

WILLIAM & JAN BURLISON
261 PRESTON AVENUE
ROANOKE VA 24012

PERSONAL

Spring 1989
Newsletter



MARLENE CRAIG, SECRETARY
7011 SUNNY VISTA RD.
JOSHUA TREE, CA 92252

ULTRA VAN MOTOR COACH CLUB, INC.



CELEBRATE SPRING!

BA



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, #271
Vice President: Nobia Suckow, #331
Secretary: Marlene Craig, #271
Treasurer: Katherine Polus, #401
1988 Ernest Newhouse Award Recipient: Mory Snyder, #489
Technical Chairman: Walt Davison, #366
Regional Rally Chairmen: East - Jean McMasters, #330
West - Nobia Suckow, #331
Club Historian: Louis Griggs, #334

All reports of regional rallies, advertisements and etc. are to be forwarded to the Secretary by deadline dates as noted below. 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

"How time flies when you are having fun!" That has to be a quote from someone. Whoever made it, must have been enjoying life in general. We all know it is true, right? It seems like Christmas and New Year holidays went by in a blur. Here we are in the middle of February and half of the projects I have going are not going. The reason? One is that I spent about three weeks preparing our new/old Ultra #271 for its first trip, under its own power, after setting in the previous owner's backyard for nineteen (19) years. Yes, that's 19 years.

The new Ultra took us to a great rally at Apache Junction, Arizona, including a side trip to San Diego to see our brand new grandson, Timothy Garrett Jumper. He is the first child of our daughter, Sheri and her husband, Matt. Parents, baby and grandparents are doing fine, thank you.

The rally had a great turn out, 32 Ultras and 9 Associate Coaches. Members came from all over. Louis and Maybel Griggs drove the longest distance. Maybel reminded Marlene and me, that if they can drive that far, we can to. Hmmm - OK Maybel, next year. See details of rally elsewhere in this newsletter written by Evelyn Donaldson. Thanks, Evelyn.

Have you attended a rally lately? You meet the friendliest people there. You might think that all of the rallies are the same, but they are not. Each one has something different to offer. So prepare your Ultra Van and plan to attend one in your area. And don't forget our 1989 National in Ruidoso, New Mexico. It will be a big one with lots to do.

Club Historian: Louis Griggs is still our historian. I had mistakenly listed Christy Barden in the last newsletter. He was going to prepare a brief history for the Smithsonian Project, but alas, that project has been cancelled. (See details below.)

Smithsonian Project: The project has been cancelled. Chairman, Richard Decker has forwarded a letter to me from Mr. Roger White of the Smithsonian which

informs us that they do not desire an Ultra Van. (See Mr. Whites letter elsewhere in this newsletter.) The Club owes Mr. Decker a big hand of gratitude for his efforts to convince the Smithsonian that an Ultra Van would be appropriate for their display. Thanks from all of us, Richard.

Overnight Parking: Don Richards is still working on this project and if you haven't advised him that you have parking space available for Ultra Van travelers, please do it now. He plans to publish a complete list soon.

Renewing Membership: **STOP! READ THIS!**

As of the 1st of February 1989, one hundred (100), yes 100 of the club members had not renewed their membership. That means that a little over 100 paid up members are supporting the club financially. It is not possible for the club to print and mail out a newsletter for those that have not renewed. Also the club will not be able to offer the services that cost us money with such a small membership. The Secretary informs me that she stamped all newsletters, "Dues Due" that were mailed to members that had not renewed as of Dec. 1, 1988. Come on folks let's be a little more concerned. If you are hosting an upcoming rally, request payment of dues for all of those that have not renewed that may attend.

Election of Officers: Chairwoman, Roberta Franz and Lynn Hunter are looking for a complete slate of officers. Are you interested in serving your fellow members? If so, please advise one of them. President, Vice President, Secretary, and Treasurer are open for 1989.

CORSA (Corvair Society of America) Rosters: CORSA rosters are now available from your area merchandise chairman, \$4 each.

Badges: Several members have requested the new badges that were available at the Palm Springs Corvair event last November. Badges measure 3" wide by 1 1/2" high. It has a real good engraved picture of an Ultra Van on it, plus you can have your first or last name and coach number engraved on the lower front area of the badge. Price is \$4 each. To order send to: P.A.S. Engraving 3801 W. Lone Cactus, Glendale, AZ 85308. Telephone (602) 434-5069

Rally Schedule: Review the updated rally schedule noted elsewhere in this newsletter. Some dates have changed. Group Ultra Van rallies are also notes.

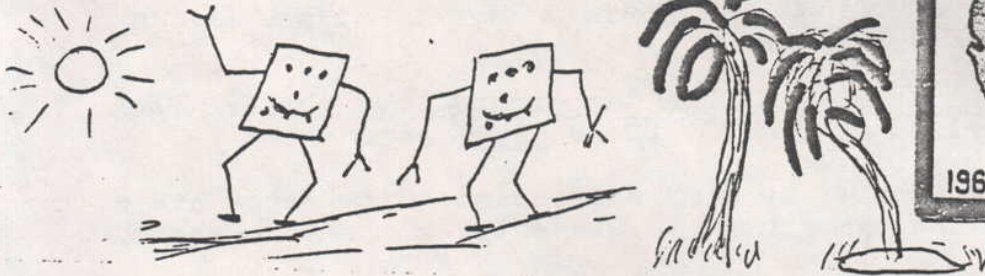
Thats all for now, stay active, enjoy yourselves in whatever your interest is, keep the windshield clean and I will see you at one of the next rallies.

Jim Craig #271

Jim Craig



ULTRA VAN MOTOR COACH CLUB, Inc.



FLORIDA CRAKERS RALLY

Lake Wales, Florida

March 29 - April 2

Tiger Lake -- Florida Lions Camp -- Ph. 813-696-1948

Full Hook up -- \$10.00 per RV -- Registration -- \$2.00

Extra people and pets -- FREE

Hosts -- Coens and Houcks

The complete RV section of this camp has been reserved for this special fun time rally.

Never has there been a rally in Florida that offers as much to see, do, and enjoy, and relax -- walking trails -- bicycle paths -- fishing -- good food -- fellowship!!!

Special Tech Sessions

Swap and Flea Market

Pot Luck Dinner

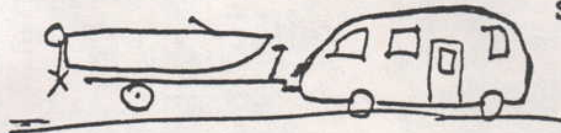
Armadillo Bar-B-Q

Yankee Swap

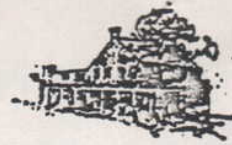
Much -- Much -- More!!!

Come early and stay late. You may arrive as early as March 27th.

Attend this Ultra Van Rally. If you do, we believe yo'll want to attend as many future rallies as possible. Join your Ultra Van Friends.



Maryland Rally



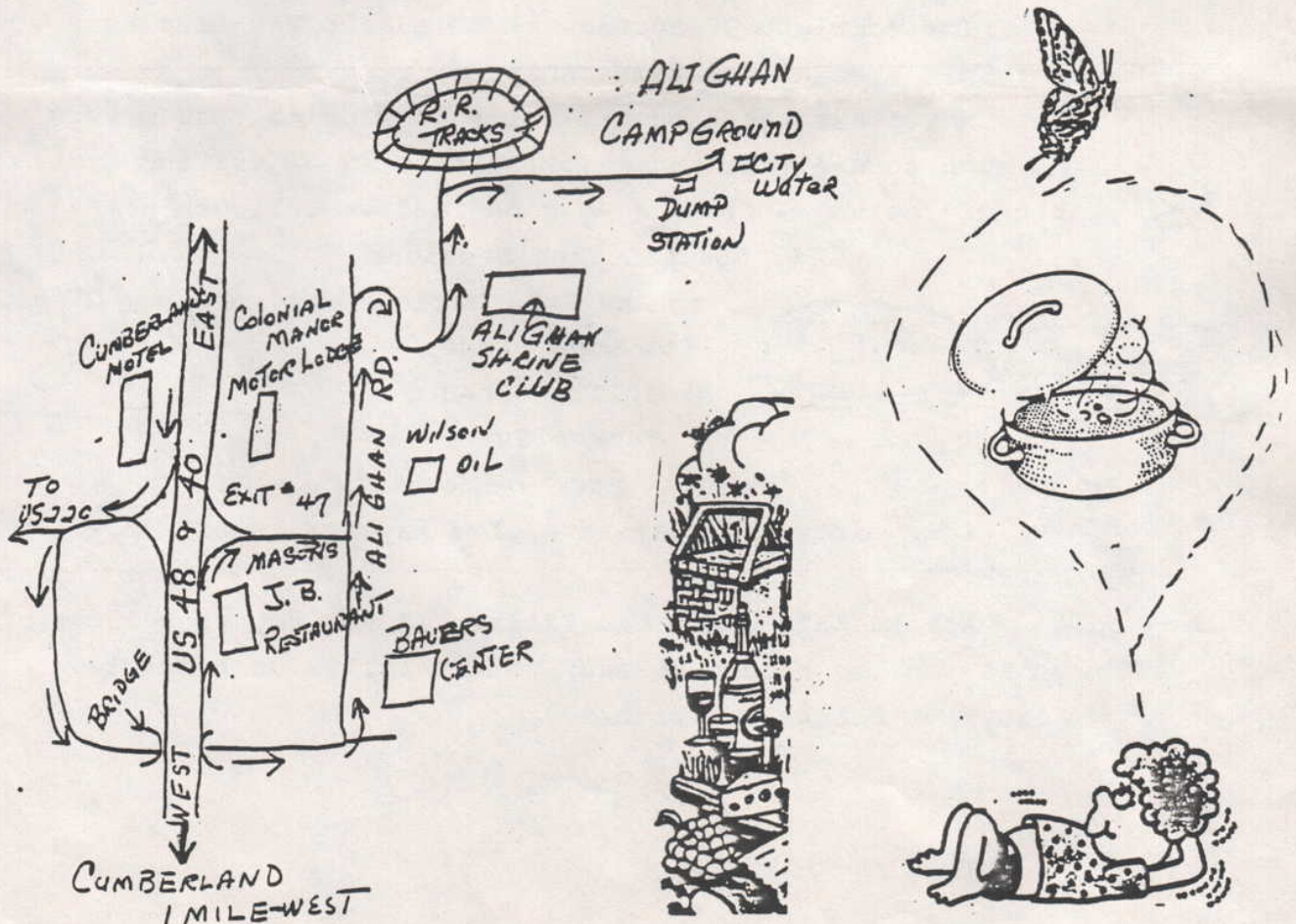
Louis & Maybel Griggs, Hosts.

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.



Discover

JULY 13 - 16

FUN IN THE SUN

HOSTS: SCHROYENS

R.R.4

SUMMERLAND, B.C.

VOH IZO

CHERRIES



JULY 13 - 16

RALLY

PHONE: 604- 494 8510

CHERRIES

SUMMERLAND

BRITISH COLUMBIA
CANADA

CEDARBROOK CAMPGROUND
5011 HIGHWAY 97
SUMMERLAND, B.C. VOHIZO

RATE: \$10.00 / day

Electrical hook up

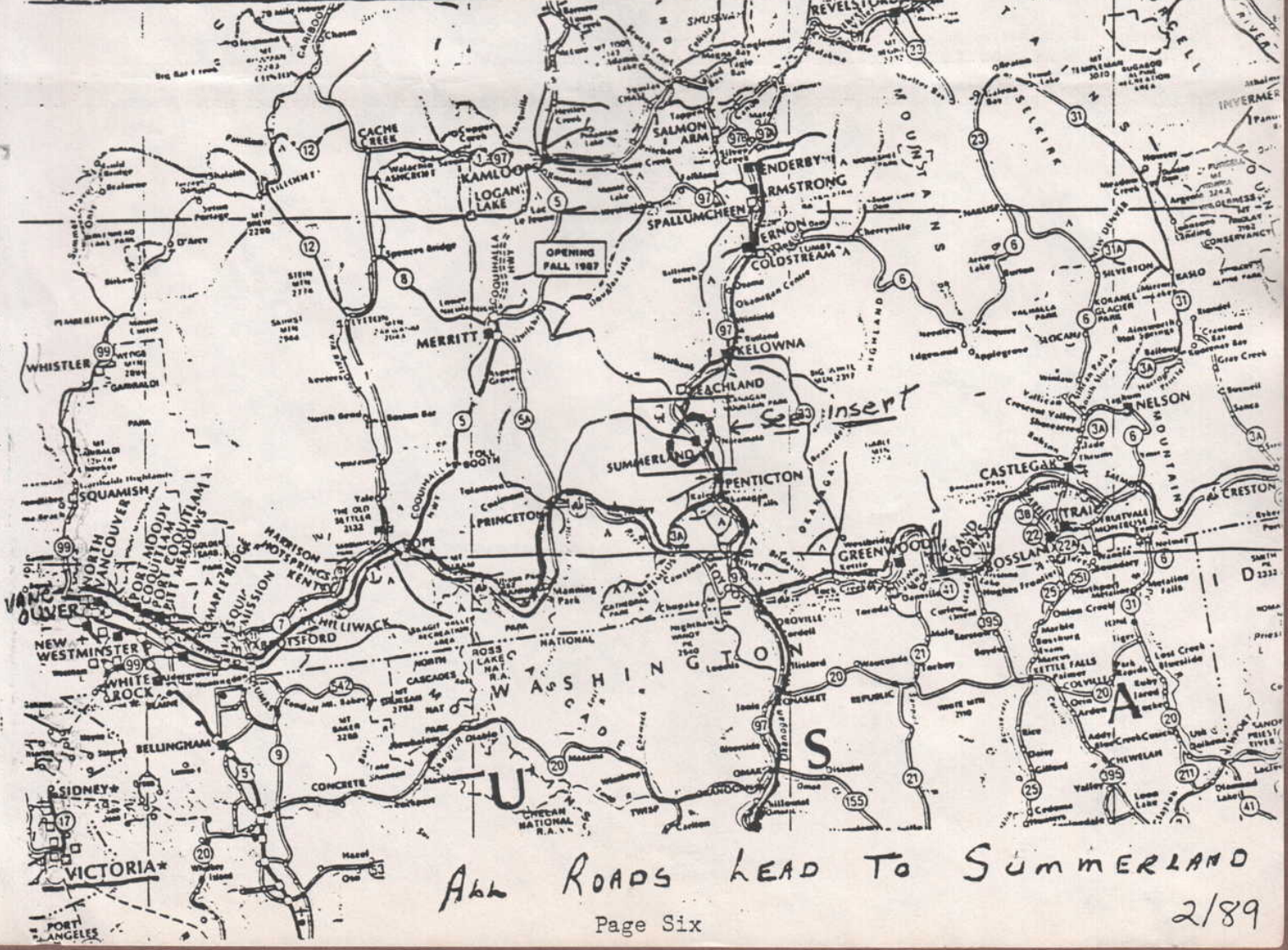
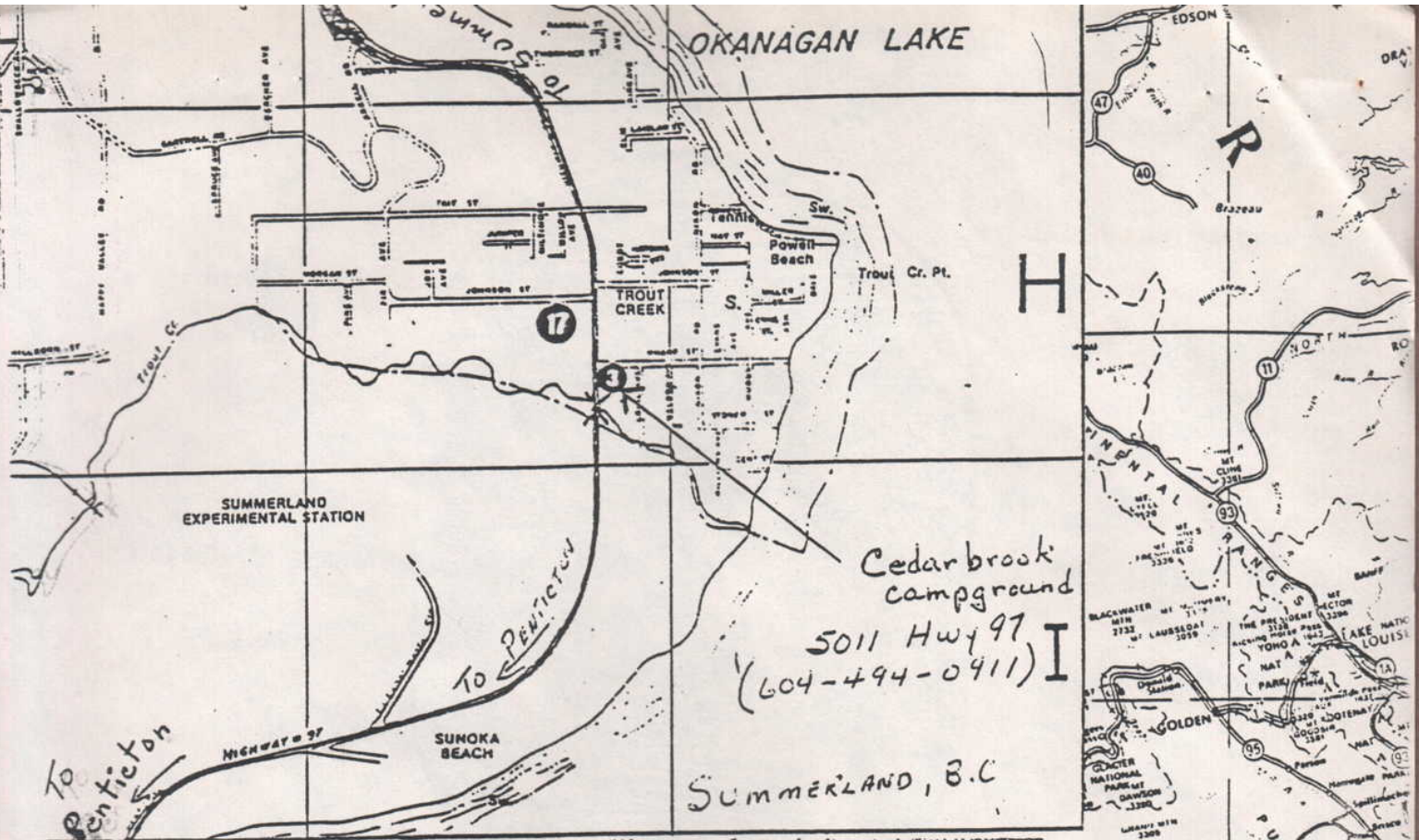
Free showers

Pool

Shade

Beach within walking distance

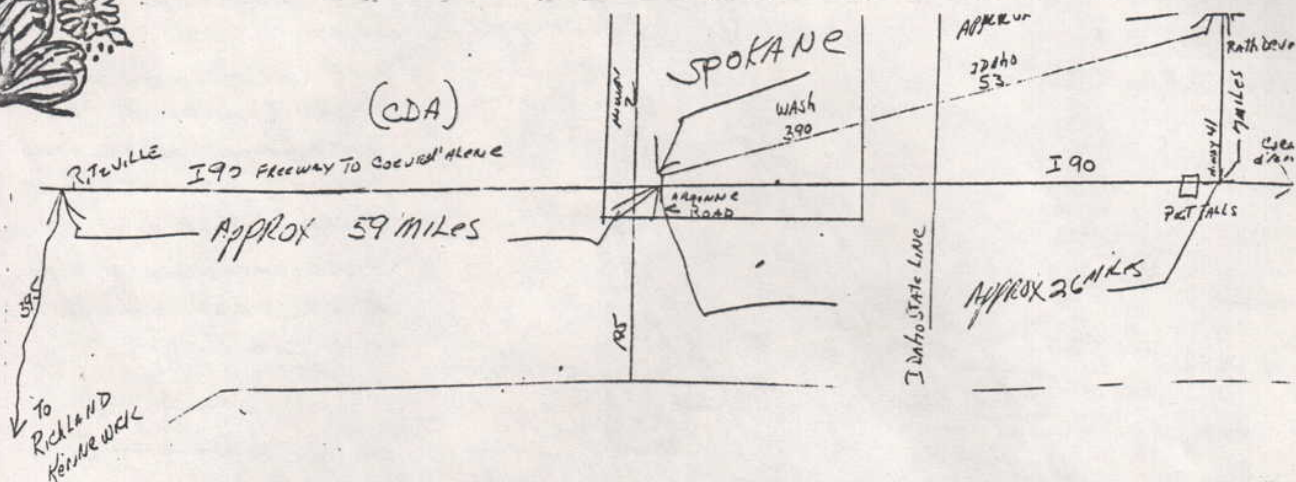
CHERRIES IN SEASON



Rest Stop for Canadian Rally

Bill and Dee Keith have been kind enough to offer their home as a rest stop before the final 250 miles to the Canadian Rally. His directions are as follows: Get on I 90 and go east to Ritzville, continue on I 90 to Post Falls, Idaho. Go east of Post Falls to Exit 7, turn left or north on Hwy 41 to mile post 7, approximately 100 ft. past mile post 7 (small gas station on right side of road), turn right and go 1 block to large pink and white house on southwest corner of block. Look for big yellow numbers on porch post #511. You are there! Stop! Everybody is welcome - stay as long as you want.

Bill & Dee Keith - #274



"FUN TIME RALLY"

LOS ANGELES, CALIFORNIA

DATE: APR. 10-11+12, 1989

LOCATION: ART + MILLIE ELLER'S RANCHO

CONTACT: ELLER'S - (313)-665-3457

NOTE: SPACE LIMITATIONS: "RESERVATIONS REQ'D. BY 3/15/89"
FIRST COME, FIRST SERVED. (NO SURPRISE DRIVE IN'S)

ARRIVE EARLY ON 10TH TO ENJOY EVENTS PLANNED.

EVENTS PLANNED

CRAFTS FOR THE LADIES.

TECH. SESSIONS FOR THE MEN. LIKE →

BREAKFAST OUT ONE MORNING.

(Hmm?)

DINNER OUT ONE EVENING. (IF DESIRED)



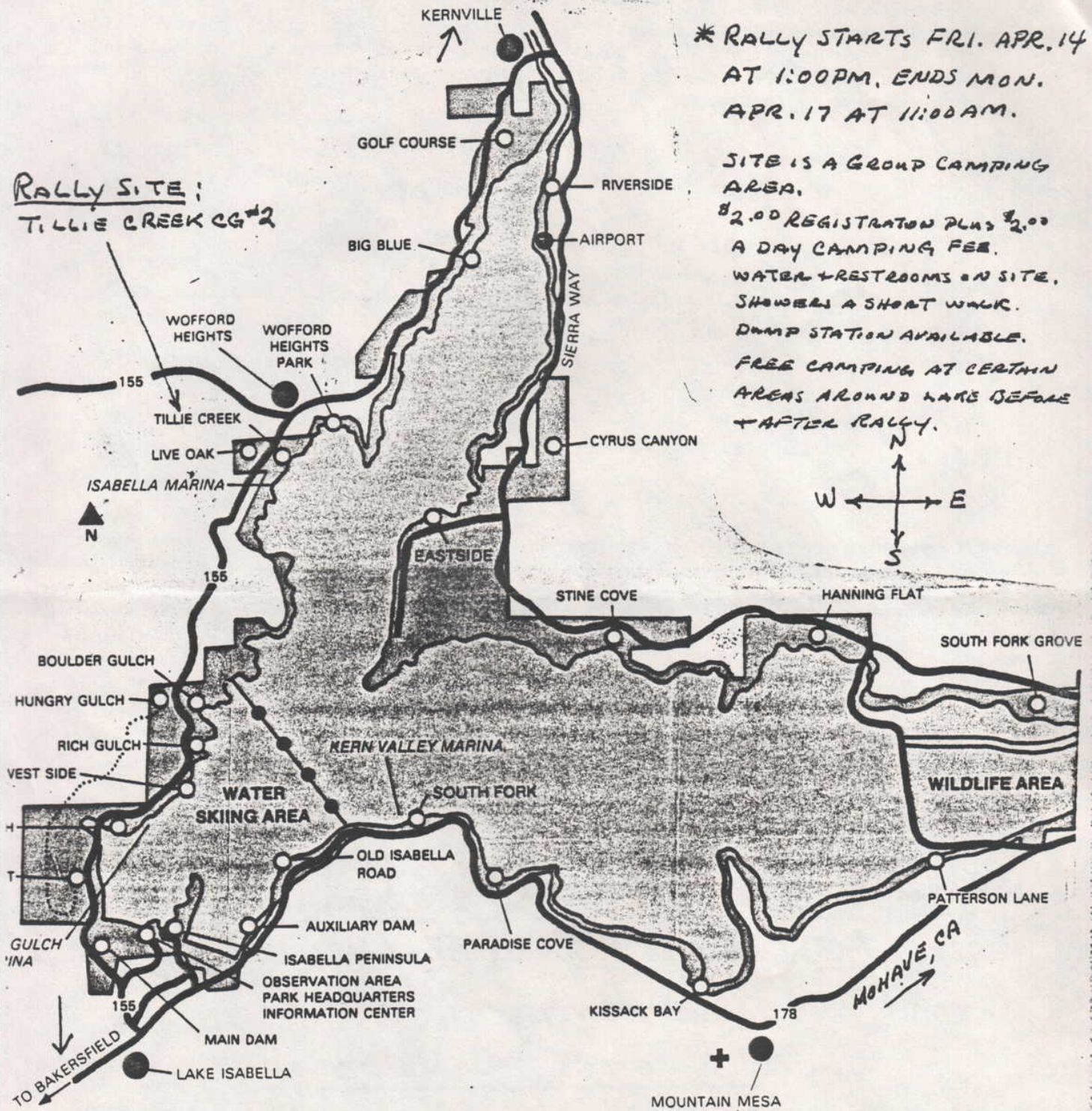
LAKE ISABELLA RALLY

APRIL 14-16, 1989

* RALLY STARTS FRI. APR. 14
AT 1:00PM, ENDS MON.
APR. 17 AT 11:00AM.

SITE IS A GROUP CAMPING
AREA.
\$2.00 REGISTRATION PLUS \$2.00
A DAY CAMPING FEE.
WATER + RESTROOMS ON SITE.
SHOWERS A SHORT WALK.
DUMP STATION AVAILABLE.
FREE CAMPING AT CERTAIN
AREAS AROUND LAKE BEFORE
+ AFTER RALLY.

RALLY SITE:
TILLIE CREEK CG #2



COFFEE HOUR
CRAFT SESSIONS
TECHNICAL SESSIONS
FISHING
HIKING
RESTAURANTS AVAILABLE.

ISABELLA LAKE CALIFORNIA

UPDATE:

"Fiesta de Ruidoso"

Reservations confirmed at Circle B RV Park for next Ultra Van Motor Coach Club National Rally. September 28th to October 4th, 1989, at Ruidoso, New Mexico.



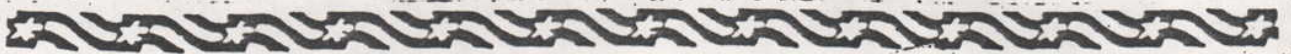
Arrangements are underway for the visit to the National Space Center at Almagordo. This is 44 miles away and will take most of a day. Those that have been there recommend this.

A ladies crafts committee has already purchased materials for some unique projects. Those involved at this point are Gene Reyburn, Betty Reinhardt, Threasa Vandersteeg, Jane Harrison, Maybel Griggs, Ruth Boydston, and Nobia Suchow.

Jim Craig has arranged with an artist and shop in Ruidoso for a picture that may be applied to T-shirt, regular shirt, sweat shirt, or jacket at buyers discretion. Starting price is expected to be \$8.00. The theme picture was shown and approved at the February Arizona Rally.

The Boydstons are working on plans for our attendance at the Albuquerque Balloon Festival following our Rally. This starts October 6th. 600 colorful hot air balloons will be soaring from a staging area on the edge of the city.

Any questions may be directed to Bob and Roberta Franz. Start your planning!



Group Ultra Van Rally

October 6, 7, 8

Albuquerque International Balloon Fiesta



Those of you who have signed up for the rally are in for a spectacle seen nowhere else in the world. Approximately 500 hot air balloons in the air at one time. You will be afforded the opportunity to enter the actual launching area each morning and walk among the balloon crews and watch the preparations being made to launch. You will have available food vendors, delicacies and the usual concessionaires selling all kinds of souvenirs. You will be awakened each morning at about 6 A.M. by fireworks. At sunrise the balloons begin to lift off and the spectacle begins. There is usually some activity until about noon. We will plan on going into our parking area sometime after noon on Friday, October 5th. I will locate an early arrival site and an after rally site both of which will probably be a "dry" camp.

Francis Boydston - #435



1989 RALLY SCHEDULE

1. 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.
2. April 10, 11, & 12, Los Angeles, CA. (Eller's)
3. April 14-16, Bakersfield, CA (Dinesen's)
4. *June 8-11, Cumberland, MD (Griggs') *Corrected dates
5. July 13-16 Summerland, B.C. Canada (Schroyen's)
6. 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.
3. *October 28-November 12th, Joshua Tree, CA (Craig's/Ballew's) *Corrected dates
4. November 3-5, Palm Springs, CA (Inland Empire Corvair Club)
Extra attraction - Sept 14-17, Reno NV., 26th Annual National Championship Air Races, (Stead Airport)

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New Addresses:

Jim & Pat Wood #396
20330 Crawford Rd.
Lynnwood, WA 98036
206-776-7481

Mr. & Mrs. N. Helmkey #547
R R #1
Carrying Place, OT KOK1LO
Canada

Mr. & Mrs. B. Mitchell #267
Route 3 Box 627
Gorgetown, TX 78626
512-869-1691

Winter address until mid April
385 Santa Fe Trail
North Fort Myers, FL 33917

Roy & Geraldine Neal #20
4825 Jockey St.
Ballston Spa, NY 12020

Chester Frame #415
Box 121
Vernon, AZ 85940

Kenneth & Janet Bell #461
2535 Dutch Ridge Rd.
Guysville, OH 45735

Changes:

Jean & Bette McMasters - telephone # 407-626-0388

Thomas & Caroline Silvey - telephone # 317-335-3772

Allen Turner - telephone # 714-969-2053

New Members:

Lee & Renee Richardson #476
38804 Yucca Tree St.
Palmdale, CA 93551
805-947-8701

Walter & Beebe Granger #430
(Dick) (Bonnie)
2795 So. Tropical Trail
Merritt Island, FL 32952
407-453-4094

Ernest & Carol Perlich #A
3149 Sweetwater Springs Blvd.
187 Lakeview Village
Spring Valley, CA 92078
619-670-7332

Donald Gilbert #202
3806 Tanner Dr.
Midland, TX 79703
915-694-1006

Stanley & Betty Gotter #518
541 N. Brighton St.
Burbank, CA 91506
818-846-0064

Ethel H. Darwin #209
6550 Ponto Dr., No. 17
Carlsbad, CA 92008

ULTRA POSTSCRIPTS ★★★★★

"O, let me hear the still, small Voice within my listening soul; and let me speak the words of heart that comfort....and console." -- Lusk

OVER THE BACK-YARD FENCE: Everything we've written over the years has been aimed at encouraging and helping people toward personal happiness and success. Although now RETIRED from writing Economic Newsletter, some of our free-lance efforts will continue. The "aim" will survive -- -- be as helpful as possible, as well as amusing and inspiring whenever such occasions present themselves. As Ed Martin once said, the younger group of Ultra Van owners often jar us old fossilized coots out of our complacency and take us back to those unforgettable and carefree days when we were only 39 and life was just a bowl of cherries. The recent Arizona "Ultra Gathering" again made me feel PROUD to have been a part of the founding of such a grand Motor Coach Corporation.

APACHE JUNCTION: At the beautiful campgrounds near Phoenix, with record attendance of around 40-motor homes, our hosts continued the tradition of making each meet a little better. The Rally Report will be supplied by others, but we'll touch upon some highlights. Millie Dinesen made large "needle-point yarn" NAME PLAQUES for us and several club families. Many thanks, Millie, for your work and efforts....now there can be no lack of identity. By the way, we noted several Ultra rigs without the black and gold NUMBERS. Please be sure to see Mel or Jean McMasters for these...no ship can sail on yesterday's wind...these coach numbers provide permanent identification when traveling. They are provided FREE to club members. No one should have missed the non-denominational rally services on Sunday morning. A professional musical group and speakers with complete electronic equipment provided the Grand Finale for another great Ultra gathering. Howard and Mary Boso even brought a diesel-type Rocket Heater and giant blue wind-screens to keep the large patio area comfortable. Edna and I wish to thank Hilda and Elga Green for their invitation to go along to a couple of dinners downtown. We decided we'd start to diet---that is, until Threasa Vandersteeg (bless her heart) produced a huge table of abundant goodies for a "threshing crew" of us and dear friends at Sun City. Also, Threasa, Edna and I drove to see and hear the Dave and Barb Anderson team perform at a Phoenix church. Super!

"Itching for what you want - doesn't do much GOOD, unless you scratch for it. You CAN'T climb the ladder of success with hands in pockets.

AUTO FACTS: Over the years, America saw the demise of a couple dozen automobile manufacturers. Too bad! Here is a list of some that we see no more of (except as museum pieces): Auburn, Cord, Cunningham, Franklin, Dusenberg, DuPont, Hupmobile, Jordan, Marmon, Peerless, Pierce-Arrow, Reo, Stutz, Studebaker, Kissel, Doble, Sterns-Knight, Tucker, Packard, Nash, Hudson, Kaiser-Frazer. My very first car was a Nash. I called it my "Nash-Can" -- It served very well in active early sales work. Edna and I drove it to the World's Fair in Chicago on our honeymoon. We bought a new Hudson when they were popular, and

later on, a Packard sedan (of course, all have since bit the dust). Today, almost HALF of the automobiles sold in the U.S. are foreign made. Why? Think about it. Is America in decline? Even many components of American-built cars come from other lands (the engine in our Skyhawk comes from Brazil). Are cars built-overseas better? That's a question-- not a statement. This should "tickle" our thinking? Is the enemy us?



Those who CONSUME their seed corn, eventually will starve. People who care more for wealth than they do for LIBERTY, will lose both.

CARS CONTINUED: What "make" of wheels did you first own? After the Nash, our second-car was a 1935 Ford V8. It was economical to own and trouble free and powerful for its weight---on the icy streets of Minneapolis, if you tromped the throttle it would spin like a top. Later, we bought a Studebaker sedan (you couldn't tell if it was coming or going--remember?). Our first trip to California was in a 1937 new Buick Special--it cost exactly \$1,301.00 delivered, including license plates, radio, and all the rest. Today one couldn't touch equal quality for \$23,000.00 plus. I'm sure most club members have owned many more cars than we have---a few have a stable-full of Corvairs---it is fun to "think back" to earlier times. As you may have guessed, I'm a dedicated automobile enthusiast, which is probably why I got into the Sports and Racing car business in 1946. In addition to the Corvair, there are many more American autos that had an early death: Among them the Essex, Imp Cycle-Car, the El Car, Kiblinger, Apperson, Locomobile, etc. As a boy, one of our neighbors owned a sporty El Car....its lines would be acceptable to this day. At Carleton College a fellow student drove a Cord automobile. Envious classmates stood agape since it exemplified the ULTIMATE in sports wheels at that time. Ho-hum.

The common SKUNK by any OTHER name, would smell just as bad. Is that fact stupid? Anyone who lies on his back and spits straight up, will get it in the face everytime. Don't ever brag or tell a lie...it comes back!

INVERTED YIELD CURVE: Short-term Bond interest rates have been HIGHER than long-term rates. Some club members know what such a condition implies. Rates change constantly; alone, the "inverted yield" is not a sure signal, but the implication should be considered. It is not normal but by the time the club Newsletter is delivered, it may have changed. The consensus-opinion of analysts today, suggests maintaining a strong cash position...at least 30 or 40% of investable funds. Those who are interested may wish to check page #2 of-- "Postscripts" in the red club Newsletter (winter issue). Most suggestions are still valid. At the Financial Seminar in Arizona, many important subjects were introduced and discussed. We didn't have time to get into "Reverse Mortgages" and what they can do for retired folks. Very few people know what they are or how they work. For some families, that strange strategy may be the answer to a fervent prayer. Maybe we can bring up the subject of Reverse Mortgages at the next gathering of Ultra members. As was suggested in Arizona, it would be wonderful if every family could make its dollars have a little more SENSE. Does that make any..Cents? Probably. The past few years we've seen a CRASH in Stocks, in Bonds, in Farm Land, in Silver, Commodities, Iron, Minerals, Logging, Crude Oil, etc. Next will come Real Estate. Some people will OWE more than their property is worth. In parts of Texas, Colorado, Wyoming, and other states, many properties have fallen as much as 80% in value due to the noted declines. Thousands have fled--becoming homeless. Real Estate will NOT crash in every section of the nation. Prepared families can escape disaster.

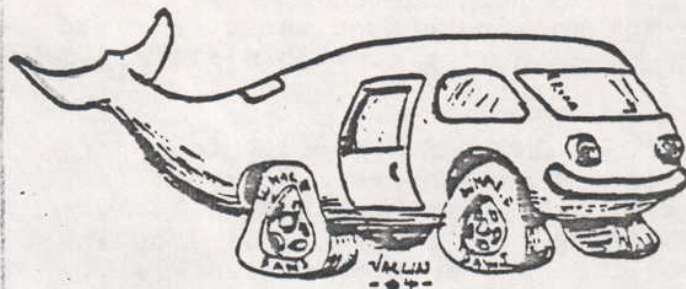
The ONLY place you will find SUCCESS before WORK, is in the Dictionary.

CLIMATE EXTREME: Here in sunny California we have experienced recent un-seasonable weather. They had 2-feet of snow at Gorman and north of Los Angeles, with blizzard conditions. In Whittier we had over an inch of welcomed rain, a bit of frost, no snow. But it was chilly---we saw a Chicken, running with a Capone. Got a glimpse of a Bumble Bee, with a Yellow Jacket. Many families enjoyed the cooler weather -- reminded them of "back home".

Cordially, Ernest  Newhouse, Exec. Dir.

TECHNICAL WHALE TALES

Prepared
Feb 89



"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

ULTRA TECHNICAL TIP #1-89

Index: Safety Item

Davison #366

In the Jan/89 issue of MotorHome magazine, Wes Caughlin F.E., in his column "Coach/Chassis, brings out that glycol anti-freeze has an ignition temp of 266 degrees. This applies after a coolant leak has "spilled" coolant onto engine and the water has evaporated. Needless to say many engine parts operate at temps above 266 degrees F.

ULTRA TECHNICAL TIP # 2-89

Index: Sec. 12 UV man.

Helmkay #547

Norm Helmkey has a full page article on how to convert a volt/ohm meter into a dwell meter. Well almost. The article is on the back of this page. (Hopefully). Amazing what Big-Blues can come up with on those COLD Canada nights.

ULTRA TECHNICAL TIP # 3-89

Index: Sec. 8 pgs. 4/5 UV man.

CORSA Davison #366

In the Feb 89 issue of the C.C.R.S.A. Communique there is a tech/topic on fuel pumps. The writer describes how a leaking diaphragm can leak fuel into the crankcase. He then describes two different versions of the Corvair pump. One of these vents the leaking fuel into the engine compartment. He calls this "fail-safe". Really? So you are offered two choices: "RUIN" engine. Burned up coach. Some choice. Maybe that's why some of us only run an electric pump. To make that clear, the use of an electric pump to "boost" the mech pump only increases the odds for one failure or the other. Removal of the mechanical pump in its entirety would seem to be the safest option.

ULTRA TECHNICAL TIP # 4-89

Index: Sec. 8 UV man.

Davison #366

Those of you who attended the 88 Ultra Nat'l participated in a discussion of oils and filters. The addition of a by-pass type very fine (toilet paper) unit was mentioned. The following is not a recommendation, just information. #366 drove prox sixteen thousand miles on one "Filling" of Amoco synthetic oil. I changed toilet paper twice, and was using oil at the rate of a qt/3000 miles. I drive VERY conservatively. At 50,000 total engine miles, the blower housing was removed to inspect #6 rod bearing. Condition was SUPER. Cam lobes appeared excellent. Oil pan was removed. Pan was at least as clean as I've ever seen. All back together now with new PF-4/toilet paper and five more qts of Amoco synthetic 10/30 oil. Thank you. You're welcome.

ULTRA TECHNICAL TIP # 5-89

Index: Safety item

Davison #366

On a separate page, both sides, is enclosed a short (very short) refresher on some first aid items. Thank you Cruising World magazine. I had mine bonded into clear plastic and its ALWAYS on board. Review often. I sincerely hope no one ever needs it.

Poor Man's Dwell Meter

Nearly everyone would like to set distributor point gap without gauges since you're never sure if the drag of the feeler gauge is right, etc.

Almost everyone has a volt-ohm meter for working around the electrical system of our coaches, so you already have an uncalibrated dwell meter but probably never realized it.

Try a little experiment. Put your meter on OHMS, now rapidly touch and take apart the test lead tips. Notice the meter needle does not fall to zero before you touch the tips again. Similarly, the needle never goes to the end of the scale before you open the test leads. You are seeing an average of the time the test tips are open or closed..... or the DWELL time which is defined as the time the tips are closed.

If the meter leads were across the points and the distributor shaft run at a constant speed, you would see the average time the point are closed. Its not practical except while cranking, we need another way.

Put your meter on a low D.C. voltage scale, say 1.5 or 5 volts. Take a 1.5 volt battery. Put the negative meter lead on the battery minus (-) case, then tap the plus meter lead on the positive (+) battery tip rapidly as before. Notice the meter needle stays about the same place on the scale, this is the dwell time of meter leads on the battery.

By now you may have realized if the meter was on a 10 or 15 volt scale with the minus lead grounded and the plus lead on the distributor post, you can read the pulsing voltage of the points with the motor running. When the points are closed, there is no voltage across the points. If the points are open, the meter reads the voltage available.

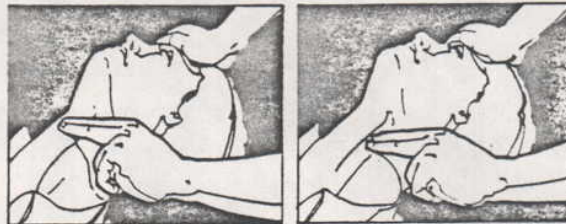
Degrees of dwell can be different, even with the same point gap as the profile of the distributor cam may be slightly different. In any case, always use the manufacturer's specs. Generally the dwell time will be in the following ranges:

Cylinders	Dwell in degrees	Point Gap in Inches
4	50 to 64	.019 to .025
6	32 to 43	.016 to .027
8	26 to 32	.014 to .020

To calibrate your meter, you need to mark the meter face to show when the points are at the right gap, at a constant idle speed. The easiest way is to put in new points set to the correct gap, connect the meter, warm the engine up to get a smooth idle and mark the meter face where the needle sets (use transparent tape on the face and mark with ink). This is only as accurate as how well you set the gap. A better way, is to borrow a real dwell meter and set the gap with it. Attach both the real meter and your meter to the same place and run the engine. Using the real dwell meter read the dwell percent and put a mark your meter. Distributors without a sliding side window are harder, so do a rough pre-set at cranking speed with the distributor cap off. When the dwell it close, put the cap back on and do the final tweaking at idle speed. Corvair dwell is usually 33 degrees, which should give .019" gap.

A point (pun intended) to remember, as you saw above, dwell time is different for 4, 6, or 8 cylinders, so if you want to use your meter on other than 6 cylinders, calibrate it for the other engines as well.

In a crisis, certain lifesaving procedures take priority over anything else. If the victim is not breathing, treatment given to other injuries will not help. Therefore, in any serious emergency the FIRST priority is to determine if the victim is breathing. This can be done by placing the side of your face and ear very close to the victim's mouth and nose to feel for air being exhaled by the victim. At the same time look to see if the victim's chest rises and falls. Determine if the victim's heart is beating by checking for a pulse at the victim's carotid artery in the neck.



Check the victim's pulse on the side of the neck near you by placing your fingertips on the Adam's apple, then slide your fingertips into the groove at the side of the neck.

A simple method of remembering the order of action to take if the victim is not breathing or his heart is not beating is the use of the ABCs of lifesaving: Airway, Breathing and Circulation.

AIRWAY

The victim's airway must be clear and open. Follow these steps:

1. Lay victim on his back on a firm, rigid surface.
2. Quickly clear the mouth and airway of foreign material (including dentures) with your

fingers.

3. If there does not appear to be any neck injury, gently tip victim's head way back by placing one hand beneath the victim's neck and lifting upward, place the heel of the

other hand on the victim's forehead and press downward until the chin points straight up. If you do not tip the head, the tongue may block the airway.

4. Check again for breathing for a full 5 seconds.

BREATHING



If the victim is still not breathing but does have a pulse, proceed with the following steps. If the victim is not breathing and does not have a pulse, see CIRCULATION below.

1. Keep the victim's head tilted backward and pinch the nose to keep air from escaping (Figure 1).
2. Take a deep breath and open your mouth wide. Cover the victim's mouth with your mouth and blow. Do this 4 times as fast as you can without allowing time for the victim's lungs to deflate between breaths (Figure 2).
3. Check breathing and pulse for 5 seconds (Figure 3).
4. Then give approximately 12 breaths per minute — 1 breath every 5 seconds, full lung

inflations. (Seconds are counted, "One, one-thousand; two, one-thousand," etc.)

5. After about 12 breaths, check for breathing for 5 seconds.

After the victim starts to breath again, watch to be sure he or she keeps breathing. Give care to prevent shock:

1. Keep victim lying down and at a comfortable temperature.
2. Raise the feet and legs if moving the legs does not cause injury or pain.
3. Raise the head and shoulders if the victim has trouble breathing or has a head injury. Do not put the head on a pillow; this may bend the neck and block the airway.
4. Get the victim to the nearest hospital or life-support unit.

Note: If a drowning victim's stomach is bloated with water, put victim on stomach. To empty water, place both your hands under victim's stomach and lift. After water is emp-



tyed, or after 10 seconds, return victim to his back and continue mouth-to-mouth breathing.

CIRCULATION

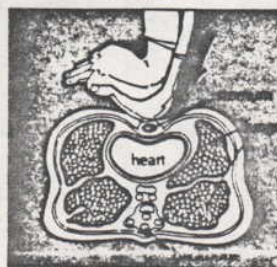
If the victim still is not breathing and does not have a pulse, cardio-pulmonary resuscitation (CPR) is needed. CPR is the combination of mouth-to-mouth breathing and chest compressions.



Measure up the width of two fingers from the lower tip of the sternum and position the HEEL of your hand; put your other hand on top. Lace your fingers together to keep them off the chest.

Compress

Release



Chest compressions circulate blood by squeezing the heart between the sternum (breastbone) and the backbone. Turn page for CPR procedure.

CIRCULATION continued:



1. "Stand" on your knees; do not sit on your heels. With your shoulders directly over the victim's sternum and your hands positioned as shown, push straight down. Use your body weight; keep your elbows straight. When you push, pivot at your hips, not at your knees. Compress the chest of an adult at least 1½" to 2". Push smoothly; do not jerk (Figure 1).
2. Give compressions at a rate of 80 compressions per minute. Count aloud, "One-and, two-and, three-and," etc., then give 2 quick FULL breaths without a pause. Repeat 15 compressions, 2 breaths; 15 compressions, 2 breaths (Figure 2).



3. After the first minute, and every few minutes after that, check the pulse right after you give breaths. Do not stop CPR for more than 5 seconds to check the pulse.
4. If you find no pulse, continue CPR, breaths first.

Check the pulse after the first minute of CPR and every few minutes after that. CPR should not be stopped until medical personnel are fully ready to take over, or until the person's heart starts to beat. Take anyone who recovers to a hospital or life-support unit right away.

Watch the victim carefully: CPR may be needed again.

In two-rescuer CPR, one person compresses the chest at a steady rate of 60 per minute (1 per second), the other rescuer gives 1 breath after every fifth compression. Count aloud, "One, one-thousand; two, one-thousand; three, one-thousand; four, one-thousand; five, BREATHE: one, one-thousand," etc.



Start blowing on the count of 5. When you stop CPR, blood flow stops right away.

CHOKING

If the victim can speak, cough or breathe, DO NOT interfere in any way with the victim's efforts to cough out a swallowed or partially-swallowed object.

If the victim is not coughing, ask, "Can you speak?" A person who has a completely blocked airway cannot breathe, cough or speak. If the airway is almost completely blocked, there are

high-pitched noises when inhaling, great difficulty breathing, and very weak or no coughing. First aid is the same for a completely blocked airway as for one that is partially blocked.

The Heimlich Maneuver



If the victim is standing or sitting:

1. Stand just behind and to the side of the victim and support him with one hand on the chest. Give 4 sharp blows in rapid succession high up between the shoulder blades. Hit with the heel of your hand, hard enough to knock the object loose. The victim's head should be lower than the chest if possible.



2. If 4 back blows do not dislodge the object, give 4 abdominal thrusts. Put the thumb-side of your fist below the bottom edge of the victim's rib cage and slightly above the navel. Grasp your fist with your other hand and give 4 quick, very forceful upward thrusts. Proceed to Step 3.



If the victim is lying down:

1. Kneel beside the victim and roll him onto his side so he is facing you. Place his chest against your knees for support. With the heel of your hand, give 4 quick, very forceful blows on the victim's back between the shoulder blades.



2. If 4 back blows do not dislodge the object, turn the victim on his back. Kneel beside

him and put the heel of one hand on the victim's stomach slightly above the navel and below the ribs. Keep your elbows straight. Put your free hand on top of the other to provide additional force. Give 4 quick very forceful downward and forward thrusts toward the head.

3. If back blows and thrusts do not work at first, repeat the series as long as the victim is conscious. DO NOT GIVE UP until the victim starts to cough forcefully.
4. If the victim becomes unconscious, try to inflate his lungs. If you can give mouth-to-mouth breathing, do not keep trying to remove the obstruction.
5. If you cannot inflate the lungs, turn the victim on his side and give 4 back blows as described.
6. If still unsuccessful, turn victim on his back and give 4 abdominal thrusts as described.
7. If still unsuccessful, grab victim's lower jaw and tongue in one hand and lift up to remove the tongue from the back of the throat. Gently slide the fingers of your other hand inside the victim's mouth alongside the cheek and down into the throat to the base of the tongue. Carefully sweep your fingers along the back of the throat to dislodge the object. Bring your fingers out along the inside of the other cheek.
8. Repeat all of the above steps until the object is dislodged. Do not give up.

If the victim is an infant or small child:

1. Place victim across your forearm or lap face down with head low.
2. Give 4 back blows as described. (Blows should be more gentle than those for an adult.)
3. If unsuccessful, give 4 abdominal thrusts as described (more gently than those for an adult).

Technical Tip

Whale Tip: Spring 1-89, Low Gear Kick Down Adjustment (auto transmission)
Ref. (A) Ultra Manual, Section 13, Page 13-20 & 13-29
Ref. (B) 1965 Corvair Chassis Shop Manual, section 6, page 6-5
paragraph 10.

If your Corvair automatic transmission will not shift to low gear when you press the accelerator pedal to the floor when you are between 20-40 MPH, perform the following checks:

1. Verify that all rubber hoses are tight and in good condition on the vacuum modulator, cylinder heads cross balance tube, carb vacuum pulloffs and distributor vacuum hose.
2. Disconnect throttle wire from TV lever on left side of transmission.
3. Disconnect spring swivel at aft end of throttle rod that comes up from side of transmission and attaches to carb cross shaft.
4. Pull aft on throttle rod slowly until a slight resistance is felt (starting of detent position), continue to pull aft with more force until rod can no longer be moved. While holding rod at this position, move carb cross shaft with other hand to full throttle opening (verify that throttle shaft bottoms against stops on side of carbs). At this position swivel of throttle rod should enter hole on tong of carb cross shaft. If not, adjust swivel fore or aft until correct alignment is achieved. Apply some "Lubriplate" grease to swivel pin and tong and reinstall swivel and return spring.
5. Verify that carbs return to full idle position. If not refer to reference B for synchronization of carbs.
6. Reinstall throttle wire to TV lever while pulling wire taut in the rear direction.
7. Place a 3/4" thick piece of wood under tip area of throttle pedal, have assistant apply full throttle slowly and you verify that carbs are opening to full throttle position. If carbs need only slight movement to reach full throttle stops, remove 3/4" wood block and retest.
8. Road test and confirm that transmission will shift back to low gear under the following conditions:
 - A. With lever in "D" position, accelerate with slight throttle until you feel transmission shift from low to high. At that point apply full throttle pedal and transmission will shift back to low, hold pedal to floor and watch speedometer and confirm when transmission shifts to high. (Approx. 38-42 MPH.) Nice, huh?
 - B. Find a long hill that you can proceed up at least around 45-50 MPH in high gear. Apply full throttle pedal and hold there. As Ultra slows on hill, transmission should automatically shift to low gear around 45 MPH down to 35 MPH if everything else is OK. (Note: Speed at which down shift will occur will depend on load of the engine caused by steepness of hill.)

Jim Craig - #271

ULTRA VAN MOTOR COACH CLUB, INC.
Treasurer's Report, February 1989

Balance 3rd Quarter 1988-Louis Griggs, Treasurer	\$ 1,956.85
Less: Craft materials National Rally	57.02
Flowers G. Grootenhaar	50.00
Cash shortage	<u>1.68</u>
Expenses after National Rally	(108.70)
Add: Dividends Received from Credit Union Account	17.90
Correction: Newsletter Expense shown on 2nd & 3rd Quarter	<u>122.85</u>
Balance in Credit Union Account	1,988.90
Transferred to New Treasurer	<u>(1,988.90)</u>
	<u><u>.00</u></u>
New Treasurer's Opening Balance	\$ 1,988.90
Membership Dues	1,905.00
Benham Capital Management Dividends	69.93
Group Ultra Van (To be Reimbursed to L. Griggs)	16.00
Corsa Rosters Reimbursement	40.00
Newsletters Reimbursement	4.81
Donations	6.00
Merchandise Sold (Mel Dinesen)	<u>64.75</u>
Total Monies Received	<u>2,106.49</u>
	4,095.39
Disbursements:	
Deposit 1989 National Rally	270.00
Newsletter Expense (Nov. & Feb.)	921.86
Merchandising Expense	120.00
Secretarial Expenses	85.95
Treasurer's Expenses	48.65
Group Ultra Van Reimbursement	<u>16.00</u>
Total Disbursements	1,462.46
Check Book Balance February 13, 1989	<u>2,632.93</u>
Benham Capital Management-Money Fund Account	<u>2,000.46</u>
	<u><u>\$ 4,633.39</u></u>

Respectively Submitted *Katherine Polak*



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

Ultra Van Windshield and Front Side Window Covers. This is a three piece set. Each cover can be installed separately. Side window covers can also double as screens to keep the insects out. The covers are off-white in color or you can special order in brown, creme or white. Material for covers is called, Shelter-Rite "Poly-R" Fabric. It is a 7 oz. vinyl coated polyester fabric, which has superior resistance to ultra-violet rays. It is an extremely strong fiber for added years of product service. It can be cleaned with mild detergent or for heavy soil or grease, T.S.P. or 409 may be used. The set comes with stainless steel snaps installed, snap receptacles to install on coach, instructions and a heavy duty storage bag. Material shields out 90% of sunrays, vision out is good, others cannot see in. Price is \$69.95 plus shipping. Installation free, if I'm at the next rally. Jim Craig #271, (619) 366-9104 (Same address as the Secretary.)

Machine Shop Service: Quality, professional Corvair engine, transmission and differential rebuilding. Bullet proof valve seat replacements. Turbocharger rebuilding. SASE for price sheet on types of rework available. UPS shipping to your door. Devecka Machine, 64120 Pioneer Lp. Rd., Bend, Oregon, 97701. Telephone: (503) 382-7590.

#100 1966 Ultra Van. 455 Olds Front Wheel Drive, Automatic transmission. Dash and roof air, 62,000 miles. Paint excellent, interior sharp. \$8,500. Contact Steve Harrison, Harrison Ford, Inc., Jefferson, Iowa, 50129. 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, excellent upholstery and exterior, air conditioned. \$7,500. Jack W. Moore, 13203 Emerald Dr., NW; Gig Harbor, WA 98335. Phone: (206) 857-6906.

#357 1968 Ultra Van. 455 Olds Toro Rear Drive, professionally converted. All new radials this past summer. Oversized fridge. Completely remodeled inside. Roof air conditioner. 110 volt. Paint stripped, looks like Air Stream. Nice coach for \$7,500. Call: Bill and Bobbi Hull, 217-348-1750. or write: 310 Polk, Charleston, Illinois 61920.

1968 Ultra Van. 41,000 original miles, 140 H.P., 4 carb engine, heads ported and polished, new seals, burns regular gas. Roof air, instant hot water system, straight body, aircraft aluminum bumpers. Most up dates from Club done. Price: \$6,500. Russel E. Day, 19207 Larch Way S, Alderwood Manor, WA 98036. Phone: (206) 672-7550

★ NOTE: Foam Bumpers. All orders for the foam bumpers have been forwarded to the manufacturer. Allow 4-6 weeks for delivery.

Thanks, Jim Craig

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.

For sale by Bill Binney, #295, (619) 363-6424:

1. 110 H.P. cylinder heads (fresh rebuild) 8.1:1 comp. ratio - \$200 a pair
2. 110 engine rebuilt - \$950 exchange
3. 140 engine rebuilt - \$1,250 exchange
4. 3.55:1 automatic transaxle (late) Good used - \$100

Best wishes and a speedy recovery from all of the membership for:
Betty McMasters, Gilbert and Melva Coen, and Evelyn Shepherd.



In memory of:

Mary Herrmann

Services for Mrs. William (Mary Cline) Herrmann, 71, of 9766 Shawandasee Drive, Massey Station, will be at 1:30 p.m. Monday at Immanuel United Church of Christ.

Burial will be in Linwood Cemetery. Friends may call from 2 to 5 p.m. Sunday at the Egelhof-Casper-Strueber Funeral Home, 1145 Locust St.

Mrs. Herrmann was on the board of directors of the Dubuque County Historical Society, president of the Shawandasee Club and a member of PEO, Chapter MP; Dubuque Audubon Society; The Finley Hospital Auxiliary; Immanuel Church Women's Fellowship; Dubuque Area Christians United; and Dubuque Art Association.

She was born Feb. 15, 1917, at Clarion, Iowa, daughter of Jesse D. and Mabel (Griffith) Cline. She died at 3:50 a.m. Friday, June 17, 1988, at Finley.

Surviving besides her husband are a son, A. Douglas of Idaho Falls, Idaho; four grandchildren; and a brother, Robert D. Cline of Sarasota, Fla.

Memorials may be given to Immanuel Church, the Audubon Society or the Dubuque County Historical Society.



Herrmann

William Jacob Herrmann

Services for William Jacob Herrmann, 73, of 9766 Shawandasee Lane, Massey Station, will be 11 a.m. Monday at the Immanuel United Church of Christ.

Burial will be in Linwood Cemetery. Friends may call 2 to 7 p.m. Sunday at Egelhof-Casper-Strueber Funeral Home, 1145 Locust St., and after 10 a.m. Monday at the church.

Mr. Herrmann worked at U.S. Steel Co. of Chicago 34 years before he retired.

He was born Jan. 24, 1915, in Dubuque. He died at 1:40 a.m. Friday, Dec. 2, 1988, at The Finley Hospital.

He married Mary Esther Cline May 14, 1937, in Des Moines; she died June 17.

He was a Shriner of the Medina Temple in Chicago. He was a captain in the Army Corps of Engineers. He was a member of the Blue Lodge of the Masonic Temple, Chicago; past president of the Dubuque County Historical Society; board member and past president of the Dubuque Audubon Society; a Sea Scout leader in Chicago for 25 years; and chairman of the trustees of Immanuel United Church of Christ.



Herrmann

Surviving are a son, A. Douglas, of Idaho Falls, Idaho; four grandchildren; four brothers, John of La Porte, Texas, David of Wichita, Kan., Paul of Carnation, Wash., and James of Rolling Hills Estate, Calif.; and three sisters, Mrs. Victor (Mary) Hahn of Grand Island, Neb., Mrs. John (Adele) Feller of Dubuque and Mrs. William (Selma) Weber of Boulder, Colo.

Memorials may be given to Dubuque County Historical Society, Dubuque Audubon Society or Immanuel United Church of Christ.



NATIONAL MUSEUM OF AMERICAN HISTORY

SCIENCE, TECHNOLOGY, AND CULTURE

Rm. 5005 NMAH
November 17, 1988

Mr. Richard W. Decker
10 Holmehurst Avenue
Catonsville, MD. 21228

Dear Mr. Decker:

Thank you for forwarding some early literature about the Ultra Van motor home. I have contacted the donor of the literature, Mr. Brining, and we have completed the paper work necessary for the donation of the literature to us.

After studying all of the Ultra Van literature that you have supplied and considering other types of motor homes that are available, I have concluded that an Ultra Van would not be an appropriate addition to our collection. Therefore we do not wish to consider the acquisition of an Ultra Van.

We appreciate your interest in the history of motor homes and wish you continued success with your historical endeavors.

Sincerely,

Roger White

Roger White
Museum Specialist
Division of Transportation

Our caravan group arrived at the beautiful new "Usery Pass Park" on Wednesday afternoon. What a pretty spot it was - in the shade of the rugged Superstition Mountains. (home of the legendary Lost Dutchman Gold Mine)

We were greeted by our hosts Bosos, Harrisons, and Silveys, plus several other Ultra members already there. Harold Starbird, the wagon master, did a good job of placing us in a circle facing the ramada, where most of our activities centered. Threasa Vandersteeg and Gladys Bell kept the ladies busy with their clever craft ideas, and with lots of Corvair experts there, the fellows appreciated the tech sessions.

The bar-b-que potluck on Thurs. was a big success - there was a huge grill with everything you could think of being grilled. (no rattlesnake) Then after, the Bosos had arranged a show for us (vaudeville type) that involved the audience. They say laughter aids digestion - well, we were feeling great that night, because we sure laughed. Rachael Hellander almost stole the show from M. C. George Baerwald. Mory Snyder won 1st place in the best legs contest, and Ed Harrison for the "above the waist" (with the help of two grapefruits) Louis Griggs made a video of the entire program - so maybe some of you will get to enjoy it as we did. Each night we had a roaring fire, with singing, storytelling, and beautiful music from Hank Yakels' harmonica.

Saturday morning we ere served a delicious pancake breakfast (all you could eat) prepared by our hosts. (Howard Boso even had fireworks) That afternoon we had two beautifully decorated birthday cakes with names of our Jan. and Feb. birthday people on them. Threasa made the cutest piñata, in a perfect replica of an Ultra. (just broke our hearts to see it destroyed) All of the birthday honorees whacked at it until the candy, money and prizes came tumbling out. She even had messages sealed inside walnuts (such as - receive free shoe-shine from Pres. Jim Craig or a big hug from Sec. Marlene Craig and etc.) Next, we had a mystery rummage gift grab exchange - contents ranged from avocados to zircons. Later that afternoon, several Ultras headed for Mesa, and dinner out at Sir George's.

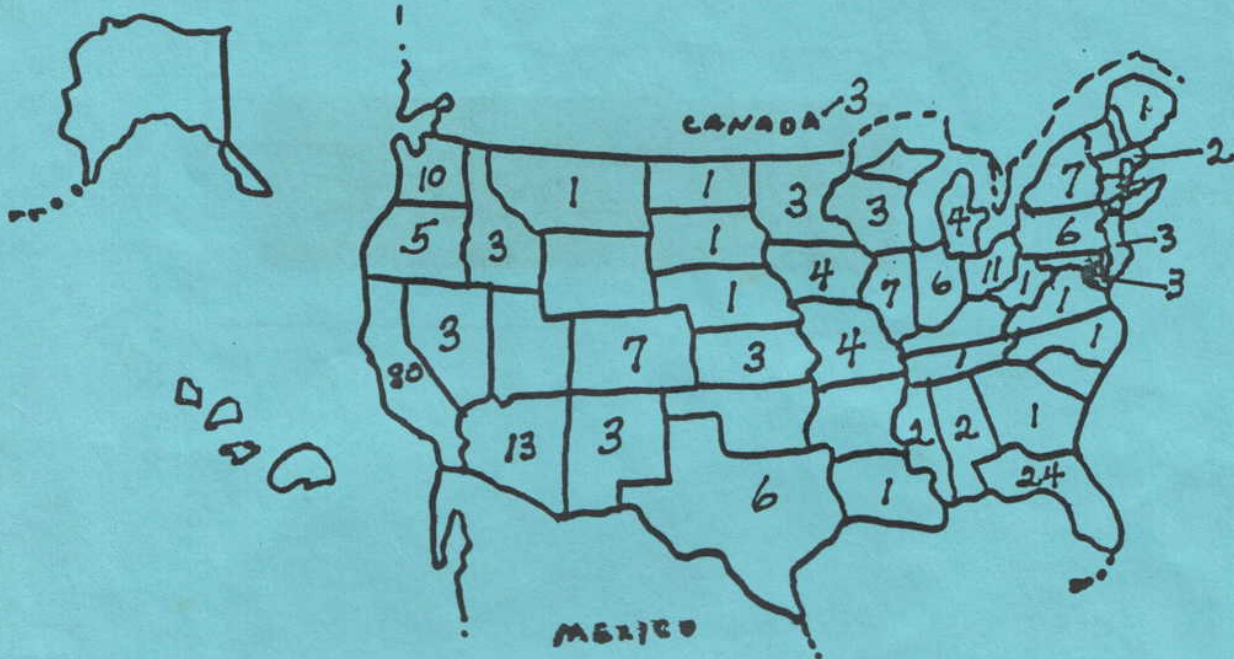
Each day we had lovely weather - cool at night and beautiful sunny days, but on Sunday we woke up to the sound of rain on our roofs. We all bundled up and turned out for the truly inspirational message from Dee Choate and music, songs and testimony from Evi and Richard Hero. Everyone thanked the Bosos for such a great job of hosting their first rally. Mary was our sheriff, but was kind to us - just gave out warnings if we forgot our badges. Didn't make much money, just lots of friends. They invited everyone to their place in Apache Junction for a "Techmania" - one week of mechanical bliss. So, off we went - 22 Ultras to another rally (of crafts, tech sessions, and potlucks) I'll bet you've never had a potluck in a cold automotive garage. Mary's two kettles of hot home-made soup and garlic bread helped warm us up along with hot coffee, spiced cider, and wall to wall warm bodies and a tempermental jet-engine heater.

Several of our members were bit by the flu bug - some left early for home, others just stayed in their coaches. Hope all of those who were sick are fine now.

This was the first time that we had enjoyed four rallies in one trip - we met at the Colorado River, at Lou and Helen Laslos', for a pre-rally with 13 other Ultras for a fun-filled 3 days. Then caravanned on to Quartzsite for 3 more days - now that is some place! We have been through there before, but never at the right time. There are people from all over with every kind of camping rig from the latest in motor homes to tents, set up on the desert for as far as you can see. If you have never been there you should plan to go. Just the gorgeous sunsets will make it all worth while. It is an experience to be remembered. P.W. and I had not been to Ultra rally since Lake Havasu, on Jan. 19, 1987, because he hadn't felt up to traveling. On May 12, 1988, he had open heart surgery to replace his defective aorta valve, with a new pig's valve. This is a good time to thank all of you who sent cards, letters, called him and said prayers for his recovery. He surely appreciated your thoughtfulness, and so did I.

Respectfully submitted by - Evelyn Donaldson

MEMBERSHIP PER STATE



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



THE OFFICERS AND BOARD CORDIALLY INVITE YOU
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Join more than 400 other members, over 200 coaches, coast to coast.
 Membership includes: Quarterly Newsletters, Membership Directory,
 Copy of By-Laws and Club Decal.

Date Application mailed _____

Enclosed is our \$15.00 check to cover dues for the Ultra year (Nov.1 -Oct 31)

NAME _____ husband _____ wife _____ PHONE _____

ADDRESS _____ (PLEASE PRINT) _____ CITY _____ STATE _____ ZIP _____

Alternate Address: Summer Winter (Check one)

ADDRESS _____ (PLEASE PRINT) _____ CITY _____ STATE _____ ZIP _____

Membership: New Renewal (Check one)

Make of Coach: Ultra Tiara Travelon Associate: Make _____

Coach Number/s _____

Make check payable to: Ultra Van Motor Coach Club, Inc. and mail to Katherine Polus,
 4030 Citradora Dr., Spring Valley, CA 92077. (Note: Mail "Group Ultra Van", (Whale
 on Wheels) application/renewals to Louis Griggs, 626 Brookfield Ave., Cumberland,
 MD 21502