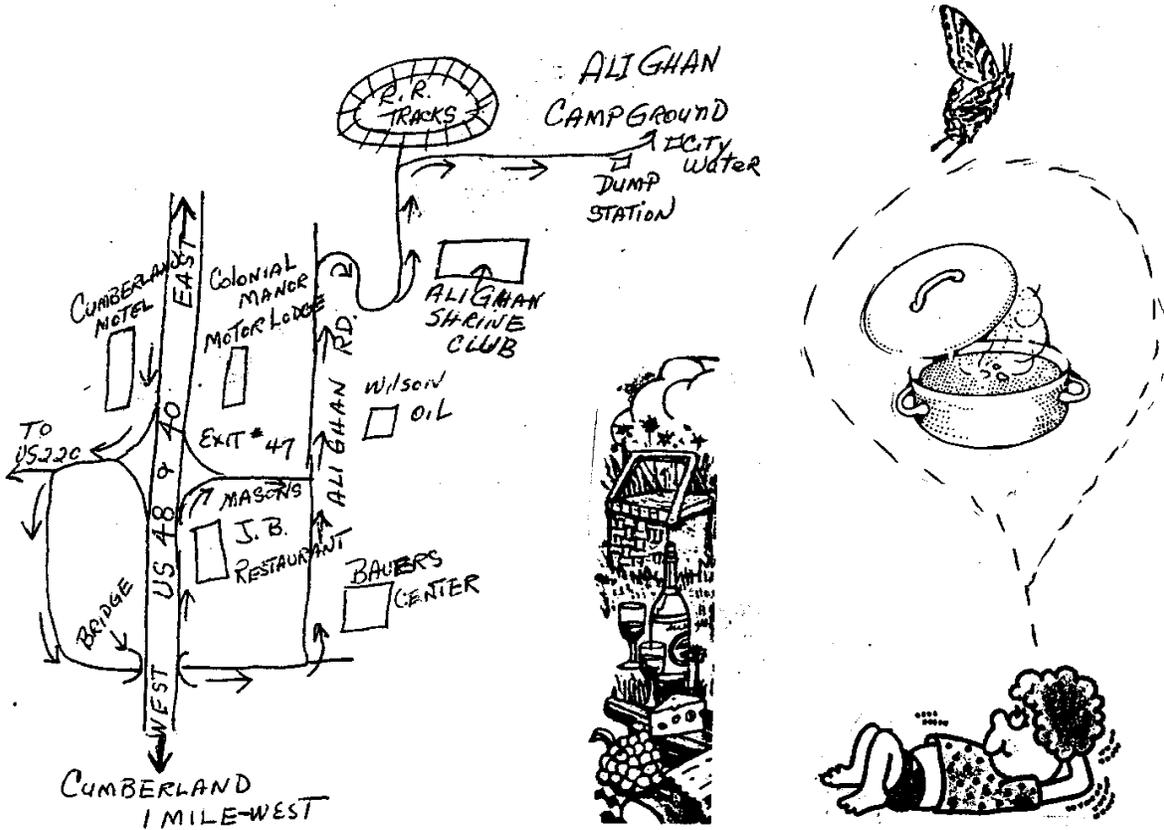
Louis & Maybel Griggs, Hosts.

Rally June 8th to 11th: at Ali Ghan Campground, two miles East of Cumberland, Maryland on US 40 & US 48. EXIT #47.

Electricity is available at each site; also, City water and a dumping station in the campground. Shade trees, rest rooms, level campsites.

Registration, \$2.00 per coach. Rate, \$5.00 per day. Come early and stay late, if you wish.

Activities: Craft sessions, Tech sessions; this weekend is Heritage Days in Cumberland, with craft displays from many states on exhibit and sale. Transportation to this affair will be made available by your rally hosts. Yankee swap, \$5.00 maximum, Pot luck dinner. A sit-down dinner will probably be available at the Shrine Club, easy walking distance from the campground.



1989 RALLY SCHEDULE

1. January 25-29 Coral Gables, FL (Davison's) The annual January Motor Home Show in Florida - Free three bean soup dinner at the Davison's, call for time. (305) 444-1937
 2. February 1-5 Apache Junction, AZ (Boso's) (Feb. 6-12, Tech Week at Boso's)
 3. March 29-April 1st, Lake Wales, FL, (Coens', Houck and McMaster's) Florida Lions Camp, 2819 Tiger Lake Rd., Lake Wales, FL 33853. Cost is \$10.00 per night - lots of space, morning coffee, Tech and crafts, swap and flea mart, potluck, yankee swap. Cook your own steak or dogs.
 4. April 14-16, Bakersfield, CA (Dinesen's)
 5. June 2-5 Cumberland, MD (Griggs')
 6. July 13-16 Summerland, B.C. Canada (Schroyen's)
 7. September 28-October 4th, National Rally (Ultra week), Ruidoso, NM (Franz's)
-

Additional rallies by Group Ultra Van

1. May 18-21, Rancho Sunny Vista, Joshua Tree, CA (Craig's/Ballew's)
2. October 6-15 Albuquerque, NM (Balloon Fiesta) (Boydston's/Craig's) Reservations required, details on flyer later.
3. October 26-November 8th, Joshua Tree, CA (Craig's/Ballew's)
4. November 3-5, Palm Springs, CA (Inland Empire Corvair Club)

JOSHUA TREE

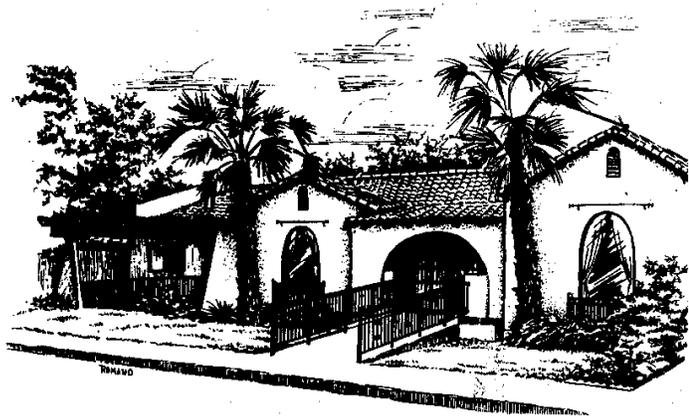
There's a little town upon the desert
Which I long, and long to see.
It is full of charm and sunshine,
The little town of Joshua Tree.

I'd spend a lazy day if I were there;
Or two, or maybe three;
Just a restin' and a livin'
In the little town of Joshua Tree.

There are hills and rocks galore,
Plants of wind-blown filagree,
And lovely things of wonder, in
The little town of Joshua Tree.

There's a water clear as crystal,
And healthful air, all free;
Unsurpassed in any land, is
This little town of Joshua Tree.

The folks? They are superfine,
As happy as anyone could be—
I'd just like to call it home,
This little town of Joshua Tree.



1988 National Rally Report

Hurricane "Jill-Bare" as our French-speaking Cajun friends would say did little to discourage the 1988 rally, except cause a postponement of the annual "Festivals Acadiens" for which a few had come early to attend.

The Kieths were the first to arrive and Bill agreed to handle the task of Wagonmaster. By night on the 17th, no less than 6 Ultra Vans were nosed into the covered area at the Harry Smith Camp Ground. The new campground owner (Boo Boo, yes thats he was called) thought from the beginning this was an odd group, as we parked nose in, while the non-Ultra RVs backed in. Our hosts the Fitzgeralds and Hinderlitters soon gathered the committee to make sure all areas were covered.

Over rally week, the thermometer stuck above 90 and the humidity matched the temperature point for point. Nearly half the UVs had airconditioners which in spite of the weight, was a very popular accessory. A bag of ice to supplement refrigerators which could barely cope, was a necessity. The air-conditioned club house became a familiar spot for afternoon napping, jig-saw puzzling, the Pot-Luck dinner, the various meetings and ladies crafts ably looked after by Maybel Griggs.

Kay Stanton arranged with the ladies for a sumptuous assortment of goodies each morning for coffee and Ruth Boydston began the rally as sheriff. Walt Davison (or was it Marilyn, as the name tag said) ran what seemed to be continuous tech sessions whenever two or three gathered together, in front of the biggest fans you ever saw, they were at least 5 feet in diameter.

Bob and Arlene Ackerman planned great tours to local places like Toppies, the oldest rice mill in the US, the Tabasco plant, a river cruise and visit to St. Martinsville to see the Evangeline Oak with all its folklore. Your reporter knows they even spent a few hours researching the laundramats in and around Lafayette. Someone forgot to hang a sign on the one in Broussard.

Our revered President, Jim Craig arrived late Monday afternoon after being seen in the area as early as Sunday. It seems they decided to add 4 extra wheels to the 7 on their coach in the form of a pair of bicycles.

The directors met on Wednesday afternoon and by evening everyone was ready for a magnificently prepared Pot-Luck dinner. Walt Davison and a colleague volunteered to do all the dishes so we had a bit more free time before one of Marian Grootenhaar's "see-it-to-believe-it" eye-blink auctions. This is one reporter who knows even a sneeze can buy a box of Kleenex. Results of the auction netted nearly \$200.00.

After coffee and a drivers meeting on Thursday morning, we headed for the Town of New Iberia to tour the Toppies plant, the rice mill and other on-your-own attractions. Led by the Ackermans, a line of Ultra Vans was very impressive as it snaked down the highway, held together by lively chatter on the CB. Interest of the local sites was evident as our General Meeting had to be delayed more than an hour to await the arrival of many who went on the tour. A good club motto could be as they say in Acadiana;

"Laissez les bon temps rouler!" or "Let the good times roll!"

As the General Meeting began, Jim Craig conducted a "court" into "charges" that our dilligent sheriff had abused her office. As a result, the mantle of sheriff was shifted from the "chargee" to the "chargor", so I imagine in the future this landmark decision from our President will be duly noted. A motion to amend Article VIII, Section 3 of the bylaws as printed in the Fall 1988 Newsletter was carried. Also approved was a special designation on membership badges for original owners and for each 100,000 miles run in an Ultra Van. Other details are covered in the secretaries report.

Thursday evening was a treat for all. It never ceases to amaze one at the talent in our club. Marian Grootenhaar organized delightful program from a selection of amateurs which was first-rate. Margaret Fitzgerald played on the keyboard to accompany Chance on the violin who played many reels and old favorites, which were just right for an old-time sing-song. Many of us tried to out-do Bob Hope with a few one-liners, yours truly murdered Long-fellow with a couple of pages from the 58 page Evangeline poem (printed elsewhere in the newsletter at Jim Craigs request) and the "Ultra Players" under Marian's direction got memorable performances from Ruth Boydston, Marion Helmkey, Brenda Kern, Bob Stanton, Bob Ackerman, and Lynn Hunter.

Friday morning instead of the usual coffee hour we lined up the Ultra Vans for an early breakfast in what was the old school in St. Martinsville. We then took a launch trip on the bayou to see some local sites. Next we were taken on a walking tour of the town by our breakfast host to see the Opera House, now a clothing store, the town square and a church which is one of the oldest in the state. In the graveyard are markers for Evangeline and some French soldiers who died during the War of Independence.

Saturday night was a delightful evening as we fellowshiped together over a wonderful "Cajun" meal. Hotly seasoned beef for those who could eat it and a milder chicken for we who were less adventuresous. During the dinner we all were made Honorary Cajuns by the Mayor of Lafayette, Dud Lastrapes and his representative presented us with certificates. For the 2nd year in a row the Keiths were acclaimed as the farthest from home and numerous other awards were made for heaviest, lightest, most needing paint, etc.

When Bob and Roberta Franz were parked in Broussard before coming to the campsite they met a local couple who were very interested in the Ultras. After some discussion with these folk, Bob realized it would be nice if they could come and tell us some of the history of the area and it's people, so he invited them to speak to us on Saturday after the banquet. They were delightful to listen to with their southern accents flavoured with a bit of French.

Sunday morning many of us attended a short devotional service before we travelled off our various ways, many thanks to Louis Greggs, Margaret Fitzgerald, Bob Ackerman and Bob Stanton for their part in the service.

See Y'all in New Mexico next year!

Respectfully submitted, Norm Helmkey

* * * * *

Wagonmasters Tally

28 Ultra Vans and 2 Associates, 11 coaches had air-conditioning

6 arrived on October 17, 4 on the 18th, 16 on the 19th and 4 on the 20th.

Ultra Van Home Bases 9 - Florida

4 - California

2 - Alabama, Michigan, Ohio

1 - Arizona, Georgia, Idaho, Maryland, Mississippi,
New Jersey, New Mexico, Ontario, Texas

ULTRA POSTSCRIPTS ★★★★★

Dear ULTRA Friends:

November 1988

"A politician's idea of a CLEAN race is one where he gives his opponent a good SCRUBBING in public!"

THE GREAT WESTERN FAN BELT TOSS: It was reported that 29 Ultra Vans and 2 Associate coaches attended the G.W.F.B.T. in Palm Springs the weekend of November 4th-6th. In addition at least 4 Ultra owners came by car -- making a TOTAL of 35 Ultra FAMILIES (+) attending this annual western states gala event. We certainly were happy to see so many. By the way --- Michael Leary was there (Fred and Eleanor's son), plus others we had not seen for awhile. It was a pleasure to greet them all. We remembered, once again, all the exacting detail Fred accomplished in the area of the Club's By-Laws. Let me express our thanks again, on behalf of the entire Club, for the effort Fred Leary accomplished towards Ultra organizational betterment. As you know, Fred was the 2nd Silver Medal winner and a consistent Tech Session consultant. It was my pleasure to present Mory Snyder with the 1988 Silver Medal Award on Friday evening after the Ultra "Share-The-Fare" dinner. Past-President Mory is another worthy recipient. Now all of us need keep our eyes open for this HONOR going to the most qualified person for the 1989 presentation. At the prime-rib Banquet on Saturday Al and Kathy Polus received Top Honors on their fabulously handsome #401 Ultra (some may remember that #603 was given the People's Choice Trophy at this same event last year). President Jim Craig captured High Award for his pure-white entry; a beautiful 4-door Corvair Sedan. Many of us spent a few very enjoyable days at Jim and Marlene's "Rancho Sunny Vista" prior to the Fan Belt Toss affair. The seven days of warm sunshine and residence in our Apartment-on-Wheels, was a welcome sojourn from usual routine. The high and low desert areas are spectacular this year.

"A politician is a fellow who approaches every issue with an open mouth."

WARNING ABOUT CONFIDENCE MEN: Money jugglers and/or swindlers are on the rise. Recently we learned of three more Club members who got "taken" by this type of slicker. In economic columns I've written caution discussions like this one dozens of times the past twenty years....good people READ but sometimes do not always HEED. In last year's SUMMER Ultra Newsletter, Postscripts carried such a warning. Also in the 1987 SPRING Economic Newsletter (page #2) we issued a very strong caution; in #8057 (page 5) & #8037 (bottom of page #6) too...we also listed the toll-free telephone numbers of RELIABLE dealers (why deal with crooks?). The late Fall issue #8098 for 1988 carried remarks against MS-65 or better numismatics. It takes only a few "mistakes" to lose one's "nest egg".....use care before you "bite" on phoned or unsolicited mailed pitches. Now, don't let anyone think our Ultra friends were stupid for listening to agents who can spout financial mis-information. On the CONTRARY, these criminals are often so skilled at their fraud they could sell the Brooklyn Bridge to almost any vulnerable prospect. One does NOT have to be naive or gullible to become their prey. The most intelligent professional men and women, or even highly successful business executives, tend to "trust" the promises of smooth-talking real estate, or stock, or C.D., or option, or commodity scam-operators. Our family doctor experienced a half-million dollar loss. Any "juggler's" pitch that sounds too good to be true, probably is.



"Speaking....comes NATURALLY to all. Silence comes only with practice"

STRATEGY--RELIABLE SOURCES: Club members ask for places to invest. Often people feel unsafe in the shaky banks and S&Ls - since hundreds more will be folding during coming months. FSLIC has delayed closing some-500 ailing institutions, per last reports, because it lacks funds to pay off the thousands of depositors. Congress has promised to take care of that over time...we think it will? Each family is in a different situation - no two are alike - so it is difficult to offer specific advice. But all experts agree that EVERYONE should diversify. They name a few investment sources that come highly recommended---although we can't offer guarantees, our own dealing with them has been impeccable (if interested, ask for a prospectus or application---then make up your own mind); Capital Preservation Fund #1(800)227-8380 - Ca.#1(800)472-3389; T-Bills=Federal Reserve Bank, Box 2077, Terminal Annex, Los Angeles 90051 (request 26 or 52 week TENDERS); Discount brokerage=Charles Schwab, Inc. #1(800)526-8600; Benham Certified Metals #1(800)447-4653; etc., etc. There are many MORE reliable firms to deal with. Other sound investments also indicate good returns, such as certain Public Utilities ie: Tucson Electric, Oklahoma Gas & electric, So Cal Ed Corp. (and the like), all still rated "buy" by analysts. The aim is a little diversification---it's MUCH safer that way. One example Con Edison--we advised it awhile ago, pays 50% today. No one EXPECTS his house to burn down, yet he carries Fire Insurance. The mines and metals haven't done much, someday they will (like insurance, they offer protection, just in case). The idea is to deal with RELIABLE sources, always. This writer has never believed in any far-out security....since founding the Walbef Investment Corporation 35 years ago (1953), we've seen clients suffer about every type of scam imaginable. BEFORE plunking down any money, before sending a check to any firm promoting an AGGRESSIVE or a hard investment, please feel free to call. We don't want to see another Ultra Club member lose his or her nest egg. Over the years many have called to ask an opinion. It is free to all Club members. Very modestly and conservatively, we've saved clients who took the time to call, at least several hundreds-of-thousands of dollars, by evaluating questionable deals they were about to invest in. No agent should make you feel obligated.

Last Fall it was mentioned that ANTS won't cross a WHITE CHALK line; just learned that SNAKES will not cross a ROPE laid around camp. Want to bet?

HOT-AIR WATER HEATER: Now Corvair Ultra Coach owners can enjoy engine-heated hot water. Warren and Nobia Suckow #331 enjoy this luxury. Enterprising club member, Warren, obtained a 2½ gallon stainless-steel Fire Extinguisher, drilled the ends to take a 1" (+-) thin-walled tube up through the center of the unit, with enough protruding at each end to accept a hose. He drilled the lower (Engine) blower-shroud at the right front corner and welded a short "nipple" outlet of thin-wall tubing to the drilled opening. Warren installed his WATER HEATER into the bathroom wall under the lavatory, with hose from the engine under the floor and up to the new heater. He exhausts the hot air, after it has done its job, out the top of the heater via a hose through the coach side. Now he and Nobia have hot water piped to the kitchen and bath from the heater. Insulated, the new "HOT-AIR" heater keeps water hot overnight. Ask Warren.

"A BIG worry drives out a SMALL one. Since there is always a bigger worry coming along, you have'nt anything to worry about."



Your ULTRA Friend,

Ernest Newhouse
Ernest Newhouse

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

Balance 7/1/88:

4461.05

| | |
|---------------------------------------|----------------|
| Receipts: dues | 690.00 |
| Benham Capital Management Group | 28.68 |
| Dividend-Al-Gar Federal Credit Union | 28.69 |
| 40 dinners at National Rally (\$8.00) | 320.00 |
| Rally fees at National Rally (\$5.00) | 150.00 |
| finer-Sheriff Ruth Boydston | 1.75 |
| finer-Deputy Sheriff Walter Davison | 1.50 |
| auktion | 180.60 |
| Total Receipts | <u>1439.72</u> |

| | |
|---|----------------|
| Expenses: 6/3/88 print Newsletter | 122.85 |
| State Farm-Liability Insurance | 501.97 |
| Secretary's expenses | 46.94 |
| 8/15-Print Newsletter | 163.80 |
| mail Newsletter 8/15 (first class) | 106.50 |
| Secretary of Stae filing fee (Calif.) | 2.50 |
| postage-E. Newhouse | 25.00 |
| J. Dute-prizes for National Rally | 159.89 |
| R. J. Durio-banquet, National Rally | 320.00 |
| J. Craig- postage | 12.76 |
| J. McMasters-phone calls National Rally | 28.13 |
| Western Plastics-badges (mdse item) | 205.74 |
| Rose Schuler-Crafts items- National Rally | 35.46 |
| R. Durio-additional banquet (dessert) | 24.00 |
| M. Fitzgerald- National Rally expenses | 144.02 |
| J. Craig-Copying reports | 2.90 |
| Clark's Corvair Catalogs COD from cash | 41.00 |
| Total Expenses | <u>1943.46</u> |

Balance 7/1/88

4461.05

Receipts

+1439.72

5900.77

Expenses

-1943.46

3957.31

Balance 10/1/88:

Legal Defence Fund:

2000.46

Working Balance:

1956.85

Respectfully Submitted,
 Louis C. Griggs



STEEL BELLCRANK ASSEMBLIES

I have had several inquiries if I will have more bellcrank assemblies made. Due to the fact that I cannot do the manufacturing of these units myself I am restricted to the quantities I have to order and the time in which they must be made, therefore I must have firm orders for at least twenty units by December 31, 1988. Unless I have firm orders and one half the price of each unit by that date all moneys will be returned. I realize this sounds rather blunt, but the cost of material and the time to procure the needle bearings in large quantities can run into months. Last time I had to get these bearings from several sources and I had to pay retail price for most of them.

The cost of the units will run as follows:

Left and right bellcrank with 4 - .500 bearings, 2 - .375" bearings \$150.00, \$75.00 with order, \$75.00 plus UPS before delivery.

Left and right bellcranks with conversion plates (8 ea) from small bolt to .500" bolt, needle bearings (6 ea) and bellcrank shoulder bolts. (2 ea) \$192.00, (\$96.00 with order, \$96 plus UPS before delivery) Conversion plates (8 ea) \$30.00 and bellcrank shoulder bolts (2 ea) \$12.00, plus UPS charge. (See ordering details in "Buy & Sale" section elsewhere in this issue) ED.

William E. Helander #459

WELCOME!
NEW MEMBERS



NEW MEMBERS

Erik Eisenman #491
24365 San Bernando Rd. #203
Newhall, CA 91321
Phone (805) 255-5536

Luster and Ruth Voshell #524
941 N.E. 111th Ave
Portland, OR 97220 (Summer)
Phone (503) 255-4333

Richard and Shirley Obert #307
27433 Larchbluff Dr.
Rancho Palos Verdes, CA 90274
Phone (213) 541-3692

13198 - 49 Dr.
Yuma, AZ 85365 (Winter)

DIRECTORY CHANGES

Please make the following changes in the 1988 Directory:

Page D-39 5620 Bajada Ave, Atascadero, CA 93422 for Milt and Gene Reyburn

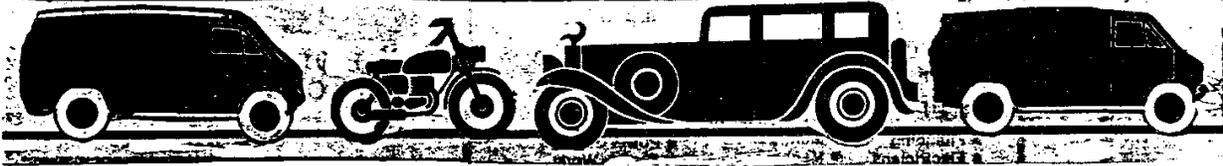
Page D-42 Phone correction (317) 335-3772 for Tom and Caroline Silvey.

Page D-33 29313 Turbak Dr. Punta Gorda, FL 33982 (Nov. thru April) for Violette Krantz

Page D-23 (619) 366-9104 new phone number for Jim and Marlene Craig



WHEELS & DEALS *Buy-Sell-Trade*



All advertisement items will be printed two times only. Advise the secretary if a repeat of advertisement is desired, note newsletter deadlines on front page of this newsletter.

FOR SALE

#492, 1969 Ultra Van, Corvair 110 HP engine, auto transmission. Far above average condition, on interior, exterior and mechanically. Make offer. Hal Honer, 30493 Kings Valley Dr., Conifer, CO 80433 - (303) 838-5295 (Co)

More new bellcranks: !!! 50% deposite required before December 31, 1988, for 20 each orders. (See detailed article titled, "Steel Bellcrank Assemblies", elsewhere in this newsletter.

Custom Kit #1. Left and right bellcranks with conversion plates (8 ea), bellcrank shoulder bolts (2 ea) and bearings (6 ea) \$192.00 (\$96.00 with order, and \$96.00 plus UPS before delivery.) For Ultras through #410

Standard Kit #2. Left and right bellcranks with six bearings. \$150.00 (\$75.00 with order, \$75.00 plus UPS before delivery) For Ultras #411 and up, with .500" bolts previously installed.

Mod. Kit #3. Conversion plates (8 ea) and bellcrank shoulder bolts (2 ea), \$42.00, (\$26.00 with order, \$26.00 plus UPS before delivery)

Mod. Kit #4. Conversion plates (8 ea) \$30.00 plus UPS shipping.

Mod. Kit #5. Bellcrank shoulder bolts (2 ea), \$12.00 plus UPS shipping.

Make check payable to:

William Helander
1565 N. Cloister Dr
La Habra Heights, CA 90631

Note: Total deposit will be returned if 20 each orders for bellcranks are not received by Dec. 31, 1988. "Thanks for your support," Bill

More Foam Bumpers. !!! 100% deposit required before Jan. 31, 1989. Ten (10) pairs will have to be ordered before manufacturer will go into production. Price is \$60.00 a pair or \$35.00 for 1 each, plus UPS charges. Make check payable to Jim Craig and mail to him at 7011 Sunny Vista Rd., Joshua Tree, CA 92252. (Note: Total deposit will be returned if less than ten orders are received.)

New Club Vests: Contact your merchandise chairman to see his sample. Color blue, has your name over right pocket and Ultra Van Mtr. Coach Club embroidered in gold over left pocket. Made of blend of Dacron, polyester, and cotton twill, waist length style. Machine wash/dry. No ironing. Indicate name desired over right side pocket. Unisex. Sizes available: XS(30-32), S(34-36), M(38-40), L(42-44), XL(46-48), and XXL(50-52). Price is \$19.99; XXL is \$21.99. Price includes shipping. Make check payable to: Jim Craig, 7011 Sunny Vista Rd., Joshua Tree, CA 92252.

1. Ralphs generator of type originally in Ultra.
2. Misc. parts for adapting Corvair engine to VW transaxle. (eng. adaptor, flywheel, pressure plate, disc, starter adapter and etc. Jim Craig #202

Looking for name and telephone number of owner that has early Ultra with V/8 Toranado engine in rear. Was last seen in Craig Lamond's yard in Bakersfield, CA. Send info to : Jim Craig #202, 7011 Sunny Vista Rd., Joshua Tree, CA 92252, (619) 366-9104

Page Nineteen

11/88

WANTED

FOR SALE

#518 Ultra Van, 350 C.I. V/8, 3 Speed Auto, very good condition, minor TLC needed. (Drapes) 10,000 miles on complete rebuilt engine, 110,000 total miles. New radial tires, two new H.D. Sears batteries. Brakes rebuilt, new starter, original wall heater, interior and exterior is white, roof air, 110 V. (no generator), 3 tank system-all good condition, windshield and all glass is good. Photos available. \$7,995.00, Stan Gotter, 541 N. Brighton, Burbank, CA 91506, (818) 846-0064.

#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 conditiond. #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.

Report on the 1988 Annual A A C A Fall Meet at Hershey, Pa.

Three V-8 Ultra Vans (#551, 547 and 555) were in vendor spaces on the White Field and colorful 315 was parked on Airport Road.

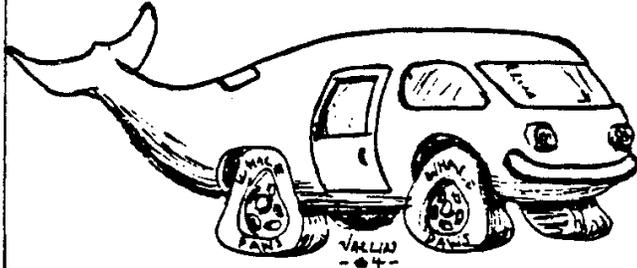
There were reports of two more Ultra Vans, one on the Chocolate Field and another in the camper parking lot. Perhaps next year we could have a mini-rally at Hershey with an Ultra Van Banner!!!

It was amazing to see the interest in our coaches over the 4 days. Some of the early coaches already qualify for recognition as they are over 25 years old. Won't that give the judges something to ponder, when the first Ultra Van drives on the field for judging.

For you old timers, Mel Winter dropped by and believes he owned the only 26'UV made. I could not find a reference to either the coach or his name in the roster, so perhaps someone else knows more.

He related stories of his phone calls and visit with Dave Peterson in California and subsequent meeting in Georgia. He has promised to send me an old Ultra Van promotional postcard.

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:

Hyd. brake lines

Davison #366

Ref: Ultra Manual Section 11.

Information in outlined reprint below is from EVERCO Cat. # BB86, page 39.

Availability might be a drag but if the "General" thought it was worthwhile, -nuff said.

Z-Coat® Brake Lines

The same high-quality original equipment Bundyflex tubing is now available with Z-Coat® zinc coating for substantially longer life, especially in salt air climate and areas of the country where salt is used to melt snow and ice on highways. General Motors and the Ford Motor Co. both specify Z-Coat® brake line tubing as original equipment on all 1985 model cars.

| Length | Lines Per Tube | Part No. | | 39 |
|--------|----------------|--------------------|-------------------|----|
| | | 3/16" O.D. (Brown) | 1/4" O.D. (Black) | |
| 8' | 12 | BZ308 | BZ408 | |
| 12' | 12 | BZ312 | BZ412 | |
| 20' | 12 | BZ320 | BZ420 | |
| 30' | 12 | BZ330 | BZ430 | |
| 40' | 12 | BZ340 | BZ440 | |
| 51' | 12 | BZ351 | BZ451 | |
| 60' | 12 | BZ360 | BZ460 | |

EVERCO GENERAL OFFICES
4600 W TONY AVE
LINCOLN WOOD IL
60646

All of the hard lines on the Ultra can be replaced using premade lengths. The advantage is no "field" flares, and "off the shelf" parts. It worked on #366. I certainly have no quarrel with stainless steel lines, but SS can be trying to work with. And the cost factor, whaw!

- * A SHORT? REVIEW OF THE 88 NAT'L ULTRA RALLY TEKNILLY

Those of you who missed it, missed a good one. Site was very nice, weather was great, never had to shovel any snow, or scrape any frost off the windshields, not even once.

What was covered? Never enuf, too much to tell. BUT here we go.

OIL a small baffle may be placed under oil filler neck, eliminates leak/wetness around filler neck and prevents oil being thrown out in event cap is left/falls off. Baffle plus instructions are available from Tech/ed. Cost: SASE plus ten cents. (the really good stuff is never free). The almost universal leak/seep around oil pump shaft is a bit more "harder". In short/ Remove rear housing, **** remove steel shaft,

remove steel shaft, weld up the opening in housing, grind shaft to retain end clearance on end cover of pump. Put him (her) together with a pinch of silicone for good measure, now the oil stays inside, neat. More details are a phone call away. If I may be allowed a personal observation; after making these two "mods" I now have a dry engine, and my oil use rate is in excess of three thousand miles per qt. In other words, those little leaks/seeps that "don't amount to much" well they do.

C. Stanton gave a resume on the use of a toilet paper (not a joke son) oil filter. It fly's in the face of some conventional thinking, and is not a recommendation, but for your info. Basically its used as a supplement to the std(PF#4) full flow. It is plumbed into the system as a by-pass type filter. This type filter is marketed under several names; FRANZ—AMSOIL— and probably others. If interested check with Clyde for details.

A little oil related "incident". A long term member drove for several days under "easy" conditions to the nat'l rally. Oil temp—260 degees— in cruise—level— my oh my. And he made it, boyh ways.

See included copy of pages 7-6/7-7 from Chev M/H chassis service guide for more on oil. New subject; Wheel alignment: I ythink a consensus was reached (?). Essentially zero camber front and rear. Zero to one sixteenth toe-in front and rear. Now for a real change from Ultra's way. Six degrees caster, positive. Of all the things I've done to help straight line tracking, high caster helped the most. the trade off is increased steering effort at parking speeds. I think Bob Ackerman has done more playing around with alignment than most, and Bob has kindly "volunteered" to accept calls for help/ advice on this subject. After all part of steering nomenclature is named after him. The Ackerman effect.

Next up: Spun pinions. This is a real bummer. No "Ultra" answers seems available. Some have experimented/used: Loctite-Suckow Welding-Boso/Ackerman some keep their fingers crossed Me. Copper plating of splines has been proposed—Silvey. It would seem that anything that reduces "shock" loads on pinion would be helpful. Easy shifts/low RPM engagemen from rest. These things can't hurt ya folk's. This problem apparently existed to some in the car also/Pat Fitzgerald. Of course, if all else fails, just ignore it like Mel Dinesen Does. (Check with Mel on that First)

U/Joints: I think its a safe statement that standard ultra u/joint life stinks. First read the Ryerson's(probably a good idea on anything) second; reduce angle of drive shafts. (lowering engine two inches worked on 366) "Time" joints. The results? 366 now has close to one hundred thou on its joints, and goin' great.

Sheet metal: A coach was seen at the Nat'l with a very large (more thab 24"x30") of external sheet metal held? on with pop-rivets. (No names—to protect the guilty M'am.)

Hopefully Dave P. won't see this. Before extensive repairs/mods are made to hull if in doubt—PLEASE*PLEASE check with some of the club sheet metal people. Craig. Randle, Ryerson, Fitzgeralds, Polus, PLEASE*PLEASE.

A somewhat lenthly treatise was worked up by yours truly on the relationship of gears, tires, coachspeed, vs: engine speed. Then I was with a group of four coaches that were weighed. I had my eyes opened to reality. Lets just list rear wts. Coach one (366) 2340. Coach two 2600. Coach three 3120. Coach four 3660. No wonder some of the coaches are out of breath most of the time. There is a tire that has the load capacity in this range. Michelin 205/75/R/14. 2270lbs. per tire at 65PSI (heaven forbid). It turns 787 Revs per mile, so is not too good a choice RPM?SPEED wise with 3.55 gears. Read Ryersons 11-3 on wheel ratings. Because the mentioned article seems to have limited application, it will not be in club newsletter. If someone wants tire type of talk, give me a call.

From Norm Helmkey: To get a really neat catalog of auto related tools and "goodies" call 1-800-345-1178 the Eastwood Co, Auto restoration tools/techniques. I have one and it is truly worth the price. FREE I knew you'd like that.

An Aluminum foil/air/foil insulation was shown at Nat'l. A small sample is avail free from your T?E. Enough to cover all windows will probably run about 25/30 dollars.

Deal direct 1-800-ADD-FOIL. Or at cost your T/E. Really neat stuff. It would seem ideal for long term outside storage, Chk Franz/Boydston.

I think most of us have had the experience of doing "something" - and afterwards saying 1/ wish I'd known that before 2/ well NEXT time I'll - 3/ etc etc. In various businesses where mistakes tend to run up the cost, or produce undesirable publicity, this problem is attacked by 1/ training (some sort of guide) 2/ pre-thought out answers.

Now how does this apply to you, me, and our beloved Ultra's. Follow along my friends. ONE: Flat tire. No big deal you say. Right. At home in the driveway. No big deal. BUT! How about northbound across the Golden Gate Bridge, half way across, at five in the evening, in the rain. NOW what kind of a deal do we have.

A few questions; where is the jack, the handle, lug wrench, chocks, flares, safety cones, warning flags? Have you ever actually changed a tire on your coach, using your tools, Are your lug nuts going to come loose. Mine will because I put them on with a torque wrench. How about yours? Does your ever faithful co-captain have an understanding of what to do in this little exercise.

In racing a lot of time is spent on "PIT STOPS", because win/lose is time oriented. In our Ultra's time is important because the longer we are "stuck" along side the road the more vehicles pass. Every one of which is a potential disaster. Maybe a little "PIT STOP" practice would be time well spent. Right. RIGHT!

FIRE Possibly the ultimate bummer.

I suspect most M/H fires can be traced to one of two reasons. 1/ Poor design/construction 2/Poor maintenance. In #1 any original flaws should have been corrected by now. In #2 Well of course no Ultra owner practices anything but tip-top maintenance, right?

****BUT****Sometime when you are cruising down the road and some one pulls along side and hollers "YOU'RE ON FIRE". now what. (By the way this is no more of a Ultra problem than the tire was, but it sure as hell is a problem.

ONE: Get stopped**Get the people safe. (Read that again please.)

TWO: Electric power off (FUEL PUMPS)

THREE: PROPANE. Do your thinking on the propane now, not then.

Four: Fire ext's (PLURAL) in action.

FIVE: Fire out. Not always.

Think it out. Fires need heat. Electric shorts/longs (longs?) Exhaust. Friction.

They need fuel. Gas. Oily dirt. Propane. Auto trans fluid. (Right Ernie).

In case of fire the first priority is to get stopped and GET THE PEOPLE SAFE.

Then assess the situation and act accordingly.

*****A BURNING VEHICLE HAS THE CAPABILITY TO KILL*****

Maybe a little "Checklist" might help. On one side "THE TIRE TRICK" on the other side "THE FIRE TRICK". Put checklist in handy location, review it often and in case of a problem;

*****USE THE CHECKLIST***** Trust me it works!!!

FLAT LIKE
PARK SAFELY
4 WAY FLASHER
FLARES - FLARES
SAFETY CONES
CHOCK VEHICLE
JACK "is where's"
LUG WRENCH?
JACK PADS -
LIFTING BLOCKS
- FIRE -
PARK SAFELY
PEOPLE SAFE
FUEL & IGN +
BAT = OFF
PROPANE ???
FIGHT FIRE
NO HEROES

PRELUDE

This is the forest primeval. The murmuring valves and hemlock causing the Ruckus in the rear, and in varied garments, indistinct in the twilight, Stand like Druids of eld, with voices sad and prophetic, the Basic Bull Like Harpers hoar, with weight heavy like a beard that rest on their bosom. Loud from the bumpy roads, the deep-voiced travelling whales speak, and In accents varied as Johnas who ride within, answer the wail of the trail. This is the place to Flush-It; but where are the hearts that beneath it leaped like the roe, when he hears the voice of the mechanic in the garage! Where is the round-roofed village, in this land of the Acadian farmer?. Who are these peasants who glide on roads like rivers that water the woods, Darkened by shadows of earth, but reflecting Dave's image of heaven? Laissez les bon temps rouler, is the cry of these wanderers soon to depart, Scattering like dust and leaves when the mighty blasts of a Gilbert seize And whirl them afar over and across the land. Naught but tradition Remains of the beautiful round-roofed village of Boo-Boo Broussard. Ye who believe in affection that hopes, and endures, and is patient, Ye who believe in the beauty and strenght of a women's devotion, list to The air-cooled tradition still sung by the men of the round-roofed homes; Its a tale of love in Acadie, home of the happy.

PART THE FIRST (and last you hope)

In the Acadian land, on the shores of the Basin of Minas, distant, Secluded, still (except for the noise of their coolers) the little Village of Boo-Boo Broussard lay in the fruitful valley. Like sheep grazing in a pasture, in neat rows from North to South A flock with little three digit numbers are tended by hands raised In labour incessant, waiting to be let out at stated seasons to wander At will, o'er the land, West and South through fields of flax, and rice Or crawdads, or corn, or cane and orchards spreading afar and unfenced, And away northward OBSESSION goes, and the forests old, and aloft on the Mountains, some of these Moby Ds will sleep, and mists from the mighty Atlantic will cool their metal fins. Looking down on this happy valley, there in the midst of it's farms, Repose this new Acadian village. Strongly built are these rounded houses, With ribs of soft metal and hearts of iron. Such are these homes built by Citizens of Kansas in the reign of JFK and LBJ. Round are the roofs, with Windows that slide and beds hanging over a basement below to protect their Horses in numbers of under or over a hundred or more. There in the tranquil humid evenings of late summer and early fall, When brightly the sun lighted the covered street between the rows of these Wheeled round homes, sat matrons and maidens in garb of scarlet, and blue, And green while spinning yarns of kids and grandkids back home. This was Mingled with the sound of dumping tanks and tales of fishing and flying Or a story or two about how far their horses could go on just one feeding. Then solemnly down the way comes Father Walt, who for many years was so Close to God, the flock pause in their play to kiss his hand or whatever else he extended to bless them. Finally, King James the Craig arrived to Walk among his subjects, and up rose all, hailing his slow (late) approach, While he bid them words of affectionate welcome, after all, his court had Travelled together from afar, to this great Acadian land to be with us, And of course look for a velociped or two along the way.



