

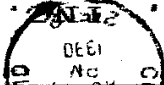
DATE MAILED AUG 9 - 1990

BOB & BERTIE
JOY 90
4203 E. RIVER ROAD
CORTLAND NY 13045

PERSONAL

FIRST CLASS MAIL

FALL Newsletter 1990



ULTRA VAN MOTOR COACH CLUB,
LOUIS C. GRIGGS, SECRETARY
626 BROOKFIELD AVENUE
CUMBERLAND, MARYLAND 21502

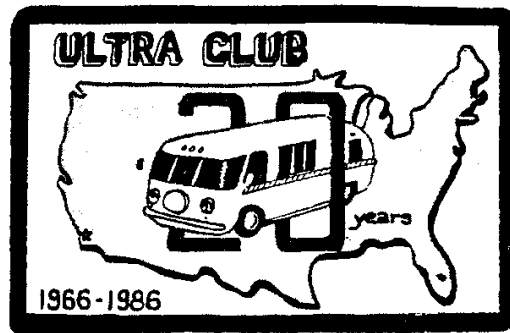


Come one, Come all! Come to the Rally in the Fall! Franklin, Texas

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, 1990 Ultra Year:

President: Robert Franz #472; Vice President: Gladys Bell #546
Secretary: Louis Griggs #334; Treasurer: Kathy Polus #401
1989 Ernest Newhouse Award Recipient: Mel Dinesen #200
Technical Chairman: Jim Craig, Corvair; Assistant Technical Chairman, V-8,
Len Ryerson. Regional Rally Chairmen: East, Jean McMasters #330;
West, Nobia Suckow #331.

All reports of Regional Rallies, advertisements, etc. are to be forwarded to the Secretary. All dues are to be forwarded to the Treasurer. Technical tips are to be sent to the Technical Chairman. Amendments suggested to the Club By-Laws are to be sent to the President. Deadlines for Newsletter inputs are: November 15, February 15, May 15, and August 1.

The 1990 Directories have been printed and are ready for distribution. New members are sent one with the Welcome package. Others, come to the next Rally; Directories will be there. If you can't make it to the next Rally, arrange for someone who will to pick up yours.

PRESIDENT'S MESSAGE

YOUR ASSISTANCE IS NEEDED!

It seemed likely a place had been found for the 1991 Ultra Van Motor Coach Club's Rally. (unofficially). This was near Grove, Okla., which is in the extreme NE corner of the State. There is a large pioneer village here with many interesting collections of memorabilia. Associate member, Tom Bogardus of Lawrence, Kansas, has worked diligently to bring this about with many calls to the area and he even drove down to the nearby Cherokee Lake Region scouting for a site. But none had an adequate indoor space for our group in case there was unfavorable weather. (remember Minden, Nebraska, a few years back and its unprecedented snow fall?)

So, at this time, we need ideas and scouting for '91 site. If you have any suggestions now, please let us know. Otherwise, be watchful for a good site as you come to this year's National and do a thorough check-out of facilities.

Sincerely and best wishes,

Bob + Roberta

NATIONAL COTTON COWBOY CAPER



WHITT RV PARK

FRANKLIN, TEXAS

- Golf and Swimming
- Flea Market—3rd Saturday of Month
- Granada Land & Cattle Co. Tours
- Day Lease Available for Deer Hunting
- Old Settlers Day—Each June
- 45 Minutes from Lake Limestone (Boating and Fishing)

CALVERT, TEXAS (10 miles)

- Antique Capital of Texas
- Victorian House Tours
- Flea Market—1st Saturday of Month
- Antique Shops Will Open for RV Rallies of 10 or More Rigs

HEARNE, TEXAS (10 miles)

- Golf and Swimming
- Historic Houses and Buildings
- Art Gallery
- Annual Robertson County Fair—Last Week in March

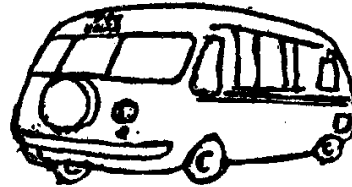
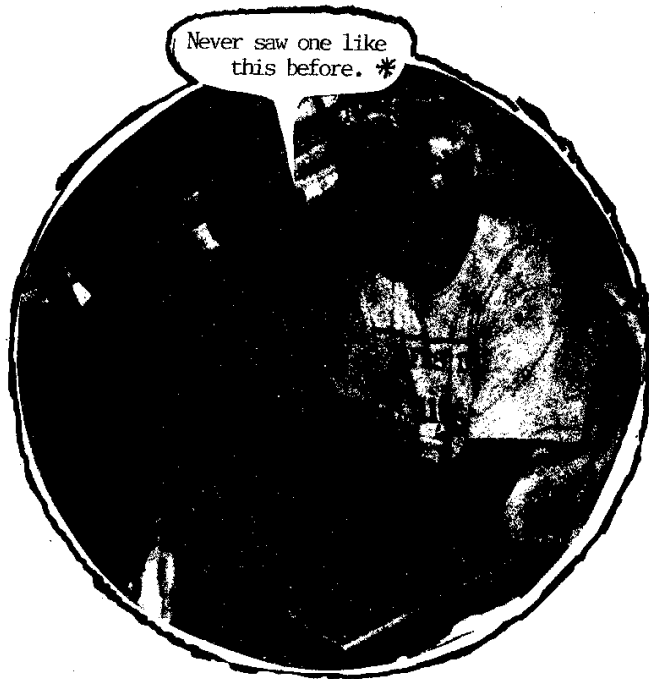
BRYAN-COLLEGE STATION, TEXAS

(35 miles)

- Texas A&M University

The Whitt RV park which will be the site for the 1990 National will charge \$50 by the week, \$9 by the day. It has full hookups, full kitchen, rest rooms and showers. A Rec hall. Plan for Tec talks, craft work, a tour or two, that famous potluck and a night out on the town! And sit'in in the shade shoot'n the breeze. That comes naturally in Texas!

PO Box 457 Franklin, Texas, 77856,
(409) 828-5377. On US route 79.



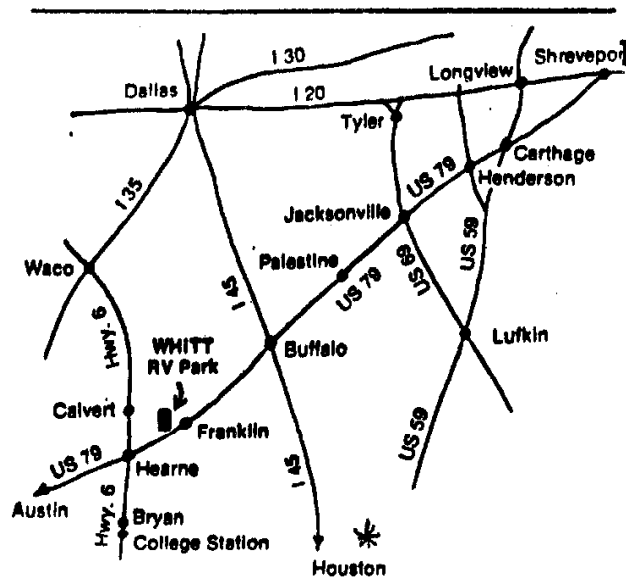
HOSTS:

Pete & Rose Schuler #397
Phone: (516) 368-3578

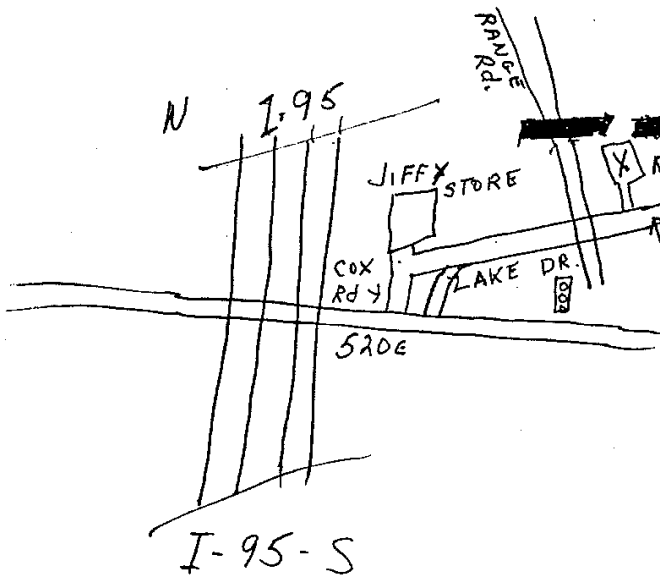
Marian Grootenhaar #503
(616) 896-8630

HOWEVER:

IF YOU COME TO FRANKLIN
TEXAS FROM SEPTEMBER 30
TO OCTOBER 7 1990 WE WILL
SURELY FIND ONE IN SOME-
ONE'S TOOL BOX! MAKE IT
A DATE!



WAGON TRAIN CARAVAN TO 1990 NATIONAL
FROM THE EAST



SEPT. 25- ROUND-UP
AT DOUG TAULBEE
2490 LAKE DR I-95-520E
EXIT

SEPT. 26- MOVE OUT
FOR DOTHAN AL.
WESTGATE CHURCH OF CHRIST
231 S.E.

SEPT. 27- HIT THE TRAIL
FOR JACKSON MISS.
AT HINDERLITERS

SEPT. 28- GIT ALONG L'DOG
FOR SHREVEPORT LA.
ON TO BED DOWN
RED GATE FARM
TENAHA TEXAS

SEPT. 29-30 SIDE TRIPS
CORRAL IS AT
FRANKLIN TEXAS

PHONES

- DOUG - COCDA FL
(407)-632-9404
- HINDERLITER - JACKSON MISS
(NEIGHBOR) VIC (601) 950-6950
- RED GATE FARM - TENAHA TX
(409) 598-7944
- JEAN - (407) 626-0388 FLORIDA.

JOIN US FOR SOME FUN
TRAIL BOSS - DOUG
WAGON MASTER - JEAN
CB-CHANNEL 15

HIGH DESERT MINI RALLY
JOSHUA TREE, CALIF.

WHEN: October 27 through November 7

HOST: Jim and Marlene Craig - #544

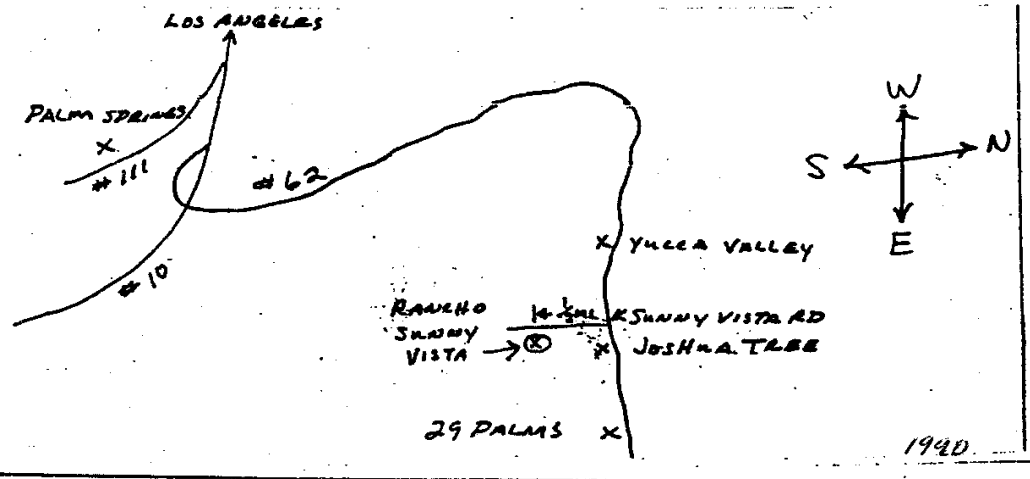
LOCATION: Rancho Sunny Vista
7011 Sunny Vista Rd.
Joshua Tree, CA 92252
(619) 366-9104

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 3 & 4.

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

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





RALLY FLYER

For fun in the sun, come to Phoenix, Arizona January 17-23, 1990

We have a large, lovely grassy area to park our Ultras. It's near South Mountain. Come with water tanks full and holding tanks empty. No electricity, but a covered area for our meetings and pot lock. Bring lawn chairs. Bring ingredients for Chili cook-out Thursday night. Picnic open South Mountain, 1 PM Friday. Bring items for Silent Auction, crafts, and tech sessions. Restaurant and laundry nearby. Lots of space for walking. Come one, come all to our Winter Rally.

Submitted by Betty Reinhardt.

Rally- January, 1990 in Miami, Florida area. Host, Lane Guthrie. More details in next Newsletter.

Rally- March 10-17 in Lake Wales, Florida Lions Camp. Hostess, Marilyn Davison.

Please send Rally dates, locations, host names, and directions how to get there to Secretary before deadline dates. Deadlines are always shown on page one.

June 23, 1990

Cottonwood Lakes, Ohio

A small Tech Session was held prior to the Business Meeting by Walt Davison.

The Business Meeting of the UltraVan Motor Coach Club, Inc., Eastern Division, was called to order by our Eastern Director, Norm Helmkey, today at 10:15 A. M.

The Minutes of the Florida Rally were read by the Acting Secretary and approved after corrections. Those corrections were: Norm Helmkey is working on 'archives' and not 'history' as mentioned and Richard & Joann Badstibner #147 were not listed as being present. The reason being--they were not registered so were missed.

Howard Walther, Wagonmaster, gave the following report: In attendance--23 Ultra-Vans, 2 Associates and 3 Drive-Ins. States represented: Arizona 1; Florida 8 plus 1 visitor; Indiana 2 plus 1 visitor; Maryland 1; Michigan 3 plus 1 visitor; Missouri 1; New Jersey 2; New York 2; Ohio 6 plus 1 visitor; Ontario 1; Pennsylvania 1; with total of 28 Units, 55 people and 5 visitors. Bosos from Arizona came the farthest.

Old Business

Discussion of the National Rally to be held in Texas this Fall. Olive and Lynn Hunter reported on the information and price they had received on the proposed plaque we wish to give and they were given another source of supply to contact as the price quoted seemed to be prohibitive.

The arrangements for the Breakfast, to be hosted by the Eastern men, were put in the hands of Walt Davison.

Olive Hunter, Kay Stanton and Mickey Richards agreed to manage the Dessert Luncheon. Jean McMasters will head another Caravan from Florida to Texas for the National Rally. Would you like to join? Would you like a Bar-B-Que? Get in touch with Jean. Pat Fitzgerald is in charge of the Tech Sessions. If suggestions or ideas, contact Pat. It was reported Marian Grootenhaar has the plans for Crafts but she needed to leave early this morning for another commitment.

New Business

It was announced Louis Griggs was running for National Treasurer this year and Maybel Griggs for Secretary.

All items for the next News Letter must be in the hands of Secretary Louis Griggs by August 1.

Discussion was brought up on "Whales on Wheels" and was dropped as had no part of an UltraVan Motor Coach Club Meeting.

Norm will contact Bob Franz in regards "Prospective Members Class" paper work that was sent him after the Florida Rally.

Jean McMasters is to confirm the date of March 10 thru 17, 1991 for the Spring Rally at the Florida Lions Camp at Lake Wales, Florida.

Bob Joy and Carl Potter (new member) are to check the possibility of a June Rally near their homes in Cortland, N. Y. Norm will keep in touch.

There will be a CORSA Rally in Washington, D. C. in July of next year. Pat Fitzgerald will get in touch with Richard Decker for further information and will also verify if have to be a CORSA member to attend.

If you have changes on the information given or new information on "Stopping Spots" as sent out about a year ago, send such information to Bob Franz. Doug Taulbee advised they have acreage at their home and would welcome Ultra visitors.

Norm feels a "New Member Package" would be ideal for all new members and will bring it up at the National. We had three new members in attendance to whom such a package could have been given.

It was announced Ed Grubb #356 passed away recently.

Neva asked she be relieved of her duty of being "Historian" for the Eastern Group-- something she has done since our first Meeting at Crete, Illinois in May of 1974. Because of health reasons her attendance will be questionable in the future. The four complete Books here now will be turned over to her successor. On behalf of the other hosts namely: Howard and Marietta Walther, George and Ruth Whiteside and Don and Mickey Richards, she and Gus expressed their appreciation for the great attendance, the wonderful fellowship and the wholehearted participation in all activities of the Rally and her thanks to the Committee for their loyal support.

The sheriff, George Whiteside, turned in his badge and \$1.00 collected in fines.

Don & Mickey Richards invited all who would like to visit the Air Force Museum on Monday to accompany them home on Sunday, spend the night and they would escort them on the trip.

Bob Franz is requesting locations for the National Rally in 1991.

Norm Helmkey asked you continue to send Tech and Archive Material to him.

Meeting was adjourned at approx. 11:15 A. M.

NTB

Neva Brining
Acting Secretary

A further report by Don Richards.

Twentys three Ultras, two coaches of another brand, and four drive-ins met at the Cottonwood Lakes camp-grounds near Versailles, Ohio for four days of relaxation, revelry, and renewal under the big cottonwoods on level grassed parking spaces for the second Enu (eastern members aof Ultra) rally of 1990. The rural setting with crop fields to the horizons and patches of woods among the rolling roads made a perfect setting for the good times enjoyed by everyone there. The rally was hosted by the Whitesides from Indiana and the Brinings, Walthers and Richards from Ohio brought together three others from Ohio, eight from Florida, four from Michigan, two others from Indiana, two from New York, two from New Jersey, and one from Arizona, Maryland, Missouri, Ontario, and Pennsylvania.

Wednesday was arrival day with much visiting and were led by Neva Brining in a get-acquainted games in the lodge room in the evening. Thursday saw tech sessions and craft sessions during the day with a demonstration of round dancing by Paul and Georgia Robinson in the evening. Several others joined in as the Robinsons showed the dancing steps. Friday saw more tech and craft sessions in the morning and then groups drove to Greenville to visit Annie Oakley's memorial, toured the Garst museum featuring she and Lowell Thomas' artifacts, then journeyed to a local country restaurant for dinner. Saturday was an informal day ending with home-made ice cream making in the afternoon and a candlelight auction in the evening. After Sunday services led by Clyde Stanton the members left for their own homes or those of friends. Several caravanned to the Richards to tour the Air Force museum in Dayton, Ohio the next day or visit acquaintances in near-by Xenia.

Report of Western Regional Rally Eureka, Cal. July 19-23, 1990

What a Rally we had on the Beach! The pirates were in their gay apparel—Oh, what a site?? The pirates who hosted the rally were: Morey & Esther Snyder, Robert & Roberta Franz, and Jim & Marlene Craig. They did a fabulous rally!!

We had the usual fun things: crafts, tech sessions, silent auction, mystery gift exchange, also door prizes.

We had lots of good food - starting with biscuits on a stick, introduced by Gene Reyburn. We had pirate stew, which everyone contributed to. We had a hot dog cook-out. Our usual pot lock, such wonderful cooks we have in our Ultra Club!!.

We had a sight-seeing tour to Ferndale to see the lovely old houses. Walt Davison was our Sheriff. He did an excellent job, and collected \$3.25; he also won the prize for having come the longest distance. Evis Shepherd won the prize for coming the shortest distance.

Walt gave us a good report on the Ohio rally. Our Sunday Church service was shared by many. There were songs, personal experiences, and testimonies. The opening prayer was delivered by Gladys Bell, and the closing prayer by George Truman.

We closed the rally by having lunch at the Samoa Cookhouse in Eureka. Goodbyes were said, and everyone was on their way, and already talking about the next rally they would attend.

Submitted by Betty Reinhardt

change of address:

Lee, Glann & Craig
39 Andress Street
Jacksonville, FL. 32208

Driggers, Sr. Allen H.
P. O. Box 666
Hastings, Fl. 32145

Harvey, Gordon & Ruth (S)
Box 53
Smoke Run, Pa. 16681
Ph: 814-378-5363

SAT MAY 12 1990
EDWARD L. GRUBB of Tampa died Saturday at home. A native of Nobel, Ill., he had lived in the Tampa Bay area since 1947, coming from Ohio. He was a retired rural letter carrier for the U.S. Postal Service and a U.S. Air Force veteran of World War II. He was a Protestant and a member of the Masonic Lodge #58, Monticello, Ill., Egypt Temple Shrine, A.A.O.N.M.A., and the Tampa Consistory, Scottish Rite. He also was a member of the U.S. Postal Clerks Association and the National Letter Carriers Association. He is survived by his wife

Geneva E.; two stepdaughters, Joan Lochridge and June Cardos, both of Tampa; one brother, Bill of Vincennes, Ind.; one sister, Bernice Hill of Smithport, Va.; five grandchildren and one great-grandchild. Glass Funeral Home, Inc.

Obituary: Joseph Fitzgerald, brother of Chance & John Fitzgerald, passed away in April, 1990.

Proposed amendment to By-Laws: (Agenda Action Number 1)

Under ARTICLE XVIII-AMENDMENT OF BY-LAWS

Change to include underlined words:

Section 3--Proposed amendments will be circulated to the total membership; said notices to be included for vote on the annual ballot for election of officers, and to arrive at members' residence not less than 30 days preceding the National Rally.

Section 5. Change to include underlined words, and delete the word "quorum".

To amend requires a two thirds "yes" vote on all votes tabulated at the National Rally.

Reason for change: To give all members a chance to have their vote counted, instead of 5% of members at the National Rally. 5% can be as little as 10 people, which could be a quorum.

Proposed Amendment to the By-Laws:

Under ARTICLE VI - - MEMBERSHIP

add the following: (Agenda Action Number 2)

Section 7 - - To perpetuate and sustain the membership of the Ultra Club when a member of the Club sells an Ultra to a non-member, the member shall pay the first year's dues of the buyer. The Secretary shall send the new owner a certificate of membership. The Club shall provide all existing members with a certificate of membership.

Proposed amendment to By-Laws: (Agenda Action Number 4)

Under ARTICLE VI - - MEMBERSHIP

add the following:

Section 7 - - The Club will send free Newsletters to all new owners of Ultra Vans for six months (two issues) upon the Secretary's receipt of name and address.

March 31, 1990

To: Ultra Van Motor Coach Club President, Bob Franz

MEMBERSHIP BYLAW PROPOSAL

As the torch of preserving our beloved Ultra Van passes from our older members to the new, it is incumbent on the membership to try ways to ensure there will be a steady demand for such a unique "limited production" collectable.

Our bylaws allow membership only after a qualifying coach has been obtained. When a club member advertises a coach for-sale in the club newsletter they only have an audience of current members.

How then can prospective owners learn of and locate an Ultra Van?

One way would be to allow interested persons access to our club newsletter so they would know of rally dates and coaches for sale.

We the undersigned propose a change to the Ultra Van Motor Coach Club bylaws under Article VI to allow a Prospective Member Class.

The new section to Article VI would have membership conditions as follows:

Section x -- Prospective Member *acquire*
A Prospective Member is one who ~~agrees~~ *acquires* with the purpose of the Club who would like to ~~acquire~~ an Ultra vehicle as described in Article IV, Section 1 and upon presenting a request with current fees/approval would be added to the Club mailing list for a period of one year from date of application acceptance. An extension of one year (with appropriate fees) may be granted by a majority vote of the board of directors.

One year must elapse between prospective membership periods.

Prospective Members will not have voting privileges.

Membership would automatically become Active when a qualifying coach is ~~acquired~~.

acquired.
Prospective Members need not ~~formerly~~ *rallies,* attend, but would be welcome at all rallies during the prospective period. Their visits would be noted in the Rally Wagonmaster's Report.

Secretary certifies that all amendments submitted in this Newsletter have been signed by five or more members, as required by ARTICLE XVIII, Section 1.

ULTRA VAN MOTOR COACH CLUB INC

Treasurer's Report 7/31/90

Checking account Balance as of May 10, 1990		\$	2,536.41
Benham Capital Management Money Fund			<u>2,000.46</u>
Treasury Balance as of May 10, 1990			4,536.87
Receipts:			
Membership Dues	\$	60.00	
Benham Capital Mgt Interest		<u>38.19</u>	
Total Quarterly Receipts			98.19
Disbursements:			
By Law copies		10.04	
Newsletter Expense		400.00	
Corvair Technical Booklets		<u>40.00</u>	
Total Quarterly Disbursements			<u>450.04</u>
Checking account Balance as of July 31, 1990			2,184.56
Benham Capital Management Money Fund			<u>2,000.46</u>
Treasury Balance as of July 31, 1990		\$	<u><u>4,185.02</u></u>

Respectively Submitted:

Katherine R. Polus

Katherine R. Polus - Treasurer

Additions to Membership:

Taulbee, Doug & Sandy
 2490 Lake Drive
 Cocoa, FL 32926
 Phone (407) 632 9404
 Coach # 267

Alvarez, Joe & Lucy
 14345 El Vestido St
 San Diego, Ca. 92129
 Phone (619) 484 6726
 Coach 550 (Renewal)

Special Notice: (ref. Ultra tip #8-90-last Newsletter) I am now selling the ASTEC #100 Ceramic Insulating Coating that was noted in the referenced tip #8-90. Price is \$50 per gallon shipped UPS, \$40 at the rallies. (I will not be at the National). Jim Craig Ph: 619-366-9104

WANTED: Magik Chef 3 burner stove with oven, in good condition. Also tail light lens to fit Ultra. Donald T. Elliott, 32 Weiss Hill Road, Oroville, CA. 95966.

WANTED: Ultra Van sales brochures, such as "From Covered Wagon to Ultra Van", flyers, photos, factory correspondence and bulletins; owner's guides, etc. Any publications or publicity material issued by Dave Peterson or by Hutchinson, for my Corvair Historical Library. Dave Newell, P. O. box 588, Orinda, CA. 94563. Ph: 415-223-4725 (collect)

For Sale: 4 left & 3 right windshields for Ultra; also 1 pair of windshields cut short for Ultra. Have windshields & all curved glass for all Corvairs. Gordon Harvey, Box 53, Smoke Run, Pa. 16681. Phone 814-378-5363.

ULTRA POSTSCRIPTS ★★★★★

"Each human person spends a lifetime accumulating THINGS that when he or she dies, nobody else wants." -- old Greek saying.

SUCCESS STORY OF A FROG: We see or hear about success (or FAILURE) every day amongst people----does responsibility and sincerity and dedication have anything to do with how we turn out? One man might DETERMINE to make himself successful, while another sees only problems and, too readily, gives up. Which reminds us again of the two green frogs that fell into a tall can of cream. The first frog swam around the edge trying to get out, decided "What's the use" and promptly sank to the bottom. The second frog was more aggressive and enterprising. He wasn't about to quit. He thrashed and struggled and churned in the white liquid----UNTIL it finally became butter. He then easily and safely climbed out. With human affairs too, as club members know, a little extra effort expended often brings the desired good results. We can learn a lesson from the lowly frog.

Friend: "Do you say grace before meals?" Child: "We don't need to. My mother is a GOOD cook."

IMPORTANCE OF THE ANNUAL VOTE: As a coast to coast organization, Ultra Motor Coach Club, Inc., has succeeded beyond every expectation. WHY? It is not because of the Officers; it is not the Directors; it is NOT the founders; it is not even the vehicles; it's the PEOPLE! Early members #474 have expressed that opinion many times during past years, and so help me...it is TRUE. Good, honest, sincere, helpful, nature-loving, adventuresome PEOPLE comprise Ultra Club's membership. Of course, there are many ELECTED+volunteers who keep all things going smoothly. Our thanks and appreciation goes to them. They help make the rest of us pleased and happy. An enterprise is only as GOOD as the PEOPLE who comprise it. Be sure to VOTE for next year's candidates. If you are not sure you can be at the Ultra National Convention (in Texas), please mail your ballot to Secretary Lou Griggs TODAY. When it comes to voting, the participation of everyone is needed for genuine harmony.



Admiring lady: "Does your NICE dog have a pedigree?" Five-year old: "A Pedigree? Nope...we cut it off!"

SPECIAL BANK REPORT: Notice was just received: The United States Comptroller of the Currency warns that certain individuals (organizations) across the country have named themselves BANKS to help obtain consumer confidence, although they have NO Charter, nor Certification of any kind, and no FDIC Insurance. Smooth talking self-styled "Bankers" have obtained millions of dollars from trusting investors. One wide-ranging false real-estate Trust Deed scam ALONE got \$8.2 Million from 700 unwary depositors. Recently some Insurance Companies are also having "problems". The Comptroller has warned people to do no business of any kind with the TEN following fictitious "banks": First International Bank & Trust, Skokie, Illinois; Guardian Capital Bank, Ltd., Dallas, Texas; First American Native Investment Bank, Okmulgee, Oklahoma; Allied Reserve Bank, Ltd., Westlake, Calif.; American Bank & Trust, Laguna Beach, Ca.; American Bank and Trust, Pasadena, Ca.; British Bancorporation, Ltd., Beverly Hills, Ca.; World Interbank, Ltd., San Clemente, Ca.; First United Bank, Houston, Texas; Bank of Southern Nevada, Las Vegas, Nev.

FREE MAGAZINE SUBSCRIPTION: The large Ambassador Liberal Arts College edits the monthly "Plain Truth Magazine". This is a REPEAT offer: Although it is sponsored by a church that we are not affiliated with, the magazine covers subjects in Science, History, the Mid-East, Business, plus Morality, Success, Health, the Economy, Stress, Families. It includes "mind-opening" articles and often full-color graphic illustrations. It contains no fiction; no advertising. Many members already get it. Others who are interested: Phone #1(800)423-4444 for a FREE 12-mo. subscription.

DR. ROBERT SCHULLER -- concludes that we WERE in conflict with the Soviet Union "tooth-to-tooth" ie: the cold war. NOW could be the time to meet them "heart-to-heart". Will the U.S. EAGLE be justified in assisting them? Or will the Russian BEAR betray our trust as on four (4) previous glasnost occasions, such as "detente" under Stalin, Kruchev, etc? Time will tell.

A TAXATION STRATEGY: Tax experts generally consider it advisable to DELAY paying income taxes as long a time as legally possible. VERY FEW PEOPLE KNOW that ordinary Bank or S&L Certificates of Deposit (CDs) can enjoy that privilege. Here is HOW to have use of your money up to an extra YEAR tax-free: Most everyone knows that Treasury Bill (T-Bill) earnings are not taxable until the year of MATURITY of the T-Bill (even though it may be paid in a current year). Likewise, if properly set-up, the interest earnings on common CDs is also DEFERRABLE. The IRS does not publicize this advantage (government needs MONEY). Many CPAs do not know about it. Does yours? When we wrote the IRS for written approval, all we got was a stack of publications that required hours to decipher. This was long ago. Our conclusion----Any CD with a term of up-to one full year =let's say a CD matures in 1991 with interest compounding in the account, the earnings are not taxable until April 15th 1992. EXAMPLE: If you start (or renew) a Certificate for 6-months on August 15th 1990 (this year), inform the Bank or S&L you wish the earnings tax-deferred (since the maturity date will be January 15th 1991) therefore NOT TAXABLE until April 1992. Anyone who is interested, may wish to check this out and adjust CDs to this strategy.

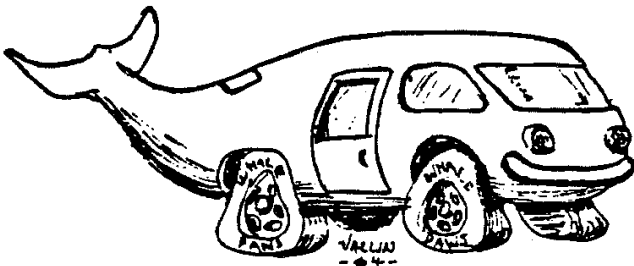
"Whatever a man SOWS, that shall he also reap" -- Galatians

GOSSIP: A lady was spreading a RUMOR about a Priest (she thought he was seeing a certain widow too often). Later...it was revealed the widow was dying of cancer. The lady asked the Priest for forgiveness; he gave her a pillow and told her to release the FEATHERS from the top of the hill near town. She did that, then returned to her church, "Am I forgiven?" The Priest said, "Not quite. Now go all over town and pick up the feathers you scattered, then I can forgive you." The PENALTY for gossip is high.

ACCOMPLISHMENTS: A few individuals may not care to know what their friends did (or still do) for a living, or places they've been to, awards received, or details of their offspring. But MOST people appreciate knowing such specifics, including occupations and accomplishments of their friends. Take for EXAMPLE the Club's Silver Star (original owners) and the gold Oak Leaf Cluster (driving 100,000 miles in their coach)---these awards tell something---they are displayed on our BADGES for everyone's enlightenment. If Los Angeles to New York is 3,000 miles (prox), it's like driving your Ultra Van coast-to-coast more than 30-TIMES before the gold Oak Leaf is awarded! And..isn't it facinating to learn how OTHER people develop.... face the world, earn a living, travel, maybe receive special recognition, and HOW their "kids" are making out? Norm Helmkey #547 (Canada) is doing a great job as Club Archivist - tracing this organization from its founding up to the present. Thanks Norm! Around the next rally campfire, maybe it would be interesting to ask members to tell their "life's story", how they got started, etc. Most of us have had to survive pulling on our OWN boot-straps in this dog-eat-dog world. By golly, some have FUN doing it.

See you in Texas. Your servant, *Zrnack*

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 Jim Craig #549

Several tips have been sent in for this Newsletter, and I have gathered a lot on my own. All of them may not make it in this Newsletter, but we will try. How about you? Don't you have a tip that you could share with the rest of us? Send it in now!

Ultra Technical Tip #9-90: WATER PUMP SWITCH.
Ref: Ultra Manual Section 6-6

After doing some recent plumbing repair work on the Ultra water system I found that my water pump would not shut off after closing the valve on the sink. Problem part? It was the original old red plastic covered pressure shut off valve, P/N 5660-K. It would not adjust for the pressure by turning the Allen set screw. So, a new one was required.

My pump is the Peters & Russell Model 6970-J, type 4, and the new upgraded pressure switch is JABSCO P/N 37121-0000. The new switch kit can be ordered direct from Western Marine 1-800-262-8243, or ITT JABSCO 714-545-8251. (CA)

Jim Craig #549

Ultra Technical Tip #10-90: Filters-oil & air.

The following listed brands/numbers fit the Corvair:

oil: Purolator PER-14

AC PF-4

WALKER WD-140 A, B, C.

LEE LF-14

FRAM PH-4

HASTINGS P-215

WIX DC-38-C, 51038

Motorcraft FL-8

Air filters (late single style)

Quaker State QSA 192

FRAM CA-192

Motorcraft FA 31R

SEARS 45277

AC A178CW, A333C

LEE AFL 178

Purolator AFP 67

Louis Griggs #334

Jim Craig, #549

Ultra Technical Tip #11-90: Ball Joints/knuckle inspection.
Ref: Ultra Manual Section 9-10.

The wheel alignment shop informed me that I had a loose ball joint on the right hand front wheel lower area. That was a surprise, because I had just performed an inspection on the joints myself; but what I failed to look for was looseness of the stem of the ball joint in the knuckle assembly. Sure enough, after jacking the wheel assembly up by the lower "A" arm I could turn the stem with a pair of Channellock pliers. The shop would not just tighten up the stem nut, because according to them that would cause the stem to soon break at the threaded area below the nut. Their reason was that the knuckle would be found to be worn in the lower area of the tapered hole for the stem of the ball joint, and additional wear on the tapered stem of the joint. This would cause the stem to bind in the topmost part of the knuckle hole only. The extreme pressures of the wheel in action would move the ball joint stem forward and aft, eventually crystallizing the threaded area of the stem and subsequent failure.

After disassembly of the wheel, lower "A" arm and joint the knuckle was found to be slightly worn in the lower area, by evidence of a slight burr around the bottom of the hole. The joint was found to be worn excessively at the lower area of the taper. It had rotated enough to have a polished surface to the tapered section. It appeared that the joint sustained most of the wear, because when a new joint inserted in the knuckle with a smear of thinned paint on it, the contact surface was about 85-90%. With a few taps of the hammer on the joint into the knuckle, it was tight enough to hang in the hole by its own weight, and it was difficult to rotate it by hand. After deburring the hole, installing a new joint and reassembling everything, the Ultra was returned to the shop for the alignment job.

The Ultra Manual makes note of this type of problem, and mentioned that it is sometimes the result of the aluminum casting breaking, heavy impact of wheel assembly, by collision, or other causes.

The knuckle assembly is an item that will be very difficult to locate in the future. It is an item that should be stored away for spare. It is from a 1964-66 Chevrolet II, p/n 3890126, Group 6.020 and called "knuckle". It is no longer available from your Chevrolet parts house. "Knuckle" p/n 3847927 is identical, except for the attach point for the brake pivot pin. It has a 1/2"-16 or 18 threaded hole with 3/4" boss recess, compared with 5/8" - 18 threaded hole in the p/n 3890126. I do not know what Chevrolet the p/n 3847927 fits.

The ball joints are from 1961-65 Chevrolet vans. All four joints on the Ultras, except for the early models that used Corvair front knuckle assemblies, are upper ball joints. The current p/n is (9762018) price \$53.46 each. (p/n 3865827 was the old number) New joints are available from your Chevrolet dealer.

Bob

NAPA #
2601071

Inspection procedure: Inspect upper and lower ball joints for looseness and wear as follows:

1. Place jack under lower "A" arm near hole for lube fitting of lower ball joint, and jack Ultra up until you have about 1/2" space between tire and ground. (for Safety's sake, place blocks in front and rear of a rear wheel).
2. Using a pry bar and a small piece of 2" x 4" lumber, place pry bar under center of tire, and using the 2" x 4" as a lever point, force tire upward to detect any looseness. (You may have to use bar in a quick up and down method to detect any looseness.) Now have helper work bar while you observe ball joint stems for movement. Place hand on stems for detection also. Observe attachment points of ball joint to "A" arm for looseness of bolts. Confirm any source of looseness and repair as required. Note: If it is known that your Ultra has ever sustained a broken upper arm casting spring support, or been damaged by collision or severe impact, it is recommended to replace at least the lower ball joint, and carefully inspect other suspension parts for damage also.

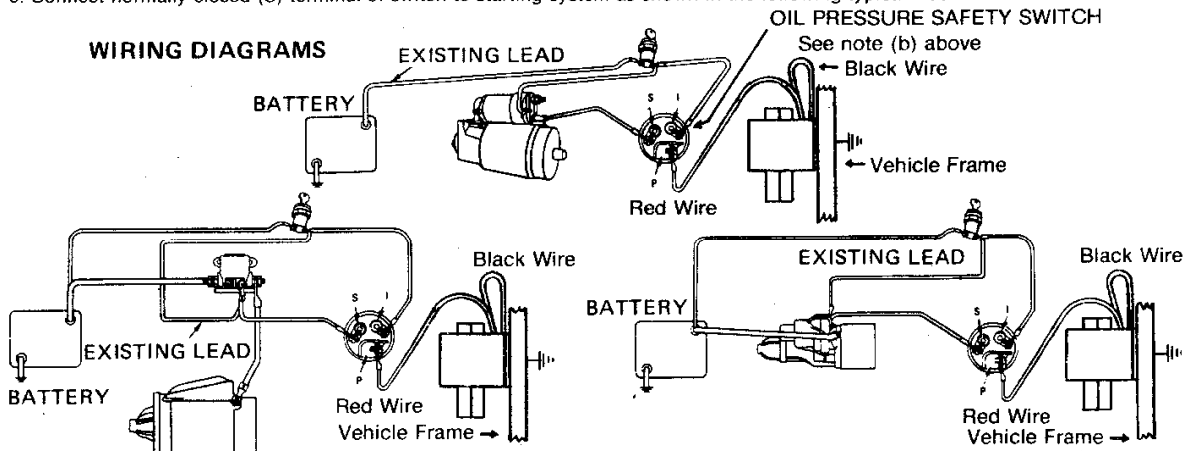
Ultra Technical Tip 12-90: Electric Fuel Pump.
Ref: Ultra Manual Section 8-2

An electric fuel pump is a good addition to your fuel system. It has greater reliability, longer life, easy installation, freedom from hot weather vapor lock, and faster engine starting in cold weather. It can also be a hazard, if not installed properly. To eliminate any possibility of the fuel pump remaining on in case of the engine stopping, or an accident that would cause the engine to stop and still have power to the electrical system, it is highly recommended that you install an "oil pressure safety switch", as shown on the accompanying drawing, using a NAPA (Eichlin) switch p/n OP-6610. This switch was used on Chevrolet Vega, which had an electrical fuel pump in the gas tank. This installation prevents you from accidentally leaving the pump on, which could flood your engine and create a fire hazard.

NOTE: It is strongly recommended that a safety shut-off switch be installed to prevent fuel leakage in the event of collision or upset.

- a. Connect power lead from fuel pump to common (P) terminal of switch.
- b. Connect normally open (I) terminal of switch to ignition switch, accessory take-off of fuse block, or some other 12 volt power source controlled by the ignition switch.
- c. Connect normally closed (S) terminal of switch to starting system as shown in the following typical illustrations.

WIRING DIAGRAMS



By wiring the electronic fuel pump as shown above, the fuel pump will only operate when cranking for starting or when

the engine is operating and maintaining oil pressure. If the engine stalls with the ignition ON, the pump will stop operating.

TIP 12-90

Tech Tip #13-90 Late Ultra Van Power brakes.
Ref: Ultra Manual Section 11-22.

The first thing that comes to mind when you hear someone mention V-8 Ultra power brakes is that the front wheels will lock up if you are on loose dirt, gravel or icy road conditions. That is correct, but it can be remedied. First, though, let us do a little inspection work.

I have noticed on my own #549, and have heard others say, that at times they have both feet on the brake pedal, trying to stop their Ultra Van. There are many things in the system that would contribute to that, but I only want to make you aware of a couple of items.

First-With flashlight, verify that the power brake pedal linkage is not bottoming out at each of the connection points from the pedal to the power diaphragm. (4 places) The place to look is where an arm fits between two tabs of the next link. The arm can bottom out in the bottom of the link. Depress the pedal fully to view the link points. My #549 was bottoming out at three of the links and where the power diaphragm plunger pin attaches. In that situation my pedal only moved the plunger in the master cylinder 3/4" (1-7/8" is the full plunger movement in my master cylinder) See P/N at end of tip. The power diaphragm has a full stroke of 1-3/8". After rework of my pedal linkage I can now get the 1-3/8" full stroke of the diaphragm.

Second. During your inspection verify that the "L" shaped link from the diaphragm plunger does not bottom out on the aluminum support structure. (Notch out the aluminum as necessary.) I had to cut approximately a 1/2" deep notch 3/8" wide in my structure.

The Ultra Manual shows a picture of a dual master cylinder in Section 11, page 11-26, that is not correct for our Ultra applications. It indicates that the primary section is for the front brakes. The GM Corvette's service books, and others that I have, in all cases use the primary section (that section nearest the power diaphragm) for the rear brakes. (My 549 had the rear brake line installed as per the GM manual.)

Reference - #549 has a dual master cylinder, casting #5468115-1 (on bottom), 1-1/8" bore size and attached to a 10" Delco Morraine vacuum diaphragm. Installation appears to be a factory installation.

Repair kit for this master cylinder is Bendix P/N 22670. Note: Be sure not to discard any parts from your master cylinder until you see what is in the kit.

So, there you are, a couple of goodies to check on and refer to your GM Service manual for other items to check on for front wheel lockup.

Jim Craig #549

Ultra Tech #14-90 Front Shock Absorber.
Ref: Ultra Manual Section 9-1

Front Shock Absorber: V-8 Ultras - During a recent rework on the front of my 549, I noticed on the right front wheel that the spherical rod end of the steering linkage where it attaches to the cross relay rod was bent. It was apparent that the shock was letting the wheel and "A" frame hang down too far. The rod end was in such a tight bind that I had to jack up the wheel assembly to remove the attach bolt of the rod end. The tie rod at the wheel was examined, and though it was not loose, it did appear that the inner ball of the joint had deformed the outer lip of the rod cap.

According to several previous Tech Tips the Monroe #3027 shock was reported to be an original style and type which was furnished by Ultra. Perhaps this one worked on the Corvair models, but when they added the big steel collar to retain the wheel assembly spring and shock, I believe it changed the distances for jounce and rebound. Of course this not a serious problem with the coach setting on all four wheels and travelling down the road. It is critical when you jack up the front and let the wheels hang by the shocks, being fully extended.

So what can we do to correct the problem?

First: Perform a complete inspection of your tie rods and rod ends (spherical bearings) Replace parts as necessary.

Second: If your present shock is doing what I described above about my Ultra, purchase and install a set of Monroe #3097 shocks. They are approximately 1-1/2" shorter in body length than Monroe #3027. Also, their extended length is 1-1/2" shorter, which will keep the rod ends from binding while hanging by the shock. Also, you should replace the rubber bumper that fits over the stem of the shock.

The second critical factor with this original #2027 shock is that the distance from the top of body of the shock to the end of the shaft when the Ultra is on four wheels is approximately 2-1/2" (jounce distance). This is without the above mentioned rubber bumper installed. A good dip or a chuck hole will bottom out the shock, which can lead to future failure of the aluminum support casting in the top of the wheel well. Enough said; better check yours.

Note: Monroe #5809 (gas shock) is acceptable replacement also.

Jim Craig #549

Ultra Tech Tip 15 - 90

Norm Helmkey #356/547

Tail Light Lens Replacement - Ultra Manual Section 17 - 13
- Ultra Manual Section 15 - 12

A super replacement tail light lens that looks like it was made for the Ultra Van is a lens from a 1959 Buick. These lenses are somewhat bee-hive shaped so they provide better side visibility than the original Ultra lenses. At flea markets a genuine 1959 Buick lens is very expensive but luckily there are after market lenses around at reasonable prices. Most of these lenses have the number 966 at the bottom with no other identifier.

These lenses are 6 and 5/16 inches in diameter, virtually the the exact size of the Ultra Van rear light mount hole.

Three small holes must be drilled around the base of the lens at 120 degree intervals to attach the lens to the base with 1 1/2" brass 6-32 round head machine screws. When you drill the holes, make sure the drain slot is at the bottom. If you drill the holes from the back side, there are six evenly spaced plastic bosses around the inside. Use three of these as guides for drilling.

When changing the lens it is a good time to put a little 5 inch aluminum meat pie plate behind the bulb to act as a reflector which has the effect of increasing the brightness of the tail light.

Just cut a little slot 1" wide by 2" long in the plate to let it drop behind the socket with the bulb in the center of the pie plate.

Ultra Tech Tip 16 - 90
Smoke Alarm with Silencer

Safety - Ultra Manual Section 17-15
Norm Helmkey #356/547

For some time there has been a debate on how best to handle the false alarm problem if the smoke alarm goes off when cooking on the Ultra Van stove. Some have a switch to turn the alarm off (a big NO NO), others just move it temporarily to the bed, etc.

At Lake Wales, Pete Schuler (#397) showed their discontinued Sears smoke detector which came with a temporary silencer button.

After a bit of searching, I found a detector made by Southwest Laboratories, Costa Mesa, CA 92626. that has a silencer feature.

The PROBE 105 was especially designed to quiet false alarms caused by cooking vapors. It has a little red tab sticking out the side. Pushing the tab puts the alarm into silence mode for 15 minutes and while in this mode, the alarm chirps every 15 seconds to show it has been silenced. The PROBE 105 monitors battery voltage and chirps every minute for 30 days when the battery needs replacing.

Another unique feature is a no-battery flag. When a battery is installed the flag is cammed down out of sight.

Now we have the best of both worlds, this alarm has a quick release wall bracket which mounts the alarm with just a twist of 15 degrees, it can be easily removed alive to throw on the bed if desired or can be left in place safely silenced without being switched off.

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ULTRA VAN MOTOR COACH CLUB, INC. OFFICIAL BALLOT 1990 ELECTION

Vote for one candidate only per office. A write-in space is provided for all offices. Do not write in any name unless you have that person's permission, except for the Ernest Newhouse Award.

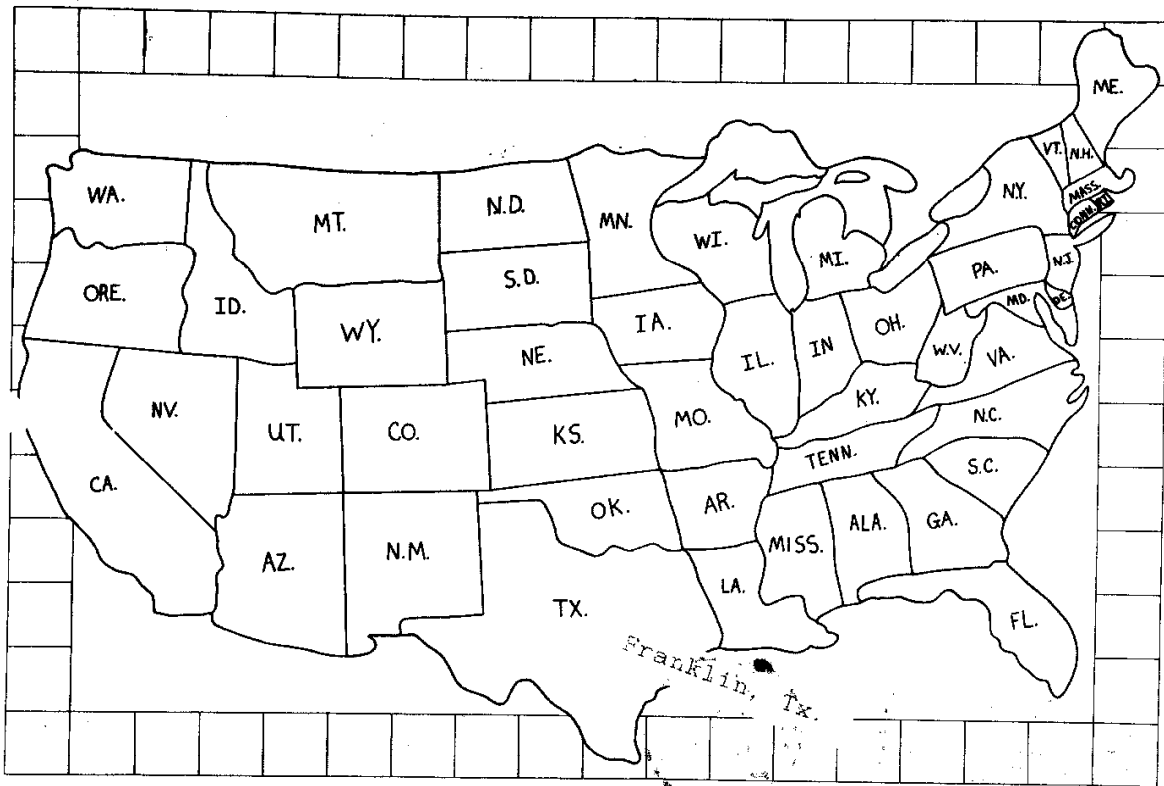
Completed ballots should be mailed to the Club Secretary (address on outside of Newsletter) by September 10, 1990, or brought to the National Rally. Ballots mailed after September 10 should be mailed to: Secretary, UVMCC, c/o Whitt's RV Park, P. O. Box 457, Franklin, TX. 77856. Ballots received after the National Election will be destroyed unopened. Mark envelope on lower left corner "ballot". Envelopes so marked will be opened only by Elections Committee appointed by the President at the National Rally. Ballot envelopes must have a return address.

His vote Office Nominee Her vote

	Vice President	Gladys Bell	
	Secretary	Maybel Griggs	
	Treasurer	Louis Griggs Daniel Reinhardt	
	Director, West	Glen Moen	
	Director, East	Clyde Stanton	

Ernest Newhouse Award:

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Make check payable to: Ultra Van Motor Coach Club, Inc., and mail to Kathy Polus,
 Treasurer, 4030 Citradora Drive, Spring Valley, CA 92077.