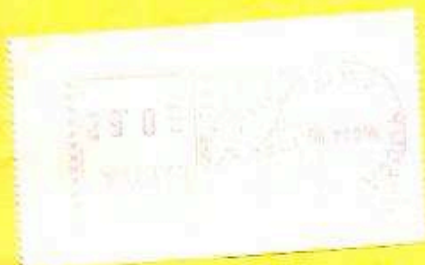


*Carroll*  
 NORM & MARION HELMKAY  
 R.R. #1  
 CARRYING PLACE OT KOKILO

PERSONAL

Newsletter  
 Fall 1989

AIR MAIL  
 PAR AVION



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

ULTRA VAN MOTOR COACH CLUB, INC.



STORY  
 INSIDE  
 THIS  
 ISSUE

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.

## The President's Report

Well, here tis! My last President's Report to you all. Four years as your President? It doesn't seem like that long, but a lot of challenging things have been overcome and it appears our club has settled down to the routine activities. Many changes have taken place in those four years, with the help of a lot of you. And I believe 99.9% of you agree that the business of the club is running smoothly and well organized.

I have really enjoyed being your President and shouldering the responsibilities of the office. Thank you all for your help in making it an enjoyable task.

Our new President, whoever, he or she is will need your and my support for a smooth transition into that office.

Having been involved as your Vice President, President, Technical Chairman and assistant (Gofer) on the club newsletter through the years 1985-1989, it is now time to concentrate on my car/Ultra projects and see if I can get caught up somewhat.

Now let me give you a few notes on what has happen or will soon.

### Rally Updates

1. The National Rally - Sept. 28th-Oct. 4th, is still on schedule and Chairman and Chairwoman, Bob & Roberta Franz are finishing up the details and assured me that we all will have a great time there.
2. The Great Western Fan Belt Toss & Swap Meet held annually in Palm Springs has a new revised date. It is confirmed now for Nov. 10-12, 1989. (This changes the Group Ultra Van rally at Rancho Sunny Vista.)
3. High Desert Mini Rally held at Rancho Sunny Vista has its dates changed to Nov. 3-19, 1989. (See flyer sheet in this issue.)
4. For those of you that would like to convoy with other Ultra folks to the National Rally, check the "1989 Rally Schedule" sheet in this issue.

National Rally Logo & Shirts: The Rally committee has arranged for you to purchase a shirt of your choice at Ruidoso, that you can have the multi-colored National Logo printed on front or back as you may wish. The club is paying for the art work and each logo in advance. You will pay the price of the type of shirt you choose. Note: There are only a certain amount of shirts reserved for us, so don't wait until you arrive at Ruidoso to order, indicate on the order below what you want, including size and your name. Do not send money. Clip off order form at dotted line and return to Jim Craig. (Address indicated on form elsewhere in this issue.)

Eastern Merchandise Chairman - 2nd Request: No one volunteered to take over from the current Chairman, Jean McMasters as requested in this column of the last newsletter, so how about you? See details in the previous newsletter.

Elections: Yes, this is the time of year we vote for our new officers. Please take time to indicate your choices and mail them in or bring your ballot to the rally site. Let's all support the nominees.

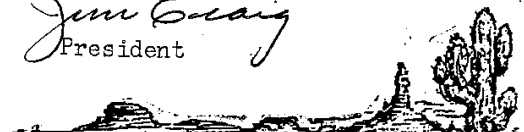
Free Campground: Add to your list, location: Cottage Grove, Oregon, on Rogue River Rd. 7 miles from town. Go beyond Forest Service campground to lower area of dam.

A Retireing Place: If caught on the road and need that special tire, call from anyplace 1-800-327-8473 (Ohio 1-800-522-8473) UPS service. Call in advance for their brochures on tires they carry.

Automatic Transmission Clinic: I have included some photos in this issue of the recent clinic held at the Eller's place. A good time was had by all and everyone rebuilt at least one transmission. Thanks, Art and Millie, and thanks also to all of the cooks.

As Mel Blanc, alias Porky Pig would say, "Th-Th-Th-That's all, folks". Let's see what channel were those cartoons on? See ya in Ruidoso.

*Jim Craig*  
President



## 1989 Rally Schedule

1. September 28-October 4th, National Rally (Ultra week), Ruidoso. NM  
Chairman, Robert Franz #472, (415) 757-3557
- 

### Convoys:

Convoy-East to West (From Florida the schedule is:

- Sept. 20, - Round Up - Ocala Hili Parking Lot
- Sept. 21, - Mossy Head, FL I-10 (Free hook ups) Panhandle Opera House -  
(904) 892-4050
- Sept. 22, - New Orleans - Visit French Quarter and stop over at the State  
Park in town. \$7.00
- Sept. 23 - Beaumont, TX - (Shopping center)
- Sept. 24-25 - San Antonio (Earl McCrary's Bar B Q etc. - (512) 492-1398 Estate)
- Sept. 26, - Big Spring, TX (Free overnite) Compliments, Chamber of Commerce
- Sept. 27, - Arrive at National - Contacts, Bob Ackerman or Jean McMasters

Convoy-West to East (From California the schedule is:

- Sept. 25, - Depart at 0700, from Rancho Sunny Vista (Craig's) - Overnight at  
Flagstaff Rest Area (331 miles)
  - Sept. 26, - Depart at 0700, from Flagstaff Rest Area. Overnight at Albuquerque  
area (325 miles)
  - Sept. 27, - Depart at 0800 from Albuquerque area. Arrive at National Rally site,  
Ruidoso, Circle B RV Park. (205 miles)  
Contact Dinesens (805) 834-5185 or Craigs (619) 366-9104
- 

Additional rallies by Group Ultra Van

1. October 6-15, Albuquerque, NM (Balloon Fiesta) (Boydston's/Craig's)  
Reservations required, details on flyer.
2. November 3-November 19th, Joshua Tree, CA (Craig's/Ballew's) NOTE - new date
3. November 10-12th, Palm Springs, CA (Inland Empire Corvair Club) NOTE - new date  
Extra attraction - Sept. 14-17, Reno NV, 26th Annual National Championship Air  
Races, (Stead Airport)

## 1990 Rally Schedule

- Feb. 5-8, 1990, at Quartsite, AZ. (Paul Rowland, Host)  
Mini Miami Rally - date unknown - to be held at the time of the Florida National RV  
Show in Miami.  
Lake Wales - Mar. 25-April 7, 1990. (Hosts: Schulers and Houcks)  
Sept. 30-Oct 7, 1990, National Rally, Franklin, Texas.

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### Address changes:

William D. Moe  
207 W. Myrtle St.  
Stillwater, MN 55082

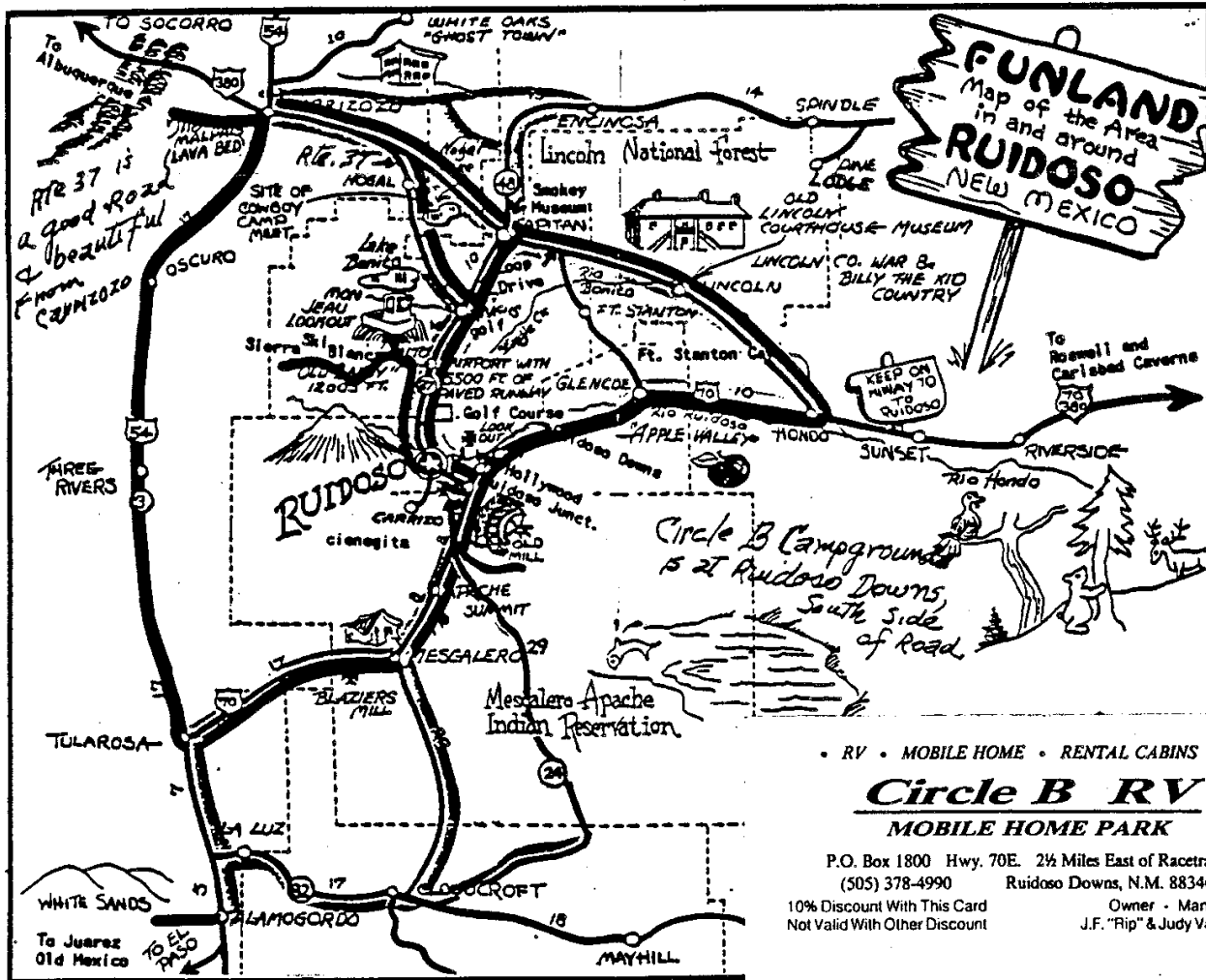
Vaughn Fosmo  
8686 Goss Unit 32  
Phelan, CO 92371

Winter address for:  
Lester & Bladys Bell  
3365 244th St.  
Langley, B.C. V3A4P6  
Canada



# Fiesta de Ruidoso

Annual Utavan Motor Coach Club Rally  
 Sept. 28 - Oct. 4, 1989  
 at Circle B Campgrounds  
 on Rte 70 at Ruidoso Downs  
 (SEE ADDRESS BELOW)  
 You will soon receive a mailing from the  
 Ruidoso, New Mexico chamber of  
 Commerce.



• RV • MOBILE HOME • RENTAL CABINS •

## Circle B RV MOBILE HOME PARK

P.O. Box 1800 Hwy. 70E. 2 1/2 Miles East of Racetrack  
 (505) 378-4990 Ruidoso Downs, N.M. 88346  
 10% Discount With This Card Owner - Manager  
 Not Valid With Other Discount J.F. "Rip" & Judy VanWinkle

Refered By

Phone Number

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 Rayburn, Betty Reinhardt, Threasa Vanderstaeg, 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. (See order form in this issue)

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

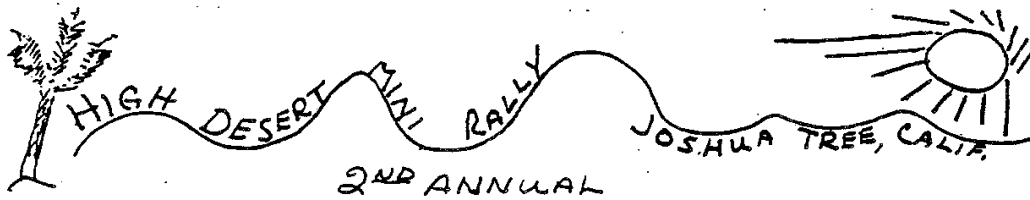
Albuquerque International Balloon Fiesta



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




  
**HIGH DESERT MINI RALLY**
  
**JOSHUA TREE, CALIF.**
  
**2ND ANNUAL**

WHEN: November 3rd through November 19th, 1989

HOST: Jim and Marlene Craig - #271

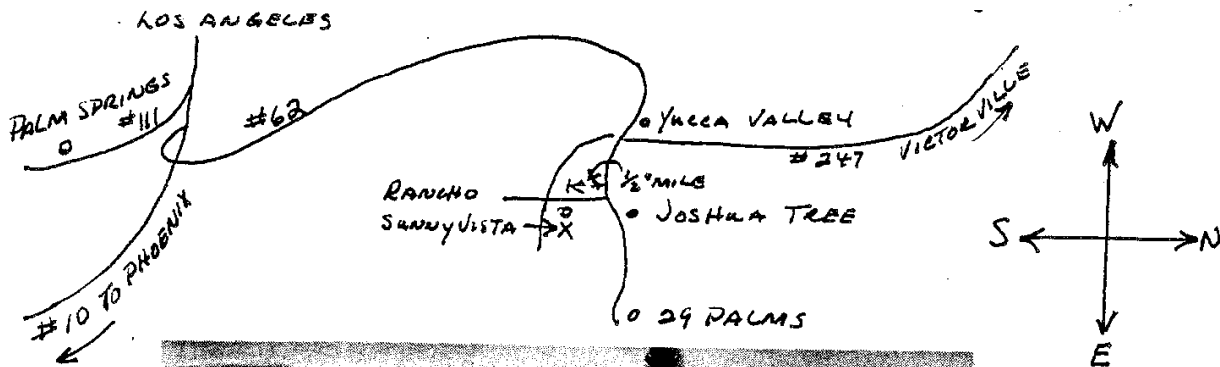
LOCATION: Rancho Sunny Vista  
 7011 Sunny Vista Rd.  
 Joshua Tree, CA 92252  
 (619) 366-9104

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

This is an open rally time for those of you that would like to enjoy some pleasant weather in the high desert area (3,200') 45 miles north of the Palm Springs area. The rally will be held prior to and after the annual Corvair Fan Belt Toss held at Palm Springs, CA, in the Angel's Stadium, November 10-12, 1989.

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

Dump facilities (no formaldehydes) are available on site. Plan to come before or after the Palm Springs event or the whole time, as your schedule permits.



SUNSET  
 AT  
 RANCHO  
 SUNNY  
 VISTA.

SUMMERLAND ULTRA RALLY---by---SHERIFF MAURICE HEMSTREET

LEST I FORGET-----YOUR HOSTS, MARY and VERN SCHROYEN, R.R.4  
SUMMERLAND ,B.C. CANADA, VOH IZO ----PHONE, 604--- 494 8510, **THEY** DID A  
FANTASTIC JOB OF BEING ON HAND AT ALL TIMES TO HELP IN ALL WAYS POSSABLE, ALSO  
THEIR DAUGHTER LISA AND DAUGHTER IN LAW CHUCK (yes a nice girl ) WHO HELPED IN  
MANY WAYS , ON BEHALF OF THE ULTRA CLUB WE THANK THEM .

CEDARBROOK CAMPGROUND IN SUMMERLAND WAS WITHOUT DOUBT ONE OF THE  
NICEST CAMPS WE HAVE STAYED IN WITH 44 GRASSY, SHADED ,SITES, WATER, ELECTRICITY  
AND A DUMP STSTION AT A NEAR BY SHELL STATION, CLEAN WASH ROOMS , POOL,FIRE  
PLACE OUTDOORS EVERY NIGHT, AND THE OWNER OF THE CAMPGROUD, HANK JOHNS ,ALWAYS  
ON HAND TO GIVE A HELPING HAND AND WE THANK HIM. CEDARBROOK -----A BIG -- 10.

THURSDAY, 13th. --- THE USUAL HELLOS ,HAND SHAKES , AND HUGS AS LATE  
COMMERS ARRIVED , A RELAXING DAY TOPPED OFF WITH A PÖT LUCK SUPPER AT 6 P.M.

FRIDAY, A BUSY DAY WITH COFFEE UP 9 till 10, TECK SESSIONS AND CRAFTS  
FOR THE LADIES . THEN WITH LUNCH OUT OF THE WAY , A TOUR OF THE SUMMERLAND  
SWEETS PLANT WHERE THEY WERE MAKING PEANUT BRITTLE ,THEY ALSO MADE, JAMS,  
SYRUPS,JELLIES IN ALL FLAVOURS AND MUCH MORE. OUR TOUR GUIDE WAS JOANNA de BOER.

NEXT WAS A WONDERFULL DINNER AT SHAUGHNESSY'S COVE CAFE ON THE EDGE OF  
BEAUTIFULLLL OKANOGAN LAKE, THEN TO TOP OFF THE DAY ,WE BOARDED THE  
CASABELLA PRINCESS FOR A TWO HOUR CRUISE ON THE LAKE. THE SHIP WAS A REPLICA  
OF ONE OF THE OLD STERN WHEELERS ONLY A BITT SMALLER, 20ft. BEAM and JUST OVER  
30 feet FOR AND AFT. THE PADDLE WHEEL WAS POWERED WITH ONE ENGINE AND TWO  
HYDROLIC PUMPS , FANTASTIC TRIP WITH OWNER AND CAPT. DAVID WALKER AND CREW.

M.L.A. BILL BARLEE , BOUNDRY SIMILKAMEEN, GAVE A SHORT TALK AND DONATED  
A BOOK ,THE GOLD CREEKS AND GHOST TOWNS OF NORTH EASTERN WASHINGTON WHICH WAS  
LATER USED AS A PRIZE. SAT. 15th.--- UP AT THE SMELL OF COFFEE, TECKS, AND CRAFTS  
IN THE MORNING ,PIC\*NIC AT NOON BY THE SCHROEMENS AT THE SUMMERLAND RESEARCH STATION,  
THEN THE GENERAŁ MEETING WITH NOBIA SUCKOW CHAIR PERSON ,VERN SCHROYEN ASSIST.  
SHERIFFS REPORT, TOUGH BUNTCH TO CATCH , 80¢ BAD DAYS. CLOSEST BELL ,V.W.235mi.  
**TEED** KIETH , ULTRA 274, 235mi., HEMSTREET ULTRA 488, 300mi., RUSSELL DAY  
WINNEBAGO, 308mi.,BOB BOB TRANS VAN, 310mi, SNYDER,ULTRA 489,1074mi., **FRANZ**  
ULTRA 472, 1050 ? ,**STEENBURG**, **UDTRA**, 507.,1677mi.,STARBIRD ULTRA, ULTRA 495.,  
1811mi.,THE FARTHEST, SUCKOW, ULTRA,2026mi., and EVE SHEPPARD PRITLAND. TOTAL COUNT,  
WASH. 2---IDAHO, 1---- B.C. 3--- CAL. 3----OREGON 1----ARIZ. 2-- & 1 car.

Sun---PANCAKE BREAKFAST ,COACH VISITATIONS, DEVOTIONAL THEN ALL LEFT.

TEMPERATURE 80 F. ONE OF THE WORST THUNDER STORMS EVER SEEN IN 70 YEARS.  
THE REST WAS SUNSHINE AND FOR THOSE WHO DIDN'T COME, YOU MISSED A TERRIFIC RALLY  
BEAUTIFULL COUNTRY AND ALL THOSE FRUIT LANDS,LAKES , FISHING AND LANDSCAPES,  
THE SHERRIFF GIVES THIS TRIP A 10--PLUSS.

## EASTERN RALLY '89

BARREL BLOCKADE! That is what we had! Why and Where? To get to Maybel and Louie's Rally at the Ali Ghan Shrine Campground at Cumberland, Md. on June 8 thru 11th. Some of us coming from the west were fortunate to have stopped at the Rest Area/Information Booth and were told the exit number had been changed, just a few days before, from #47 to #46 but some went on across the next mountain looking for #47 while we had one, we won't tell you who but they were from Michigan, smart enough to go to the Police in town and they escorted them out to the Campground, saying easier then trying to tell them how to find it. That's class! Should explain US 40 & 48 is being resurfaced, widened and everything else they do to them right where Maybel and Louie were having their rally. Those coming from the east got their change from the last Bulletin so no trouble.

After you found Ali Ghan Road you had another slight detour but that was just a bridge out, you entered the grounds under a canopy of huge trees, down a hill and around a curve and there was this beautiful spot where we had such a good time. It was secluded enough that we did not hear all the rustle and bustle going on outside. As would be expected all was well planned and under control. Those enjoying were: 5 from Florida - McMasters, Houcks, Eric Lee, Davisons and Grangers; 2 from Maryland - Deckers and Griggs; 2 from Ohio - Walthers and Brinings; 2 from New Jersey - Hulls and Hunters; 1 each as follows: Helmkeys from Ontario, Stantons from Michigan, and Schulers from New York. Total of 11 UltraVans, 2 X-brands, and 1 auto - 28 people.

Wednesday was more or less the end of arrival time and greetings. Thursday started the activities. Of course we had our always enjoyable Coffee Hour. Then we gathered for transportation to town for those going on the train ride. With Maybel's car, Louie's car and with the help of Maybel's friend, Mollie, we had transportation to anywhere we wished to go. The train ride from Cumberland to Frostburg was on the recently restored Allegany Central Railroad for a distance of 17 miles through a breach in the Allegheny Mountains, over an iron truss bridge, around Horse-shoe Curve and through the 1000 foot Brush Mountain Tunnel. It was called a "Steamy Romance" as like an old flame seen after many years it will re-ignite many a "Steamy Romance". Then when we reached the top we found we were honored with having a reserved table in the Old Depot Restaurant where we had our choice of many food items for our luncheon. The time went so quickly we didn't get to see and enjoy all that was at the end of the line. In fact Dick Granger and Gus finished their food out of "Doggie Bags" on the train back to Cumberland. It's a trip would urge all to take if in that vicinity.

Friday, while the men were having their session, Maybel led us to the Old Barn--a Craft Shop in an old barn restored by this enterprising couple. Do think it was miles from everywhere but such a delightful place. We drove through valleys and over hills on narrow roads and through woods and when we got there we were in Pennsylvania! We roamed around the barn floor and in the loft admiring all the various items and Marilyn Davison fell in love with a porch swing. How could you haul a porch swing in a car full of women? On our return trip over another route we went through an old covered bridge. The whole trip was delightful. After our return the ladies prepared the Pot Luck Supper and it still amazes all as to where that food comes from. Both nights the evenings were spent in the



in the shelter with all enjoying each other. Some just talking and some playing games, like Dominoes and the Ultra game with prizes.

Saturday we were up early and ready to be taken to Cumberland to "Heritage Days '89" the official City-Council Festival of Allegany County Tourism Department. It was held on the streets and sidewalks of the Washington Street Historic District and on the bricks of Historic Downtown Cumberland. You name it and it was there--Arts & Crafts, Food, Tours, Historic Buildings, Music, Antique Cars etc. You could ride on a fire engine or on a street car. Coors Belgian Hitch was there. It was quite a day! You know when we got back Marilyn's swing was there that she had fallen in love with! Now, how did Walt get that back to Florida?

Saturday nite we all went up the hill to the Ali Ghan Shrine Club to a delicious dinner served in a private room and what a time we had! The talent that comes out in one of these events: skits, tales, stories, after dinner jokes and Ed Hull and Maybel were in high gear. Back to camp and the Yankee Swap. What surprises come out of those packages.

Sunday morning Louie conducted an early Church Service so most could get on their way home or to their destination.

Before this is ended must say our Wagonmaster was Richard Decker and he was on the job as soon as you landed--saw you were parked, took your money and gave you the Goodie Bag that our hosts had ready to be given out. The Sheriff was Rosemarie Decker and nothing escaped her watchful eye. Those two also lined us up for a group picture in between the Spring showers we had that afternoon. Pete Schuler conducted the business meeting and you will hear about that in the Minutes elsewhere. Oh yes, one of the men's sessions was replacing a universal joint for the Grangers and we hope they made it back to Florida all O K.

Another enjoyable rally is now history and our thanks and appreciation to Maybel and Louie. Also to Mollie. She's a wonderful friend.

Most sincerely

*Gene Brandy*

Our deepest sympathy goes to Rachael Helander on the loss of her husband, Bill. He will be missed so much by all of us.

The Ultra Club Members



# ULTRA POSTSCRIPTS ★★★★★

"No one will EVER get rid of a bad temper by losing it. Think, THEN speak."

BE YOURSELF: Philosophy suggests no person should be a cow in a herd; rather, be an EAGLE----and fly ALONE. If you traveled the whole globe, in nation after nation, visiting the teeming millions around the earth, you'd not find a single person exactly like yourself. Also, each one of us has an ego, although that's hard to admit sometimes. Regardless, Norman Vincent Peale once said, "I am different; I have a job to do in the world. And if I don't do it, it will never be done." Each one of US, too, is unique. And--we have a job to do in this world. If you or I don't do it, it will never get done. There is NO ONE quite like YOU, or ME, or anyone else.

THE ECONOMIC CLIMATE: Many club members have asked for a paragraph or two on the financial front in each Postscripts....and our aim is always to please. If there be those who don't want this, please speak up (majority wins). Anyway, here is OUR opinion on the business climate: We do not go along with the Establishment media (radio, TV, newspaper)..predictions, or the current general complacency or euphoria. A year from now (by mid-1990) those members who may be thinking to invest speculatively, will be thanking us for these words of caution. Conserve all cash---stay liquid---keep at least 50% of your savings in INSURED CDs or in genuine U.S. T-Bills. Here on the west coast some recent Certificates of Deposit were yielding a strong 10%(+) in compounding interest. Lately such rates are difficult to find. Hold on to your SOUND Utility Shares and Mining Stocks. The economy now is in a definite downturn. The government published inflation rate has been around 5%(+); the REAL rate for most Americans runs over 10% today. American corporations as-a-whole are very shaky as they go into the coming recession. Cash on hand has become rarer than hen's teeth. There will be massive personal and corporate bankruptcies, mostly unpublished. Hundreds of famous-name companies will be in a financial bind by late next year. Real estate will suffer in new areas nationwide---especially Office Space. Many leveraged holdings will not survive. Wall Street will be an up-and-DOWN rollercoaster from its late 2500(+) averages. The Japanese 33,000(+) Nikkie Dow sank 1,000 points and British Hong Kong already collapsed once. Great FORTUNES often are built during down periods. Astute Ultra Friends will prosper. The "yield curve" is inverted. All of us -- especially retired folks -- need to get our financial houses in order.

"No one will ever get a SECOND chance to make a GOOD first impression."



DON'T FENCE ME IN: Club members over 65 or so will remember the popular song with that title. During the 20s and 30s few people had to be fenced in...prices were so LOW that almost anyone could afford the conveniences of life available then. Memories grow rampant...the 5¢ ice cream cone (only 25¢ for a full  $\frac{1}{2}$  GAL. of the delicious frozen stuff)...the 10¢ loaf of good solid bread. Then there were the \$2.00 motel rooms, and only \$500.00 for a brand-spankin-new Ford. One could go on and on....like 5¢ hamburgers or....15¢ gasoline. I recall a Hotel Restaurant serving Sunday dinners--including soup or salad; the entree, vegetable, roll, butter, coffee, and even dessert, for 25¢. Edna and I often enjoyed this St. Paul Hotel's fine meals and hospitality in Minnesota during the mid thirties. The pace of life was a bit SLOWER then. Television had not yet been invented. We had RADIO....and the Firestone Program--"Was you there Charlie?" Do you remember the "Amateur Hour", etc? Nostalgic memories! Don't fence me in.

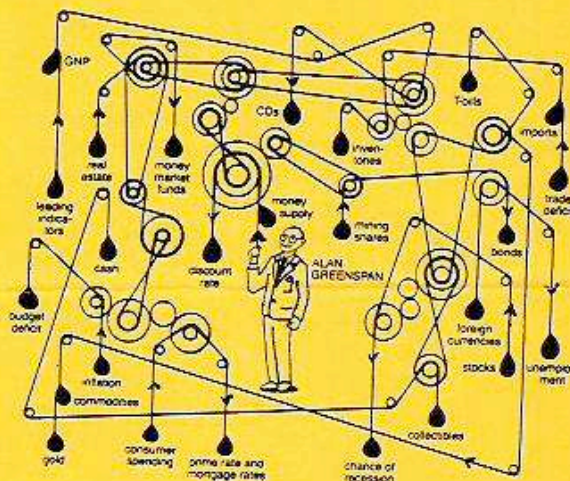
Postscripts -- #2

"When I was a CHILD, I spoke like a child, I thought like a child, I reasoned like a child; but when I GREW UP I gave up childish ways." - Prov.

AGAIN...SMOKE ALARMS: In the previous Postscripts, we mentioned that a good location for your Smoke Detector was on the ceiling, between bath and closet. There is a BETTER place! Last week we got a call from #366 in Florida, with a well thought-out suggestion: No need to install a switch on your alarm; there is too much chance a coach owner might forget to TURN IT ON each night when retiring. Instead put a hook on the BATH WALL (over the bed). Hang the Alarm there. Being around the corner and away from the stove, it is LESS LIKELY to go off if the spouse burns something on the stove. If it does go off, Walt suggests to simply place it under the "driver's pillow" to at-least-partially silence the shrills. When retiring for the night, no one wants to put his head on the alarm, so....this way, you CAN'T FORGET to re-hook it on the bath wall. Great!

REPEATING AN OLD STORY: In Washington, the President had to give away all those new-born puppies. They started chasing Quayle, and....the dogs were wee-weeing just--TOO OFTEN on the Whitehouse Bushes.

SOLVING THE BUSINESS CYCLES: Whenever Mr. Greenspan PULLS on the rope, the discount rate goes up and the \$ supply decreases---while CD and T-Bill interest rates rise. Follow the DIRECTION each pulley turns and you'll learn what takes place for the entire economic system. If Greenspan wishes, he can RAISE his arm---sending the money supply skyward, while the Trade Deficits increase, as consumer spending and inflation sharply rise. It's not REALLY as simple as that but Congress relies on Mr. G and the Federal Reserve to keep things under control. Personal Finance now sees some increase in unemployment, and a drop in Bond prices. Much depends upon unknowns such as WHAT Greenspan decides to do. Of course, we'll all SURVIVE, whatever.



"Make someone HAPPY today---mind your own business." Maybe--never be rude.

GET OUT THE VOTE: The ULTRA Corporation Directors urge every member to cast his or her ballot this season. Remember the DEADLINE - and mail your votes early. Today would be fine! Of course, if you can ATTEND the 1989 National Convention IN PERSON, that's even better. Members ask, WHO should get the Silver Medal Award this year? There are so MANY wonderful candidates -- ALL truly deserving folk. Bill Helander #459 built all those aircraft-steel bellcranks. At age 84, he departed this life in June. He will be missed. We hesitate to even MENTION any list of candidates for the Silver Medal----there's Jim, Bob, Art, Walt, Maybel, Elga, Kathy, Dan, Marian, Neva, Pete, Chance, Christy, Norm, and more! We hear the name of past-president Mel Dinesen #200 mentioned over and over. Maybe Mel is the person for all of us to get behind this year? It is very important not to be complacent. Get in your 2¢ worth. Express YOUR opinion. That's what the Club stands for - good will, travel-pleasure, mutual understanding. Elect the BEST Officers, too. Send in your vote--come to Ruidoso.

WATCH OUT: Pres. Bush proposes selling a NEW Bond Issue to us citizens to "float" 300+(plus) sinking S & Ls. Will such a "bail out" save them? It MIGHT just delay the day-of-reckoning. All Bonds have a maturity date. My dad invested in Liberty Bonds and lost. See you at RUIDOSO.

MINUTES OF THE CUMBERLAND, MARYLAND SUMMER RALLY

The Business Meeting of the UltraVan Motor Coach Rally at the Ali Ghan Camp-ground in Cumberland, Maryland was called to order on June 10, 1989 at 4:28 p.m. by Eastern Director Pete Schuler #397.

Sheriff Rosemarie Decker reported 50¢ in fines has been collected.

Maybell Griggs #334 thanked everyone for their attendance and cooperation. She presented the following awards:

- 1) Davisons ----- traveled furthest distance;
- 2) Deckers ----- first to arrive at site;
- 3) Helmkeys ----- last to arrive at site;
- 4) McMasters ----- lowest coach number;
- 5) Hunters ----- highest coach number;
- 6) Stantons ----- most unusual trip to site.

Wagonmaster Richard Decker reported 11 UltraVans, 2 X-brands and 1 car, for a total of 28 people in attendance. Areas represented were: Florida, Maryland, Michigan, New Jersey, New York, Ohio and Ontario, Canada.

By motion of Jean McMasters #330, seconded and unanimously carried, Hearn, Texas was accepted as the site for the 1990 National Rally. Hearn has 32 full hookups at \$7/night. McMasters will contact them for availability, being sure there will be no conflict with the Confederate Air Show scheduled for 30 sept - 7 Oct and the Hershey Show and Market scheduled for 11-14 Oct.

McMasters submitted the following tentative 1990 Rally schedule:

- 1) Mini Miami Rally - date unknown - to be held at the time of the Florida National RV Show in Miami
- 2) Lake Wales - 25 Mar - 7 Apr (Hosts: Schulers and Houcks)
- 3) Location unknown - June, preferably 1st or 3rd week  
(Hosts: Brinnings #393, Richards #379, Walthers #424, Whitesides #365)

Everyone was reminded of the Mini Rally at the Whitesides in Warren, Indiana the 15th of this month.

Walt Davison #366 and Pat Fitzgerald #448 are to investigate the possibility of organizing an "O-Ring Flip" comprized of Ultras and the Corvair Club to be held each year, same place, same time, with the first to be held in the spring of '91.

Charley Hunter #556 read the following nominations received from National:

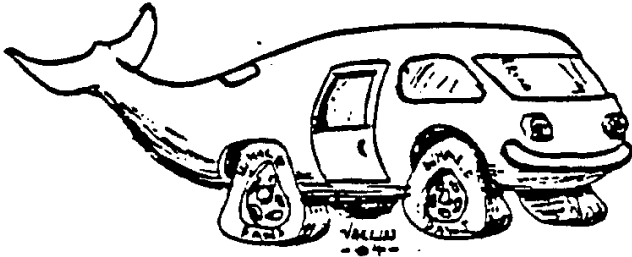
- President ----- Jean McMasters, Clyde Stanton, Vic Hinderliter;  
Vice President ----- Jean McMaster, Jim Wood, Walt Davison;  
Treasurer ----- Kathy Pelus (agreed to run);  
Secretary ----- Louis Griggs (agreed to run);  
Directors ----- EAST: Jess Rodgers, Norm Helmkey;  
WEST: Nebia Scukow (agreed to run).

McMasters reported that Bob Franz is going to run for President. All Ultra members were urged to vote this year.

Meeting adjourned at 5:25 p.m.

*Bonnie Granger*  
Bonnie Granger #430  
Secretary Pro Tem

## 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

ULTRA TECHNICAL TIPS #17-89: Appliance Service and Parts, Laslo, #474 Index U.M., Section 4, page 4-9

When rebuilding or correcting a problem with the Ultra Stove, oven, heater, refrigerator and you find you need help in troubleshooting or finding replacement parts, call or write the following business:

"Lodgemobile Rentals, Inc., 5450 Cleon Ave., North Hollywood, CA 91601, Tel: (818) 762-0016. Ask for Mr. Phil Nagle. He is very knowledgeable and helpful.

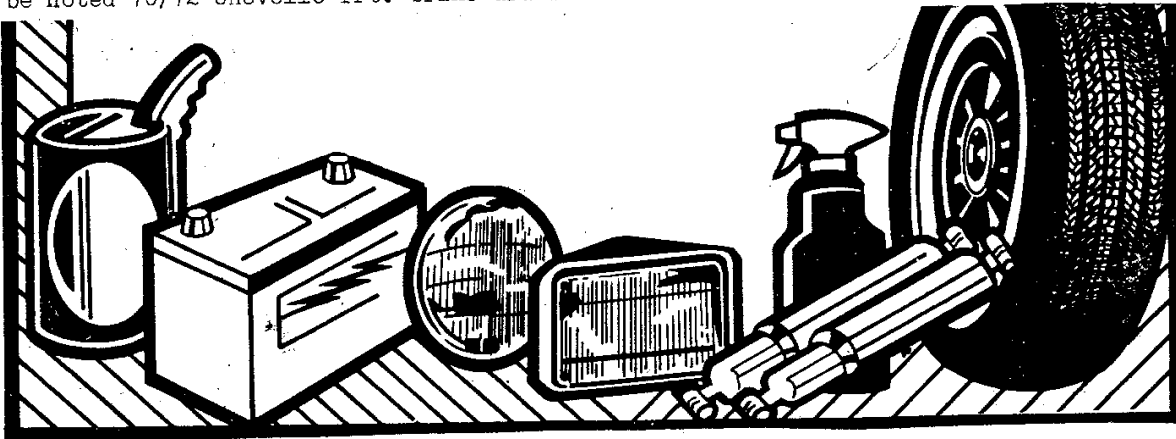
ULTRA TECHNICAL TIP #18-89: Tire Update, Craig #271, Index: U.M., Section 11, Page 11-5.

Update the previous technical tips on tires with the following:

1. Michelin "X" 185R-14X (C-PR6), \$68.00 approx.  
Load: (Single) - 1710 LBS at 55PSI cold.  
Tread: 2 Rayon and 2 steel  
Sidewall: 2 Rayon  
Available at Discount Tire Co.
2. Michelin "X" (XCA), 205/75R14 (PR-8)  
Load: (Single) - 2270 at 65PSI cold  
Tread and sidewall information - unknown  
Available at Discount Tire Co.

ULTRA TECHNICAL TIPS #19-89: Semi-Metallic Brakes and Brake Drums. Craig #271 Index: Section 11, Page 11-12.

When replacing those old worn out brake shoes, try a set of Semi-Metallic #BS1029, from your local Midas Supplier. P/N is for 70/72 Chevelle brakes. Also it might be noted 70/72 Chevelle frt. brake drums can be installed on the Ultra rear.



### Recirculating Toilets

In 1964 when we began motorcoaching (in a converted bus), we started with a little fold-up toilet using plastic bags. Needless to say, the wife was unhappy with this, and as a result of an incident on a 17 mile stretch of winding road, she threatened to boycott future trips until there was a "proper" toilet.

A Sani-ware marine toilet was installed which used little water, but still, a quart of water for every flush, with two adults and three kids was a lot of weight to carry for both clean and black water.

In 1966, at an FMCA convention, Monomatic showed a "new" RV toilet, similar to those used on airplanes. The introductory special was \$199, but few were sold in the first 2 days. In exchange for doing an on-site installation and giving a recommendation, we got one for \$149. Little did we know so many were interested, but wanted to see one work before buying. For the next two days we had a steady stream of visitors to look and.....some to try.

In the next eight years who knows how much our Monomatic saved in water, fuel and unscheduled pit stops.

Not sure how recirculators work? The basic unit is plastic and only weighs about 25 pounds. It is a 100% self-contained toilet system that needs no pressure water hook-up or holding tank, but if used with a tank (like our Ultra Vans) extends the use significantly. It uses 12 volt power only for flushing. In the bottom, under the bowl is a grinder pump, a filter and a plastic bowl valve to reduce toilet odor.

It is started with 3 gallons of water and regular toilet chemical to help break down solids and mask odors. When the upper tank is full (about 8 gallons) it is dumped into the black water holding tank.

A Saniware RV toilet uses about 12 gallons of new water and needs room for 17 gallons of black water in the holding tank to match the number of flushes of the recirculating toilet, or in terms of weight, 136 vs 64 pounds of water and waste. Another recirculator plus is the sewage is already ground into fine bits before it goes into the holding tank.

The initial cost of a modern re-circulator is much higher than in 1966. A Thedford Electro-Magic Model 80 is the current state-of-the-art and runs between \$350 and \$400.

There must be disadvantages. Why aren't they used in all motorhomes? Weight no longer seems to be a problem with the big rigs, some of which have water and holding tanks of 100 gallons or more. Also, the ad writers are pushing the china toilets as "just like the one you have at home". This is designed to put the ladies at ease.

Recirculators do have some problems besides initial cost. Because they have a dry bowl, some education is needed to keep it clean (a bit of paper on the bottom of the bowl before use, if other than liquids) and lastly, odor control. The same chemicals are needed as in the holding tank except its up-top. If you use too little, or don't drop the upper tank when its nearly full, there can be some odor during flushing.

We've had recirculators in 3 of our 4 coaches and like the wife says: "wouldn't leave home without one".

### Rear Disc Brake Puzzle

In one of the "ol' 547 Saga" series, we mentioned stainless steel calipers were installed. At that time, on advice from the Ultra manual (Section 11-18), the rotors were machined to clean up some scoring and rust pits. This turned out to be the cause of a very elusive brake problem over the next eight months.

The V-8s have Corvette rear disc brakes which can be very troublesome when not well understood. There are 2 types of disc calipers; floating and fixed. Floating types usually have one big piston without a return spring. In this type, a slight rotor wobble is a benefit as the pad is pushed back on the first disc rotation after releasing the brake.

Fixed calipers have opposing pistons on each side and light springs behind the piston to keep the pad against the rotor, not enough to drag or wear but enough to provide an instant brake, as the piston need move only a few thousands. If the rotor wobbles at all, the movement may pull air past the seal (sharp edge to the pressure) without leaking fluid.

In March 1988, going to Florida the brakes seemed to work fine. The front wheels were easily locked in hard stop situations. During the winter, the interior was redone, adding more weight than one likes to admit. At this time, brake deterioration was noticed but was assured to be caused by the extra 800 pounds added over the front wheels.

At the New Jersey rally in July, the problem was discussed with several people. The first idea, was a pedal linkage restriction peculiar to the last few coaches with a sideways mounted brake booster. The offending bracket was cut out to allow more piston travel, but it didn't fix it. Another person reasoned, with an eleven inch brake booster, it should be possible to lock all four wheels anytime. Some testing was done on the way home. Trying hard as possible, only the front end could be skidded. Also, after just two hard slow downs from high speed (60 to 30) the front brakes faded so badly we stopped testing and crept home at very low speed.

Prior to the '88 National, the front linings were replaced in less than 6,000 miles as they showed overheating cracks. During job, the brakes were bled all around and a surprize, there was air in the rear calipers.

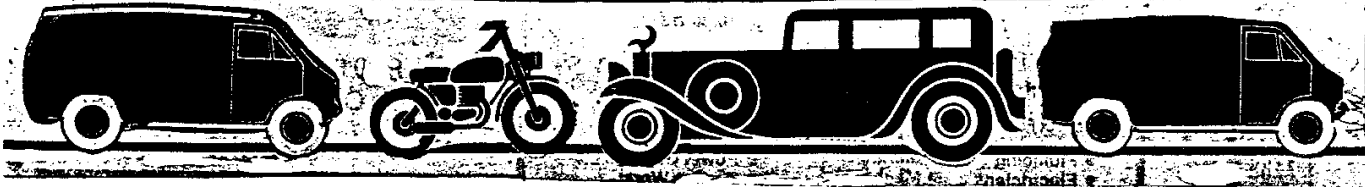
A tip-off had been ignored. While shifting into DRIVE, with the brakes on full and engine at fast idle, the coach would lurch forward slightly because of poor rear brakes. With the rear brakes working right, the lurch was gone and all the wheels could be skidded.

Before reaching Louisiana the trouble was back. Bleeding the rear brakes provided temporary relief. Was there a defect with the new calipers? On the way home we visited the supplier to have them checked. They were OK, but he remembered the problem of air pumping by a wobbling rotor was outlined in some old Corvette and brake industry magazines.\*\*

Originally, the rotors were rivetted to the hub and ground together so it would be true. On 547 the rotors were taken off the hub for turning causing the wobble. The fix was to remount the disc and regrind them "in-place". A new easier fix is tapered shims between the disc and hub.

\*\* References are "Vette Magazine" April/May 1980 and Sabcock "Brake & Front End" Magazine, November 1980. Write Norm Helmkey for copies.

# 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 \$89.95 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.

## FOR SALE

#459 - Ultra Van, excellent condition, Ford Bronco V/8 conversion in rear, (conversion done by owner) no trouble after many thousands of miles. New power brake conversion, evap cooler, good radial tires and exterior paint, all glass good, stored inside. \$10,000 firm. Mrs. Rachael Helander, 1565 N. Cloister Dr., La Habra Heights, Calif. 90631, (213) 691-1353.

New original Ultra Windshields (uncut), have 2 each R/H side, not tinted. \$350 each. Will deliver to the National rally site, if advised by Sept. 10th. Jim Craig (619) 366-9104.

## For Sale

#466, Ultra Van, 1969, excellent condition. Low mileage on rebuilt 140 HP (Corvair truck cam installed) Strong runner and 15 plus MPG at 65 MPH. Automatic transmission recently completely overhauled. Rear axle recently rebuilt and 3:89 gears installed. Trans. and engine oil coolers. Just completed trouble free round trip to Chicago, Ill. from San Jose, CA. Paint is very good condition and has stylish striping on sides. Van has numerous gauges, cruise control, computer, leveling jacks controlled from drivers seat area (hydraulic type), reupholstered, interior paneling and etc. in excellent condition. All new tires. Overall coach looks very nice and modern. Normally I wouldn't sell it, because it runs so well, but I got hooked on a FMC Coach. Need serious buyer to appreciate this great Ultra Van. \$10,500., Jim Bents, 6571 Springpath Lane, San Jose, CA 95120, (408) 997-7438



FOR SALE (Continued)

1969 Ultra Van Motor Home, #410, 64,000 miles, good condition, paint removed for painting, good windshields, 1½ set spare windshield, 140 HP engine, 110 HP spare engine, many spare parts, new carpet, new drapes and upholstery. \$5,800 with spare parts, \$5,200 without spare parts. Tom Silvey - 317-335-3772, Box 68, McCordsville, IN 46055.

#267 Ultra Van - 110 Corvair - engine/trans/differential/steering/shocks rebuilt or replaced, 25,000 miles ago. All wheel bearings and brakes rebuilt 15,000 miles ago. External oil coolers on engine and trans, Norcold fridge, roof A/C, steer-safe, 4Kw Onan, queen bed, instant water heater, nice cherry interior, repainted. Also included - spare engine, trans, differential, starter, alternator, Ultra manual. \$5,895 Without the Onan generator the price is \$4,650. Make offer. Bill Mitchell, Route 3 Box 627, Georgetown, TX 78626, 512-869-1691.

Wanted: Ultra-bright tail lens for the Ultra Van. Original toilet bowl and plumbing hardware. Screen door that fits Ultra Van door opening. Darrell Woofter, 436 North 23rd Street, Las Vegas, NV 89101. (702) 388-2900

#487 Ultra Van - was purchased direct from Hutchinson in August of 1969. It has 55,558 miles on it and is in reasonably good condition. Engine excellent, no body damage, has air (roof), generator, extra glass, engine, transmission etc. Reason for selling, very little time to service the unit or time to use it. Asking \$6,500 and feel this an excellent opportunity for some one with a little mechanical knowledge and available time to re-paint (emeron) or whatever and join your many rallies. Will consider a trade for a very late model regular Van and will pay-up. Stan Bartlett, 151 Coral Circle, So. Daytona, FL 32019, Tel: (904) 767-4200, no collect calls, please.

#558 Ultra Van - built in 1970, 307 Chev. V-8 original, engine rebuilt, new brakes and "U" joints, good tires, powerglide transmission, swamp cooler, TV antenna, trailer hitch, AM/FM stereo cassette, CB, no heating problems and runs fine, new curtains. Burt Syverson, (509) 487-7619. \$6,000 or part trade - will negotiate. Lives in the Spokane, Wash. area.

#524 Ultra Van - made in 1969, is 22' long, no miles on rebuilt 305 Chev. V-8, upgraded rear suspension, radials, new brakes, new paint, clean. Most upgrading in manual completed. Total miles, 40,000. \$6,500 including manual. Les Voshell (503) 255-4333, 941 N.E. 111 Ave., Portland, OR 97220.

One new Ultra Van fuel tank \$250 plus shipping. One new (still in box) Jim Craig type rear window. \$90 plus shipping. Tom Silvey (410A). Box 68, McCordsville, Ind, 46055, Tel: (317) 335-3772.

Original Dometic Refrigerator, complete, \$100, replaced with later model unit. Can deliver to the National. Jim Craig, (619) 366-9104. Also have new and used alum. steering bellcranks, \$75 and \$35. New repair kits for the Pony pumps 9 & 12 blade rubber impeller kits \$13.50, impellers \$9 and \$12.

Wanted

Toilet Repair Kit - for Saniware Model #1000. Need repair kit, P/N 98537 or 98601. Also "U" Band Kit #98504 and bowl seal kit #98550. These kits are very hard to find and if you find a store with a supply of them, buy what you can and advise me of source. I will buy all you can furnish and pass on to other club members at cost. (Ref. UM, Section 4, Page 4-18) Jim Craig, (619) 366-9104, address same as Club Secretary.

700 SERIES ULTRA VAN

Its a Space Shuttle! Its a capsule from the San Francisco B.A.R.T. Line! Its something from a "timewarp" program! Ah-ha I see it now, its an "Ultra Van". Yes, and its quite a rig. This unit called the 700 Series is being built by David Peterson of Oakland, CA, original builder/designer of the Ultra Van.

I recently reviewed the Ultra at David's house and it is about finished on the inside. It is obvious by the photo that the Van is smaller than the original Ultra. David has no current plans to get it on the road soon, he says, "I'm waiting for the price of gas to go up." Sounds logical to me after reviewing the specifications as noted below:

Length: 20'	Engine: Chevette 4 cyl. water cooled
Height: 7.5'	Trans: Automatic 2 speed
Width: 7.5'	Rear Axle: Solid axle, with air bags driven at left wheel.
Weight: 1800 Lbs Approx.	Gas mileage: Highway (EPA) 35 MPG! Wow!(Ed)

For additional details and photos ref: "Whale on Wheels" newsletters Vol. II #4 and Vol. III #3.

Jim Craig - #271

Cut at dotted line

1989 NATIONAL RALLY SHIRT ORDER FORM

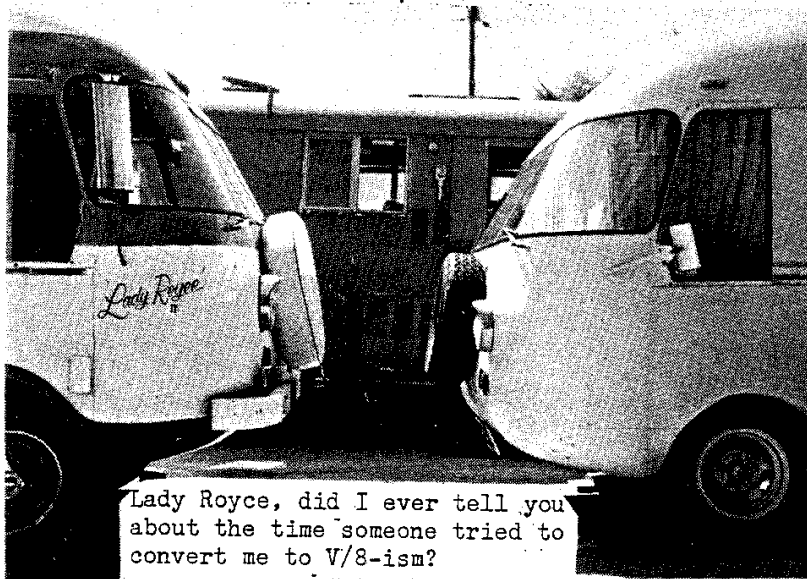
TYPE (For men and women)	SIZE S,M,L,XL,XXL	COLOR White, blue, red, black, pink, other	HOW MANY	MAN	WOMAN	PRICE	PLACE LOGO	
							Frt	Back
1. Short sleeve "T" shirt						\$10.50		
2. Long sleeve "T" shirt						\$ 7.50		
3. Long sleeve sweatshirt						\$13.95		
4. Tank top						\$ 5.95		
5. Windbreakers						Special order of twelve(12) min. req'd		
NOTE: Indicate size, color, and how many for man or woman.  Do not send check if you plan to pick up at Ruidoso, otherwise send check and include shipping cost to: Jim Craig, by 9/10/89  Color of logo is black, red, yellow on a white background. Words "Fiesta De Ruidoso" are in red as is the border strip. Very nice!						Shipping \$ 3.00		

Name:

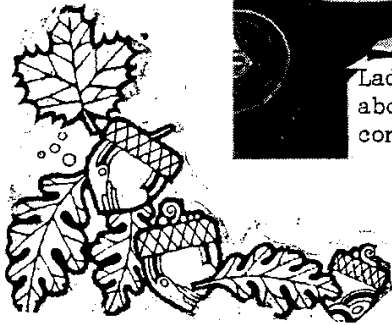
Address:

Telephone:

Mail all orders to: Jim Craig, 7011 Sunny Vista Rd., Joshua Tree, CA 92252



Lady Royce, did I ever tell you  
about the time someone tried to  
convert me to V/8-ism?



"How do I get my finger out, Art?"  
President, Jim Craig

### The MONKEY'S VIEWPOINT



Three monkeys sat in a coconut tree  
Discussing things as they're said to be.  
Said one to the others, "Now listen, you two,  
There's a certain rumor that can't be true—  
That man descended from our noble race.  
The very idea is a disgrace.

"No monkey ever deserted his wife,  
Starved her babies and ruined her life.  
And you've never known a mother monk  
To leave her babies with others to bunk,  
Or to pass them on from one to another  
'Till they scarcely know who is their mother.

"And another thing, you'll never see  
A monk build a fence 'round a coconut tree.  
And let the coconuts go to waste,  
Forbidding all other monks to taste.  
Why, if I'd put a fence around a tree,  
Starvation would force you to steal from me.

"Here's another thing a monk won't do —  
Get out at night and get on a stew,  
Or use a gun or a club or a knife  
To take some other monkey's life.  
Yes, man descended, the ornery cuss,  
But brothers, he didn't descend from us!"

# ULTRA VAN MOTOR COACH CLUB, Inc.



## OFFICIAL BALLOT - 1989 ELECTION

Instructions - Eligible voters are: A regular or associate member and their spouse or companion. Write-ins names can only be noted on this ballot with the approval of the person you are writing in. Names are listed alphabetically for the particular offices. For those not attending the National Rally, ballots must be mailed from your home area by Sept. 5, 1989 to the Secretary at her home address. Ballots mailed after that date should be mailed by Sept. 22, 1989 to:

Marlene Craig, Ultra Van Motor Coach Club  
c/o Circle B RV Park  
P.O. Box 1800, Hwy. 70E  
Ruidoso Downs, NM 88346



NOTE: Mark all envelopes, "Ballot" on the outside lower left hand corner, and these will only be opened by the appointed election counters.

HIS

HERS

For each office, vote for one

For each office, vote for one

President	Robert Franz	President	Robert Franz
Vice President	Gladys Bell	Vice President	Gladys Bell
Secretary	Louis Griggs	Secretary	Louis Griggs
Treasurer	Katherine Polus	Treasurer	Katherine Polus
West. Director	Nobia Suckow	West. Director	Nobia Suckow
East. Director	Norm Helmky	East. Director	Norm Helmky

### THE ERNIE AWARD

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

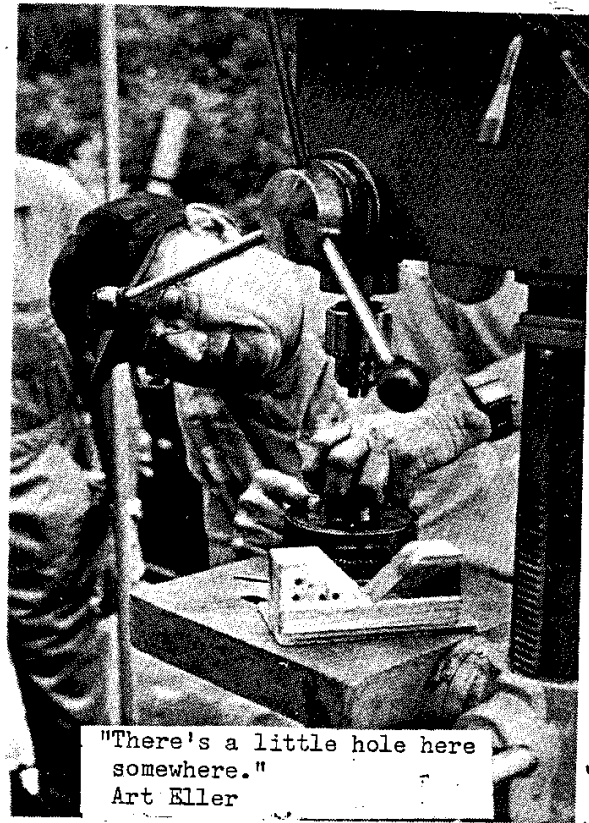
"His" choice \_\_\_\_\_

"Her" choice \_\_\_\_\_





"I shouldn't have removed this?  
You're kidding!"  
Robert Franz



"There's a little hole here  
somewhere."  
Art Eller



"Hosts, trainees and cooks, waiting for  
the Good Humor Man"

# Vintage coach club convenes in Ruidoso

by AL STUBBS

Ruidoso News Business Editor

More than 50 distinctive motor coaches, most of them vintage machines, were driven into Ruidoso recently for the national convention, Fiesta de Ruidoso, of the Ultra Motor Coach Club.

Ultra motor coaches were manufactured until 1974, and are distinctive in that they have no frames and a distinctive appearance, regardless of age.

"The body is the frame," according to the founder of the club which convened for a week at Circle B Campground east of Ruidoso Downs.

Ernest Newhouse and his wife, Edna, of Whittier, California, organized the club in 1966, and the

non-profit corporation was chartered the following year. The Ruidoso convention was the 23rd annual get-together. The club also has quarterly rallies on either the east or west coast.

The national club has more than 400 members who own 230 coaches dating back to the early 1960s.

Full-fledged members must own Ultra motor coaches. Associate members can own other brands.

The membership was entertained one evening at the Flying J Ranch.

An installation banquet was scheduled for Tuesday night at the Upper Canyon Restaurant with Ronnie Paulger, president of the Ruidoso Valley Chamber of Commerce, on the program as speaker.

His topic was Lincoln County, Ruidoso and horse racing in the pines.

Most of the early Ultras have Corvair engines; later models went to a Chevrolet V-8 power train.

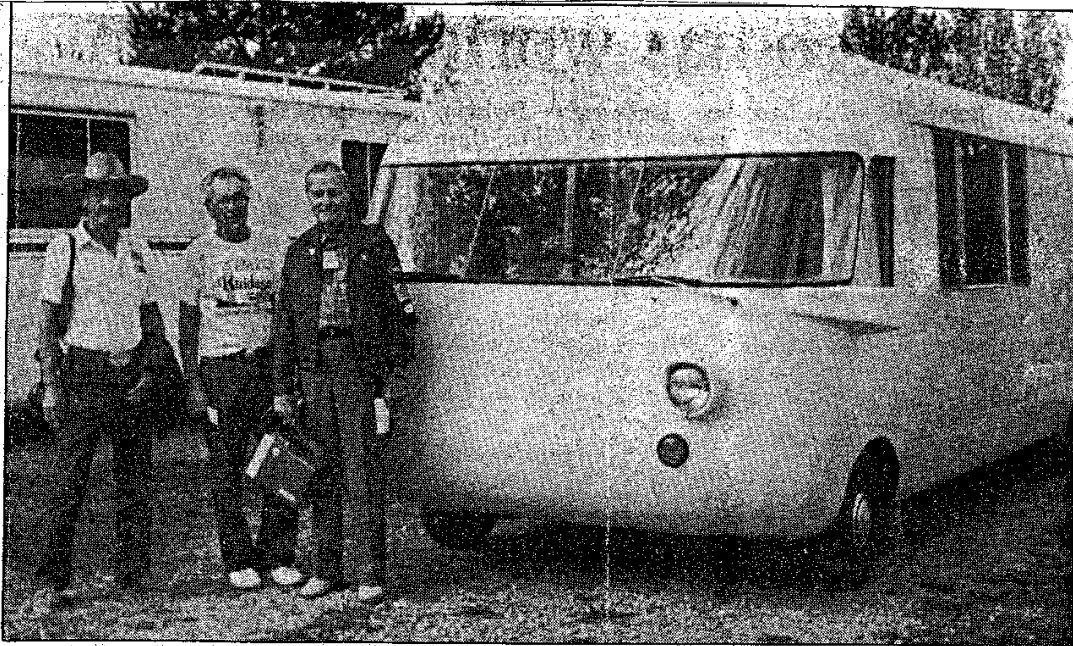
Only four of the coaches were manufactured, in Kansas, in 1974, and only two of them remain on the road. Newhouse owns one of them.

"He keeps it in mint condition," said club president Jim Craig, who is from Joshua Tree, California.

Chairman of the convention in Ruidoso was Robert French of Antioch, California.

Special T-shirts were prepared for the convention here, proclaiming "Fiesta de Ruidoso."

"We like this country," Craig said.



Three kingpins in the Ultra Motor Coach Club which was convened at Circle B Campground, (from left) club president Jim Craig, of Joshua Tree, California; chairman and host for the Ruidoso meet-

ing Robert French and club founder Ernest Newhouse of Whittier, California, are shown with an early 1960s Ultra motor coach, one of dozens which were driven into the campground.

## THE ULTRA VAN

A small motor home, powered by a Corvair engine trans/axle. Designed by David Peterson (415-531-0586), a professional aircraft designer, in the early sixties. Produced in limited quantities by the Ultra Van Corp. of Hutchinson, Ks. thru 1970.

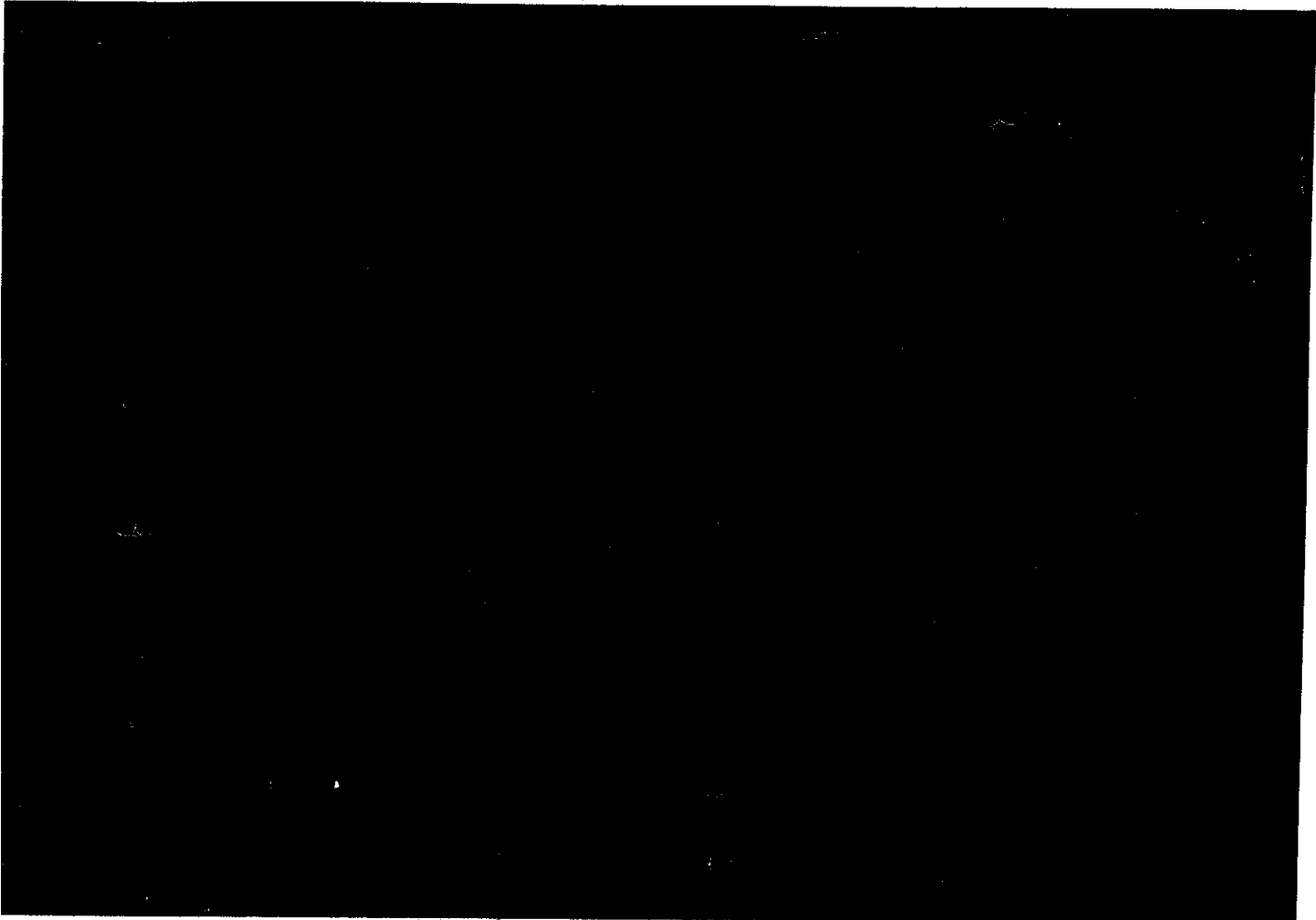
It is a true monocoque hull structure. The compound curve areas (the corners), are fibreglass. The simple curve areas are 2024 T-3 .032 aluminum. The suspension of all wheels is independent by means of coil springs and tubular shock absorbers.

Unit cruises easily at 55mph and delivers 17 plus mpg, lqt. oil per 1500 miles, 40,000 miles plus on standard automobile tires.

### SPECS

22' long  
8' wide  
8' high

152" wheelbase  
3400(approx) dry wt.  
4100/4200 lbs touring wt. w/2people.



Ruidoso - Amador 6 HRS  
 AMORLO - OKLAHOMA CITY 5 HRS

SAT 3  
 3  
 5  
 7 SUN

OK CITY - LITTLE ROCK 7 HRS  
 LT ROCK - MEMPHIS 3 " "  
 MEMPHIS - NASHVILLE 4 " "  
 NASH - KNOX 4 " "  
 KNOX - HARRISBURG 10 " "

MON  
 TUES  
 WED



3 SAT  
 3  
 5 SUN  
 2  
 5 MON  
 3  
 4 TUES  
 4  
 9 WED



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



THE OFFICERS AND BOARD CORDIALLY INVITE YOU  
 TO ENJOY THE BENEFITS OF *Membership*

Join more than 400 other members, over 200 coaches, coast to coast.  
 Membership includes: Quarterly Newsletters, Membership Directory,  
 Copy of By-Laws and Club Decal.

Date Application mailed \_\_\_\_\_

Enclosed is our \$10.00 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. Mail "Group Ultra Van", (Whale on Wheels)  
 application/renewals to Louis Griggs, 626 Brookfield Ave., Cumberland, MD 21502.