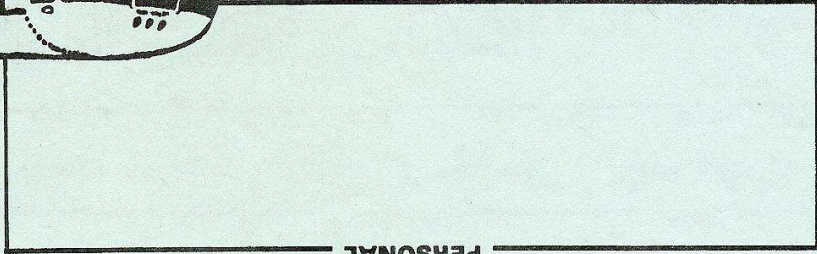


Date Mailed



PERSONAL

WINTER 1990
Newsletter

FIRST CLASS MAIL

Maybel Griggs, Secretary
626 Brookfield Avenue
Cumberland, Maryland 21502

ULTRA VAN MOTOR COACH CLUB, INC.

PLEASE
PLACE
STAMP
HERE



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, 1991 Ultra Year:

President: Robert Franz #472; Vice President: Gladys Bell #546
Secretary: Maybel Griggs #334; Treasurer: Louis Griggs #334
1990 Ernest Newhouse Award Recipient: Jim Craig #549
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. Please use a margin of at least 3/8" on copy; any hand written copy that you want typed should arrive a week or so before the deadline. All dues are to be forwarded to the Treasurer. Please bring up to date any address or phone number changes. 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.

President's Message

Many thanks to Pete and Rose Schuler and their Eastern support group for arranging and carrying out a fine National Rally in Texas. The facilities were comfortable and the tech and craft sessions met the usual high standards. And how about those breakfasts provided on everyone's scheduled day by Walt Davison, Clyde Stanton and Pete Schuler! Pineapple pancakes, sausage, and Mexican style omelets!

The Board of Directors meeting and the General meeting drew full and spirited participation, as the four proposed By-laws amendments were discussed and voted on. This process emphasized that five or more signers of a petition can initiate an attempt to change the By-laws in any area of Club function they feel can be improved.

An important question was raised in the tech sessions about unavailable parts for our gracefully aging coaches. Ways need to be found to redesign and/or reproduce certain basic parts which are crucial to our safety on the road. Rather than have a large committee which might get bogged down, Norm Helmkey and Pat Fitzgerald will attempt to identify the most important needs, and recommend how to approach these problems.

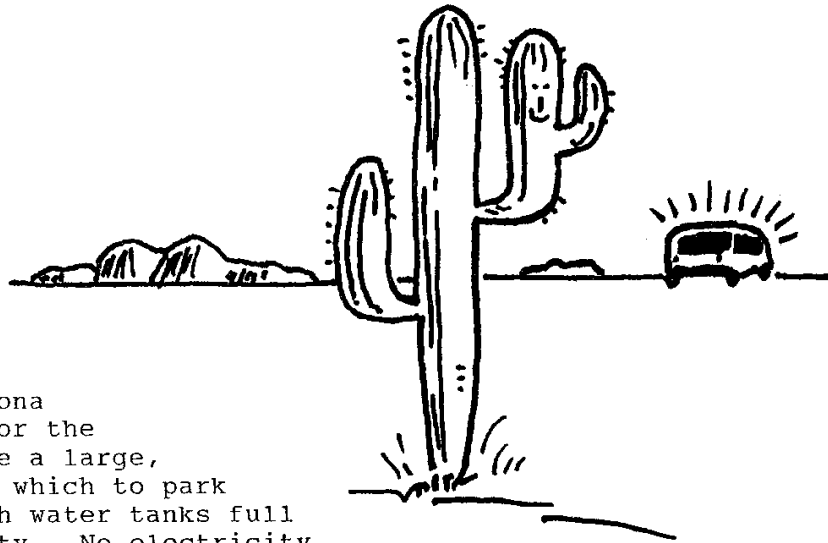
Heartiest congratulations to Jim Craig for winning the ERNIE AWARD. His contributions to our Club have been many and varied: finalizing the By-laws, organizing and leading tech sessions, tech editing, giving leadership as president, and helping with numerous rallies. All in all, showing a wide range of abilities. He was capably assisted in these endeavors by wife Marlene.

Now, looking forward to the coming year: Most of the quarterly rally sites are arranged, and the 1991 National Rally is set for Neosho, Missouri, September 23-29. This area was scouted by the Reinhardtts and Suckows, who gave it a full recommendation for facilities and areas locally of interest. It is in the SW corner of Missouri, just below Joplin. It is within a few miles of Cherokee Lake and Grove, Oklahoma, which was one of the original objectives. Nearby attractions are the pioneer-type village at Grove; Eureka Springs, Arkansas; and the early times theme park and entertainment strip from Silver Dollar City to Branson, Missouri. Roberta and I, and the Snyders went through this area from the Texas Rally, and found it to be beautiful at that time of year.

Bob + Roberta

ULTRA RALLY

January 17-20, 1991



For FUN IN THE SUN
come to Phoenix, Arizona
January 17-20, 1991 for the
Winter Rally. We have a large,
lovely grassy area on which to park
our Ultras. Come with water tanks full
and holding tanks empty. No electricity,
but a covered area for our meetings. Bring
lawn chairs and tables. Thursday evening--Pack Rat Stew
at 4:30 pm; pack in something to add to the pot. Friday 1:00 pm--
picnic on South Mountain; bring a salad or dessert to be served
with the hamburgers and french fries that the Arizona gang will
supply. Saturday night--dinner out. Sunday morning--church ser-
vice. The message will be presented to us by a retired minister,
Pastor Reagan Sheldon. We'll have the usual--coffee hour, crafts,
tech sessions, silent auction, meetings, and other planned acti-
vities. There are lots of things to see in Phoenix--come and en-
joy!! The cost of the Rally will be \$20.00 per coach.

Location: 1726 West Baseline Road, Phoenix, Arizona 85041
Emergency Phone: Si and Irene Damon, (602)276-3262
For information call one of the Hosts:
Threasa Vandersteeg (602)977-4358
Warren and Nobi Suckow (602)841-0911
Dan and Betty Reinhardt (602)846-6920



Dump Station located at:
Best West RV Center
4648 NW Grand Ave.
(\$3.00)

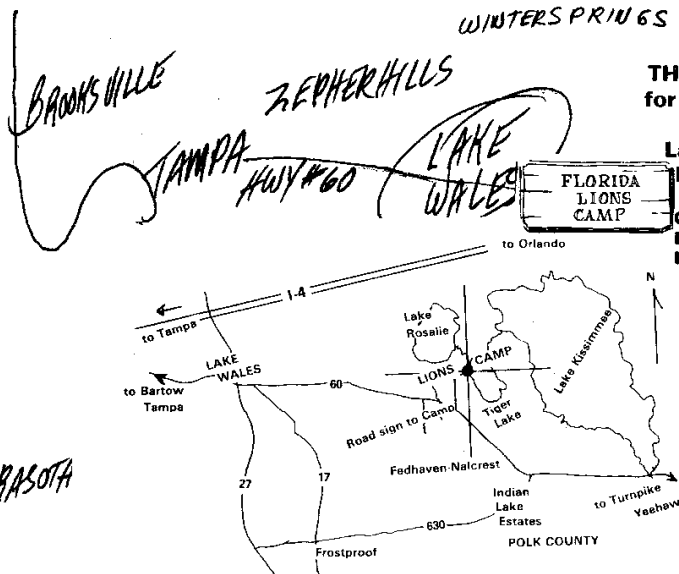
Hours:
8-5:30PM Mon.-Fri.
8-5:00PM on Sat.

November 1990

WINTERS PRINGS

THE FLORIDA LIONS CAMP
for the Visually Handicapped
2819 Tiger Lake Road
Lake Wales, Florida 33853
Phone A/C 813-696-1948

Camp is located 13 miles
East of Lake Wales on
Highway 60.



SARASOTA

ENGLEWOOD

Bring Ultra/corvair
Swap meet items

**WELCOME TO
FLORIDA
ULTRA VAN RALLY
MARCH 10 - MARCH 17 1991
FLORIDA LIONS CAMP**



REMEMBER YOUR NAME TAG

TECH TIPS TO SHARE-DISPLAY

CRAFT IDEAS ITEMS (SCISSORS ETC)

(THERE ARE TABLES)

MUSICAL INSTRUMENTS + YOUR TALENT

(THERE IS A PIANO) (WORDS COPIED FOR SING ALONG)

TRAVEL SLIDES TO SHARE + EQUIPMENT TO SHOW

(THERE ARE CHAIRS)

GAMES + LEADERSHIP

GIFTS (HANDMADE) FOR "FUN EXCHANGE"

(NEW OR USED)

YOUR BIBLE, FAVORITE HYMN (WORDS COPIED FOR ALL SING)

FOR "SUNDAY CHAPEL" (LIONS HAVE BUILT A CHAPEL)

YUMMIES TO SHARE AT MORNING "COFFEE TIME"

YOUR FAVORITE RECIPE FOR USUAL "POT LUCK"

BATHING SUIT FOR POOL, FISH POLE FOR LAKE

YOUR TRAVEL STORIES

(WE'LL ALL LISTEN)

\$10 PER NIGHT (NICE PLACE TO PARK + BENEFITS FLORIDA LIONS)

(WORK - SEE OTHER SIDE OF THIS FLYER)

COME TO FEEL THE ULTRA FRIENDSHIP

SEE BEAUTIFUL FLORIDA

HEAR THE INSPIRING CARILLON, THE ROVING PEACOCKS ETC.

(LIVE B&K TOWER IN LAKE WALES)

WALTER MARILYN DAIVSON
1208 ASTURIA AVE
CORAL GABLES FL 33134
305-444-1937

Page Three

November 1990

KEY WEST

CALENDAR

SUNDAY MARCH 10 - ALL DAY - WELCOME ARRIVALS

MONDAY - SATURDAY

9AM COFFEE ETC. 10AM FRIENDSHIP CIRCLES

TECH CRAFTS ETC.

2PM CONTINUE WHERE WE LEFT OFF AFTER 10AM MIAAMI

7PM MORE SHARING + CARING

(SEE POSTED LOCAL CALENDAR FOR CHANGES + SPECIAL EVENTS SUCH AS

WED 6PM POT LUCK, BUSINESS MEETS ETC.)

SUNDAY MARCH 17

9AM DEVOTIONAL IN CHAPEL

10AM BRUNCH + FAREWELLS

EVERGLADES NATIONAL PARK

CORAL GABLES

FT LAUDERDALE

PALM BEACH

LAKE WORTH

HOBBS SOUND

VERO BEACH

MERRITT ISLAND
COCOA BEACH

FLORIDA LIONS CAMP

A YEAR-ROUND UNIQUE OPPORTUNITY FOR HANDICAPPED CHILDREN AND ADULTS TO ADVANCE THEMSELVES THROUGH PARTICIPATION IN A PROFESSIONALLY ORGANIZED RECREATIONAL AND EDUCATIONAL ACTIVITY IN A SERENE RETREAT ATMOSPHERE.



THE FLORIDA LIONS CAMP
for the Visually Handicapped
2819 Tiger Lake Road
Lake Wales, Florida 33853
Phone A/C 813-696-1948



A PLACE FOR GROWTH AND UNDERSTANDING

The Florida Lions Camp offers a wide range of recreational and educational activities to handicapped people, both children and adults, on a year round basis. Located on a chain of large lakes in Central Florida, it is comprised of 57 wooded acres with permanent housing and indoor/outdoor camping facilities.



FACILITIES

- Dormitory cabins for 150
- Swimming pool
- All-weather gymnasium
- Arts and Crafts building
- Infirmary with full time nurse
- Chapel (all faiths)
- Dining Hall and Recreation Center
- Administration building
- Fire House and equipment on premises
- Stables and riding horses
- Petting Farm with domestic animals
- Fishing lagoon and boat basin
- Boats and canoes
- Nature trails with guide ropes for blind; hard surface paths for wheelchair travel.
- Playgrounds and equipment
- Recreational Vehicle Park facilities
- Overnight tent camping sites
- Outdoor campfire arena and barbecue

BENEFITTING GROUPS

- Blind and Visually Impaired
- Deaf
- Hearing Impaired
- Cancer Stricken
- Muscular Dystrophy
- Multiple Handicapped Blind
- Pre-school handicapped/impaired with parental participation
- Mentally retarded
- Civic and Church sponsored groups of handicapped and disadvantaged

STAFF

Professional counselors and medical personnel trained in caring for and educating the handicapped conduct the camping sessions on a 24 hours a day basis. They are supported by an administrative staff housed at the Camp plus dining room, laundry, maintenance and other service personnel. Counselors are all trained professionals and come from such sources as the Florida State Division of Blind Services, Florida State University Visual Disabilities Program, U.S. National Park Service, State and Municipal Educational services organizations serving the handicapped and others. As one of the three leading facilities of this type in the United States, we are able to attract top rated counselors.

SUPPORT

The 400 Lions Clubs, Lioness Clubs, Leo Clubs and Lions Auxiliaries in the State of Florida have built, maintain and support the



Camp through many fund raising activities and by sending their members as 'work party' groups as volunteers to do maintenance and, in some cases, new construction work. There are over 14,000 people in these groups. Many individuals, philanthropic organizations, businesses and corporations make tax exempt (IRS 501(C) approved) contributions toward this not-for-profit work with the handicapped.

This support makes it possible for many of the handicapped to obtain free or subsidized tuition for attendance. Camp policy provides for groups to contribute to costs of their stays based on their ability to pay. However, visually handicapped groups are given free tuition through Lions Clubs support.

Tulip Time '91



FESTIVAL

Holland, Michigan

Wednesday, May 8 to Sunday, May 18, 1991

RALLY

Saturday, May 17 through Tuesday, May 20

You will each be receiving a Festival brochure showing all that will be taking place during the festival. There are activities scheduled constantly and you can be as involved as you desire.

Since there are so many things for you to do, we felt that the rally itself would follow the planned festival. At this time we are considering staying on at the fairgrounds or moving to the Hudsonville Fairgrounds, about 20 miles away. That information will be included in the next newsletter.

The highlights of the Festival actually begin on Wednesday, May 15 with the Volksparade (Klompen Dancers and Streetscrubbing and ends with the Saturday Parade of Bands. The Children's Parade is a big highlight. We notice that now there are reserved bleacher seats available which you might want to get.

Check over your brochure. If you want to have reservations for anything along with other Ultra rally Participants send in your order form from your brochure along with your check and we will bring them all in at the same time so we receive adjoining seats. We should receive all reservations by the first of January. You can still make arrangements after that yourself but to get the best seating together we have to make that deadline. Send reservations to:

Marian Grootenhaar
1505 Quincy Street
Grandville, MI 49418

The weather at that time is absolutely terrific! The temperature is usually 70s to low 80s, one of the prettiest times of the year in Michigan.

Watch for your brochure and plan on coming. Just think, people come annually for this event, and come from all over the country, in fact, from places all over the world and **YOU** will have your own local persons on the scene. If you cannot come for both the Festival and the rally, join us for either. The next newsletter will have all the details but get in your order forms for reservations before that. We're looking forward to seeing you.....

Ron & Yvonne Hodges
Clyde & Kay Stanton
Marian Grootenhaar

RALLY REPORT

1990 ULTRA NATIONAL RALLY AT FRANKLIN, TEXAS

When we arrived at WHITT RV Park we were greeted by the owner, Robyn Follak, and presented with a goodie bag with many useful items. It was a nice clean grassy park, with exclusive use of the recreation room where we had our usual crafts. The men had their tech sessions outside under the trees.

Upon registering, we received a plaque acquired by Jerry Dute, and a special box made up by Olive and Len Hunter, for which we thank them. We were 28 members registered. 9 Fl., 5 Ca, 3 Az., and one each from the following: Ontario, Canada; New Jersey, New York, Maryland, Alabama, Missouri, Michigan.

Monday night we had a campfire under a beautiful Texas sky, with Hank Yakel playing the harmonica. Walt Davison and Clyde Stanton did a great job making breakfast for everyone. Clyde makes great pancakes, and Walt does super omlets, with the "Works". It was a great treat, guys, and we thank you.

Tuesday we went to Mischer Ranch in Easterly, which is a working cattle ranch. Kenny Becker, the manager, told us they have 10,000 acres and 3,000 head of cattle. About 500 calves are born between December and March, keeping nine cowboys pretty busy. We watched the cattle being inoculated and given vitamins A & D shots with long needles. The sight of those long needles made Bonnie and Dick Granger's two grandsons jump back from the fence about three feet. We were only a few feet away from where this was happening. We then watched the cowboys in action, separating the cattle into categories. (pregnant, unfertile, and bulls) We were surprised to learn that they are sold through the use of a video. We had some fun with a donkey on the road. Some 30 Ultra people enjoyed this trip.

Wednesday we had our usual great pot luck dinner, and raffled off a beautiful hand crocheted afghan donated to the Club by Marion Helmkey. Walt Davison was the happy recipient.

Thursday afternoon we had our general business meeting. In the evening we had a catered banquet, with a guest speaker giving a short talk, and some humor. He brought some mugs and other goodies from the local merchants. Our Eastern ladies provided us with an ice cream dessert, which topped off a nice dinner. We had our installation of Officers, and it was announced that Jim Craig was the recipient of the Ernie Newhouse Award. Congratulations, Jim!

Georgia and Paul Robinson entertained us with their round dancing, in full costume; we all enjoyed that. Next rally they come to maybe they could make a tape for beginners, so that we can get into the act, too. They make it all look so pretty and smooth. It looks like fun. Thank you, Georgia and Paul.

Our RV Park owner, Robyn, had a raffle every night with items donated by local merchants: dinner for two, case of motor oil, car creeper, etc. It made everyone appear in the rec. hall every night at 8:00 o'clock, and it was fun.

Saturday we went to Calvert, which is emerging as a small town known for its antique shops and large restored Victorian homes surrounding the town. A flea market outside of town was an added attraction. In the evening we were treated to a watermelon feast, compliments of Bob and Roberta Franz.

Clyde Stanton led us in Sunday worship, and Esther Snyder played the piano, so we could do a great job singing those familiar hymns, closing with "till we meet again" and prayer. We said our goodbyes and were back on the road again after a rally of great fellowship.

Thank you all for your help.

Sincerely, Pete and Rose Schuler

NOVEMBER 1990 ULTRA COACH CLUB ARCHIVE REPORT
by Norm HelmKay #356/547

We carted all five volumes (about 60 pounds) of the archives to Franklin, Texas and from the way they were studied, I'm very pleased we lugged them down.

Glad to report that most of the missing newsletters have been added to the collection by Betsy Hull, Gus Brining and Earl McCrary. These folk have added about 20 more pounds of paper to the archives.

When I get a chance this winter in Florida to go through the new additions, I'll put out a new revised index and wish list.

We are still missing most Club Rosters and I would appreciate a list of what years rosters were published so I will know what to look for.

In Volume 5, the Associated Information Section, we have very few Group Ultra publications, perhaps some of you would like to clean out your old files and donate some "Whales on Wheels" to the archive.

We do not have a Ryerson Manual in the archive yet, but as I do have one for both our coaches, they are available for information. At some point in the future, it would be nice to have an archive copy.

NOTES FROM DAYS PAST.... Who were the last people to buy a coach out of the factory at Hutchison? Strangley, the last coach made was not the last coach sold by Ultra. In a letter I found from Judy Finholm, she relates this story.

"We had looked at motorhomes for 5 or 6 months ...and finally decided on Ultra Van. We wrote Hutchison and learned one was available (my note, it was 544) so on June 25, 1970 we arrived in Kansas to pick up our unit. We were able to walk all around the plant, saw how Ultras were made with two or three still sitting on the floor in various phases of construction. No one was actually working on a van, as the employees were "on a coffee break". The vans were made in a hanger and we spent about two hours driving around the runway and becoming familiar with all the equipment. On returning to the hanger, the employees were still on "coffee break". In answer to our query about this, we were told they were closing for two weeks to take inventory. We left the hanger about 3:50 pm on June 25th, took three days to get home and in our mail box was a letter that began in effect..."On June 25, 1970 at 4:00 pm, Ultra Van closed its doors"...., the words may not be exact, but they are very close. Apparently, they locked the doors behind us."
Judy Finholm, January 6, 1979.

If you have anything for the archive, please send to the following address or if you wish a copy of the five page detailed archive volume index, send a stamped self addressed envelope this winter between January 2 and April 15 to:

N.C. HelmKay
73 Sargent Street
Glen Este Estates
Haines City, FL 33844



ULTRA VAN MOTOR COACH CLUB, INC.

Minutes of National Rally general business meeting: Franklin, TX. October 4, 1990 1:00 PM.

The minutes of the 1989 National Rally at Ruidoso, NM were read and approved without alteration.

Rally host Pete Schuler gave the Wagonmaster's report--23 Ultras, 28 members (families) present.

Marian Grootenhaar was forced by circumstances beyond her control to give up Rally co-host.

The election tellers reported the following results:

Vice President Gladys Bell
Secretary Maybel Griggs
Treasurer Louis Griggs
Director, East: Clyde Stanton
Director, West: Glen Moen
Ernest Newhouse Award: Jim Craig

A report on sick & disabled: Ed & Betsy Hull, injured in accident; Walter Payne, broken hip; Edna Newhouse, eye trouble, told to stay close to her doctor.

The four proposed amendments to the By-laws were brought up. The Board of Directors recommended a no vote on items 1 and 2; a yes vote on items 3 & 4. When put to a vote, items 1, 2, 3, failed passage; item 4 passed. The vote on item #3 was close; it failed the necessary two thirds by 2 votes. The newly passed amendment adds the following:

Under ARTICLE VI - - MEMBERSHIP

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.

The committee for the 1991 National Rally (hosted by the West) reported that their selection for the Rally site is Harbor Village, in Neosho, Missouri, on September 23-30. Warren Suckow described the rather interesting arrangements. Parking is free; the Club will pay \$500 for the use of a large pavilion; electricity is available, for a fee. (amount unspecified)

Paul & Georgia Robinson were awarded the silver star and oak leaf; Morris & Tennie Randle were awarded the oak leaf. The silver star is for an original owner; the oak leaf, for 100,000 miles driven in Ultra by owner.

The President is to appoint a project committee, to report to next year's National Rally, on how to acquire special parts involved in operation and maintenance of Ultra Vans.

Nobia Suckow invited members to Arizona in January 3rd Thursday). Membership was also invited to Holland, Michigan May 15-19 for the Tulip Festival.

The meeting adjourned at 3:30 PM.

Respectfully submitted,

November 1990

Page Eight

Louis C. Griggs, Secretary

ULTRA POSTSCRIPTS ★★★★★

"As you go through life, brother, WHATEVER be your goal... focus YOUR eye upon the donut, NEVER upon the hole."

WE MUST SPEAK UP: Sometimes Postscripts discusses CONTROVERSIAL topics, often resulting in calls and letters of approval or disapproval. That's the way readers SHOULD react. Keep it up. Let some of the Politicians know how you feel too; write or call them. They, especially, need to know your thinking now. ALSO--your doctor, the stores where you shop, the Service Department of your garage, your Church, the TV programs you watch, and so on, all APPRECIATE knowing what the public "pulse" is. Let them (and us too) "in" on what you believe is right or wrong. The Reverend Martin Nismoeller had a decision to make and his story tells it all--"In Germany, the Nazis first came for the Communists, and I didn't speak up because I wasn't a Communist. Then they came for the Jews, and again I didn't speak up because I wasn't a Jew. Then they came for the Trade Unions, and I didn't speak up because I didn't belong to a Union. Then they came for the Catholics, and I didn't speak up because I was a Protestant. Then--they came for me, but by that time, there was no one left to speak up." WHENEVER people fail to speak up, it is assumed they must all APPROVE. Experts say we should always inform our Congressman, or our Store manager, etc., PRIVATELY first, then--if he or she doesn't take the time to reply, go public. They say we should never spread adverse feelings without first contacting the source for explanation or possible fair correction. That's good advice.

THE WORTH OF DEPOSIT/TIME: Here we tell a story of family love and devotion, mixed in with some business good sense. This article by your reporter will not help us old (?) codgers one whiff, but younger families take heed. Here we go.....Herb was an older brother. He opened an IRA account when he was 25. Faithfully he made MONTHLY investments into his IRA. His payments totalled \$2,000 every year --until he arrived at age 65. His IRA contributions those 40 years, came to \$80,000 total. Nancy, was his dear sibling. At age 8 years she sold lemonade from a stand her brother helped her build. Successful at that, she later started an aluminum recycling collection deal, using the profits to open her IRA account. Oh, yes, an Uncle gave her a few dollars when she was 10, plus she did a lot of babysitting, mowed neighbor's lawns, etc. She was a genuine entrepreneur. Her total IRA investment came to \$6,750. From +16+ on she started enjoying social life and spent her savings on such things. At age 65, Herb's \$80,000 became \$893,704 in his IRA account. But...little Nancy, at age 65, with only \$6,750 total invested in her IRA, had an UNBELIEVABLE \$1,266,170 (over a Million \$s) to enjoy during her retirement. The power of compounding interest (interest on interest) over the longer period, proved startling. Ben Franklin advice---START a Savings Account early.

"The first slice from a loaf of bread is usually called the END. But-- isn't it, really, the beginning?"

THE WORLD IN TURMOIL: Many have made contact again, asking about their investments. What should they do now? Of course, every situation is different, but we are always glad to be as helpful as possible. I'm sure every one of us wish SUCCESS to all our Ultra Friends. That's what drives and motivates you and me to help each other. There is crisis in the air! Men are not angels! This issue of Postscripts should run 10-pages long - that's the information on hand (VERY condensed overleaf).



BUSINESS--IN A NUT SHELL: Conservative analysts tell us that the vast majority of Americans still do not realize that the U.S. economy is becoming stagnant. With inflation on the rise---"STAGFLATION" is one name for it. A few blame Saddam for playing with matches in the oil-rich Mideast tinderbox...but many of us knew the economy was in trouble even way back before 1987. It has been going DOWN ever since. The Great Depression of the "thirties" didn't develop overnight either, but was simmering at least four years before 1929. Those who are interested may wish to read AGAIN short "items" about the economy written in earlier Postscripts issues----ie: the Spring, Fall and Winter 1989 issues, also the Summer (pyramid) 1990 edition. Since retiring from writing my monthly "Economic Newsletter", the occasional words in "Postscripts" may offer ideas to a few readers? Economist Dr. John King's 1990 remarks--- "The coming Great Depression will not just catch most people by surprise, it will catch them with empty bank accounts"--should be kept in mind. It's not that we all agree with King (the jury is still out on this), but we need to take precautions. Students of History know there has been a "DEEP" economic crunch every 40 to 60 years. The "Kondratieff" Long-Wave proved this over several centuries---the last few, 1830, 1890, 1930. Add 60 years to 1930...what do you get? I'm no guru, but years 1931 (still in College) and 1932 and 1933 were much more severe. Will things become worse yet THIS year (?) or will a crash be delayed until 1991-92 or later still? What our Congress does (and the Arab affair) will decide.

SOME PEOPLE SAY WE LIVE IN A PAINFUL WORLD--- I do NOT agree! Oh, we all have problems. But, when you walk through a storm, the advice is to hold your head up high. Things always get better if we face life positively. Today is, once again, MUCH like the era of Joseph in Holy Scriptures and a crisis could occur almost anytime. Experts advise to keep alert...yes, while Noah was building the Ark, people laughed...until the floods came. We all can take measures to protect ourselves-----Pay off as much debt as possible, assume no new mortgage, accumulate at least 3-months reserve cash, build up a store of daily needs at home, a bag of silver coins; buy gold mine shares...diversify investments into only insured CDs, T-Bills, select Utility shares, etc. Meanwhile, learn an alternate trade in one's spare time; build-up reserve cash now to LATER pick up sound Industrial Stocks, real estate, other-real-things, after prices have totally dropped (collapsed). The latter advice comes from those who made fortunes from previous market declines. The above suggestions fit a FEW--not everyone. People CAN--go HUNGRY...even with a steak sandwich in each hand. There has to be ACTION taken. One's SHIP will never come in, if its sails aren't set. On average, it is said that less than 10% of those offered sound advice, implement it. Some PROSPER in hard times, others starve.

WORLD'S GREATEST DEBTOR NATION: That's the label now hung on the United States of America. The Federal debt, as EVERYONE knows, is at an all-time high and the U.S. dollar is in another decline. Many of us are tired of the big-spending politicians in Washington spouting they can't cut any more waste from the budget (but we SAW them vote THEMSELVES a 40% payraise in less than one day). Does Congress deserve a \$30,500 pay increase when they can't control Federal spending? That raise, alone, is more than most Americans EARN in an entire year. Let's repeat, many people are afraid of politicians who tell us they will reduce spending, then sneak themselves \$125,000 salaries (\$350,000 with their perks), or who increase taxes (read my lips) rather than cut government waste. Someone said, "VOTE THE RASCALS OUT" -- that sounds like good advice. One authority says, "Stick a Geranium in your hat and be happy!" BOTH?

THE NEWHOUSE SILVER MEDAL: This year the vote went to past-president Jim Craig. This Annual Award couldn't have been presented to a more deserving person. Congratulations, Jim!

November 1990

In your service, Ernest Newhouse, Exec.Dir.

Page Ten

November 1990

ULTRA VAN MOTOR COACH CLUB, INC.
 Treasurer's Quarterly Report
 7/01/90 thru' 11/07/90

Checking Account Balance as of 7/31/90	\$ 2,184.56
Benham Capital Management Money Fund	2,000.46
Treasury Balance as of 7/31/90	4,185.02

RECEIPTS:

Membership Dues	\$ 375.00	
Benham Capital Mgt. Int.	37.06	
Total Quarterly Receipts		412.06

DISBURSEMENTS:

Insurance	\$ 501.97	
Corporate Filing Fee	5.00	
Deposit for incoming Treas.	100.00	
Treasurer's Expenses	31.16	
Total Quarterly Disbursements		638.13

Checking Account Transfer to Louis Griggs	1,958.49
Benham Capital Management Money Fund	2,000.46
Treasury Balance Transfer	\$ 3,958.95

ULTRA VAN MOTOR COACH CLUB, INC.
 Treasurer's Annual Report
 1/01/90 thru' 11/07/90

BEGINNING BALANCE	\$ 2,993.58
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RECEIPTS:

Membership Dues	\$ 1,665.00	
Benhan Mgt. Interest	150.88	
Other Income	5.50	
Merchandising	17.00	
Total monies to be Accounted For		1,838.38

DISBURSEMENTS:

Secretarie's Expenses	38.52	
Postage	25.00	
Photo copies	1.80	
500 Decals & mailing	429.05	
Group Ultra Van Dues Transf.	4.00	
Newsletter (L. Griggs)	1,200.00	
Directory Printing	400.00	
Emblems	29.55	
Coach Numbers	57.38	
By Law Copies	10.04	
Corvair Technical Booklets	40.00	
Insurance	501.97	
Corporate Filing Fee	5.00	
Incoming Treasurer Adv. Dep.	100.00	
Outgoing Treasurer Expenses	31.16	
Total Disbursements		2,873.47

Balance Transferred to Incoming Treasurer	1,958.49
Plus Benham Capital Management Money Fund	2,000.46
Total Transferred	\$ 3,958.95

Respectively Submitted by: *Katherine R. Polus*

At several Ultra Meets we have been asked about travelling in Ontario, "so here are the facts ma'm".

There are many crossing points between the US and Ontario but the common ones are: Port Huron, Detroit, Buffalo, Niagara Falls and Thousand Islands. To cross the border, have identification such as a voter's card, birth certificate, etc. Also, sometimes they ask for the vehicle registration and proof of insurance. Pets need a certificate of vaccination for rabies.

You can bring in a reasonable supply of food and personal items which you will be taking back to the US. Alcohol is expensive in Ontario, a case of 24 cans of beer is over \$24 plus deposit. Best buy is about \$14 at the Duty Free shop on the border.

CAUTION!...no firearm under 26 inches long is allowed and a custom permit is required for sporting rifles and shotguns. Also, make sure the prescription label is on any controlled drugs. Violations found by a customs officer can result in delays and vehicle seizure.

US money is accepted everywhere but the best exchange rate is at a bank. Banks are normally open Monday to Friday from 10am to 3pm. American Express, Visa and Master Cards and Travellers checks (we spell it cheques) are accepted everywhere. Personal cheques are very hard to cash. An American dollar is generally worth 15 to 20 percent more than its Canadian counterpart.

The "Triple A" here is called the "Ontario Motor League" or CAA and your USA membership is valid anywhere in Ontario and Canada.

There are no toll roads in Ontario. Gasoline is sold by the litre (3.78 litres to a US gallon) and currently the price is around 65 cents a litre, or \$2.45 a US gallon for regular unleaded fuel. The road tax part of that cost is at the moment \$1.03 on a US gallon. Be sure to fill-up in the US before crossing the border.

Shell Oil Canada sells an unleaded gasoline called "Formula", unlike that sold by any other company in the US or Canada. "Formula" has an additive blended-in to protect the valves of pre-1976 vehicles. Canadian law, like the US, bans lead, but allows other metal compounds which Shell can use until the number of pre-'76 vehicles is negligible.

All road signs are in kilometres and are required by law to end in zero. This makes it easy for tourists to convert to Miles Per Hour. Just drop the zero off and multiply by six. 50 kph thus becomes 30 mph and 100 kph becomes 60 mph, easy eh!

The super highway exit numbers are the distance from the beginning, thus Exit 522, on Highway 401 is 522 kilometres from Windsor, near the border at Detroit. We live 14 km (14 x .6 = 8.4 miles) from Exit 522 so we hope you will give us a call (613-394-3054) for directions when your in our area.

Also, January 1, 1991, Canada will have a new Federal tax called the Goods and Services Tax adding 7 percent to most purchases. With an Ontario sales tax of 8 percent, the total consumer tax goes to 15 %.

Still coming to Ontario?.....at least the air is free.

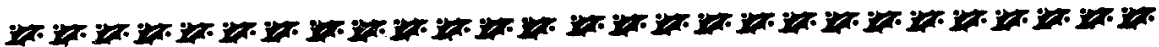
UPCOMING RALLIES

January 17-20, 1991 Phoenix, Arizona--see flyer, page two
 January 25-27 Miami, Florida--Host, Lain Guthrie
 This Rally will be held at Host's 5 acre grove at 6960 SW 144th Street,
 Miami. No hookups, plenty of space for parking.
 March 25-27 Tiger Lake, Florida--see flyer, pages three and
 four.
 April 25-28 Tehapachi, California--more later on this
 May 8-18 Holland, Michigan--see flyer, page five
 All members will get a separate mailing, probably from the Chamber of
 Commerce, on this one.
 June 1991 Need Host & site (Eastern)
 July 1991 Crescent City, California or Pt. Oreford,
 Oregon--more later
 September 23-29 National Rally at Neosho, Missouri--much more later



NEW MEMBERS

#510 Mark & Grace Simmons
 97 Beverly Place
 Xenia, Ohio 45385
 Ph: 513-376-1504



Vote count

Vice President--Gladys Bell 68
 Secretary--Maybel Griggs 74
 Treasurer--Louis Griggs 50
 --Dan Reinhardt 26
 Dorector, West--Glen Moen 61
 Director, East--Clyde Stanton 74
 Ernie Award--Jim Craig 22
 Louis Griggs*--4
 Jean McMasters--5
 Walter Davison--6
 Howard Boso--5
 Neva Brining--5
 Maybel Griggs 2
 Elga Green--1
 Mory Snyder*--2
 Norman Helmkey--2
 *not eligible; already have the award.



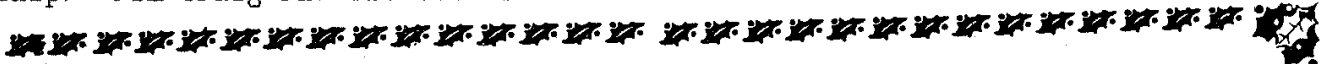
ITEMS for SALE

Rebuilt Ultra rear hub/spindle assemblies, late Corvaair style. Includes new bearings and seal, backing plate (fits left or right side), painted black. Bearings are set to "0" clearance. Vent tube or grease fitting not installed. Spindle bearing surface areas are standard size. "U" joint yoke is the later type that requires 5/16" bolt, unless you specify otherwise. Shipping price: \$125.00 + UPS C. O. D. (\$35.00 returned if you send back rebuildable core and shipping box prepaid. These quality units are recommended by Jim Craig. Price at shop: \$85.00 plus tax. Note: specify for Ultra Van. Contact Corvaair Assistance 714-986-6543, Mr. Orville Eliason.

Your windshields installed with new center glass cut to contour of new panels, and new seal--\$250.00 Jim Craig Ph:619-366-9104.

Ultra Van lapel/hat pins approximately 1/2" x 1-1/4"; it is a side view of Ultra Van, white color with windows and other details. \$4.00 plus tax & shipping, or contact your merchandising Chairman after January 1991; or contact now P. A. S. Engraving, 3801 W. Lone Cactus, Glendale, AZ 85308. 434-5069.

Foam bumpers, original style: \$39.95 each, + UPS C. O. D. (\$35.00 pickup at shop) Jim Craig Ph: 619-366-9104.



USED CORVAIR HEADS FOR SALE

All are in excellent condition & ready to install plugs of your choice & GO I am quite sure these are better than Clark heads. A prices are FOB Dayton, Ohio & from A 1982 Clark Cat. Item 5 has a dang & sentimental story & the only item I have any record on - I purchased it on Sept.19-1984 & paid \$200.00 as is with Thermister installed - was assured all was O.K.& ready to use. I carried as spare but never used,

Item No.	Quan.	Head No.	Year	H.P.	Clarks 1982 Cat.	Price
1	1	383516	1961-63	98-102	\$65.00 Ea.	as is-with valves
2	1	3878569	1966-67	110	\$70.00 Ea.	" "
3	1	3856728	1965-66	140	\$100.00Ea.	" no valves
4	1	3856728	1965-66	140	\$100.00Ea.	" no valves
		Item 4 has new intake valve seat				
5	1	3856728	1965-66	140	\$215.00	" with valves
		Item 5 has Thermister installed				

Packed for UPS shipment weight is 25#

Gus Brining
2815 Ida Ave. Dayton Oh.
45405



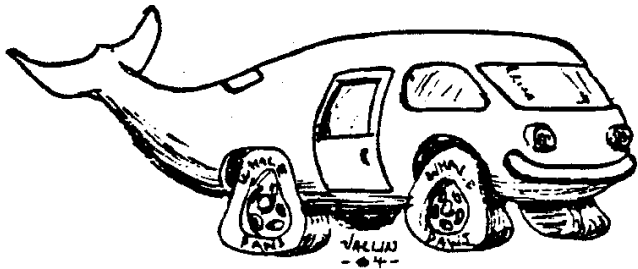
Want to BUY an Ultra Van

James Earl Foust
R.F.D. #2
Rockwood, Pa. 15557

Harry Light
Fort Lauderdale, Fl.
Ph: 305-763-7124



TECHNICAL WHALE TALES

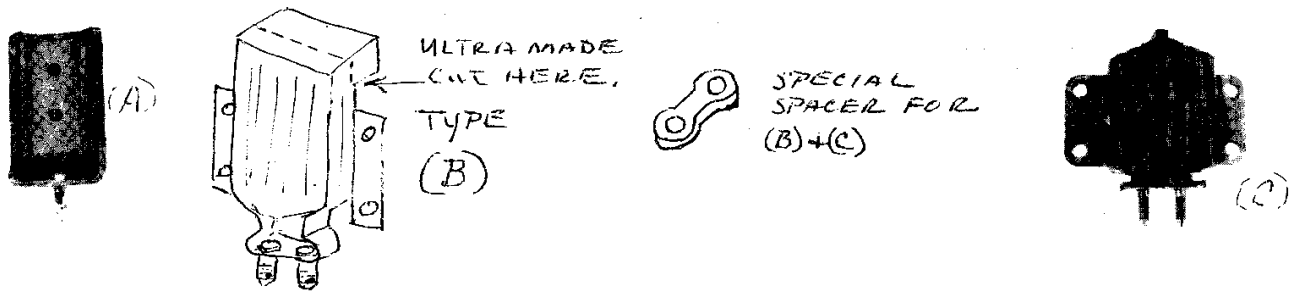


"Technical Whale Tales is a collection of technical tips submitted by Ultra Van Motor Coach Club, Inc. members. Although the technical tips included in this section have been reviewed for technical content and are believed to be both acceptable and workable, no guarantee is implied that they will work 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

Tech Tip #17-90. Entrance door latch. Ref. Ultra Manual Sect. 2, page 2-5. If your entrance door latch spring that holds the handle closed, is broken, which leaves the handle protruding out at a 45 degree angle, here is a fix. Attach a magnet from a cabinet door to the inside area of the handle with silicone or epoxy. The steel housing for the handle assembly will hold it in the faired/flush position, just like new. This was seen on an Ultra at a recent Rally. Jim Craig #549

Tech tip 18-90. Ultra Corvair rear engine mount. Ref. Ultra Manual Sect. 13, page 13-9. Some Corvair powered Ultras have had the rear engine mount to fail, and drop the engine at the rear. This can be very embarrassing, and a drag, to say the least. Hmm? The owners that have had this happen report that the engine comes back to idle and you coast to the curb, with sparks flying as the engine drags along, on the rear skid plate. To eliminate this from happening, several items need to be checked, and repairs and/or replacement of parts are necessary. First, verify which style engine rubber mount you have installed.

(A) 1961-64, (B) 1965, or (C) 1966-'69



(A) Support rear of engine. Remove the two attach bolts that secure mount to rear bulkhead. Verify that the steel spacer that the two bolts go thru, and the flat steel plate that fits into the back side of the mount are in place. Inspect steel all parts for cracks or other damage. Reinstall mount and attach plate to engine with new nut, washer, and cotter key.

(B) This is the bad one. It was used on quite a few Ultras, and was first used on the early 1965 Corvair cars. It worked ok on the cars, but not on the Ultra. Reason: GM designed it with a steel flange that would contact a steel crossmember at the rear of the car engine compartment to keep engine from falling on the ground when the rubber failed. So guess what Ultra did? Yep, you guessed it, they sawed the darn flange off. Now you know the rest of the story. Remove ASAP and replace with type (C).

Type (B) and (C) attached to the engine with a special two holed washer/spacer and special hi-strength steel lock nuts. (see sketch) These are available from Clark's Corvaire or Francis Boydston #435 (also mounts (A) and (C)).

(C) This mount is fail safe*. Even though the rubber fails, a large steel cross bolt prevents the mount from dropping the engine. *But! The lower flanges of the mount where it attaches to the engine are known to break occasionally. Rare, but they do. Support engine and remove mount, clean and inspect closely for bending, cracks and distortion at the flanges. Repair/replace as necessary. Note: use special washer/spacer and nuts as noted above. See mount sketches on Page 13-9 of Ultra Manual. Special NOTE: Install all attach nuts for rubber mount to engine very tightly.

Tech Tip 19 -90. Windshield Product. Ref. Ultra Manual Sect. 15, page 15-63. The product RAIN-X is excellent for use on windshields. We lost the driver's side wiper during a heavy rain in Oklahoma following the Texas Rally, and drove for several more hours, thanks to prior application of RAIN-X. The water beads up and blows off. Follow the application directions precisely, and do not use any windshield cleaning materials afterwards. For bug and dirt removal, use water only. Bob Franz #472

WANTED

Looking for the person who has the Club Public Address microphone and aluminum base. The stand is chrome plated, and screws into the aluminum base. If you have it, or know who has it, please have it shipped by UPS to Jim Craig, 7011 Sunny Vista Road, Joshua Tree, CA 92252. Jim has the remainder of the system.

WANTED

Need parts for Ultra Van #001: 8 each lug nut stud extensions, (approximately 8-9" long with male and female ends, possibly made of octagon shaped steel rod), two ea. aluminum bands that fit between rear wheels, and 1/h windshield (slight damage ok), new better. also any cabinets for inside coach.

Jim Craig #549 Ph: 619-366-9104

Editor's note: Jim Craig has acquired Ultra Van #001, the original prototype. At press time he was in the process of getting it home, where he can work on it. By the next Newsletter he will no doubt be able to tell us much about it. (So can David Peterson, who built it.)

We consider the Tech Tip on rear engine mounts to be one of the most valuable yet published.

Tech Tip: 20-90 110V-AC Shore Line Connectors
Reference: Ultra Manual Section 15-94

Most later Ultras were equipped with 3-Prong outside receptacle with a spring loaded cover ... the mating plug on the shore-line insured correct hook-up to the coach.

Phones: 517-279-7594 Manufacturer: The Bargman Co.
 800-248-2028 129 Industrial Avenue
 FAX: 517-278-2028 Coldwater, Michigan 49036

P/N's: 40-60-666 Complete Connector
 40-60-001 Male Base with Cover
 40-60-002 Female Plug

NOTE: These parts may or may not be available in local RV Supply Stores.

Len Ryerson #513

Tech Tip: 21 -90 Bosch Electric Windshield Wipers
Reference: Ultra Manual Section 15-63 etc.

During the research for the Ultra Manual, Bosch was one of the very few companies who refused to give us any help or supply Technical Information.

Thanks to John Shattuck-Ultra # 459 who did some investigating on his own, we have the beginning of some up-dated information.

Original: American Bosch
 Electrical Products Division of Ambec Industries Inc.
 Post Office Box 2228 Columbus, Mississippi 39701

Present Company: Motor Systems Division of United Technology Corp
 Columbus, Mississippi
 Phones: 601-245-4257 Mr. Tommy Yeatman -- Service
 601-328-4150 (No. given by phone company)

Distributors: H. G. Makelin Company
 219 South Shaw Road
 So. San Francisco, CA 94083-2827
 Phone : 415-873-4753

 H. G. Makelin Company
 1520 South Harris Court
 Anaheim, CA 92806
 Phone: 714-978-7515 John Duncan

As more information becomes available we will compile it for Manual.

Tech Tip 22-90

Len Ryerson #513

Water Pumps -- Fresh Water -- Peters & Russel
Manual Section: 6-7

Pump loses prime, fails to pump or pumps in spurts can often be caused by mineral deposits on valve surfaces: Pumping 2 or 3 gallons prox. of HOT WATER through pump will usually cure this problem.

Len Ryerson #513

The Saga of OBSESSION IV ol'547 (Episode 6) by Norm HelmKay 356/547

At both the '89 and '90 National Rallies folk asked for more of the saga series. I've thought it over and because of an incident on our way to Texas, here is the latest episode of ol'547. Also, if nothing more, I hope it will be an incentive for you to check your coach and if it has not been done already, make a vital safety modification.

We left the Joy's (#486) and headed down I-81. Near Roanoke, as we came back on the interstate the next morning, I sensed the back-end of the coach wiggle as though a rear tire was soft. In retrospect, I remembered noticing in the side-view mirror the outer edge of the left rear tire poked out of the wheel-well once in a while, but this problem indicator did not sink-in until much later.

At the next interchange I checked the left rear tire, the pressure was fine, but a lot of tread had been scrubbed off. The coach was actually tracking a bit sideways, like dogs often do when they run. Nothing seemed visually wrong or broken, but on the other side, a different story. The right rear wheel was turned in, between 15 and 20 degrees, the trailing arm had torn loose from the bulkhead.

Having run about 30 miles since feeling the rear-end wiggle, I knew the rig was drivable, but to straighten the arm and reduce the tire scrub, I wedged a short piece of 2x4 between the inside of the wheel-well and the loose end of the trailing arm. Driving carefully, we found a welding shop at Troutville. Though very busy, they offered to make new brackets, a place to work and heavy tools I don't carry.

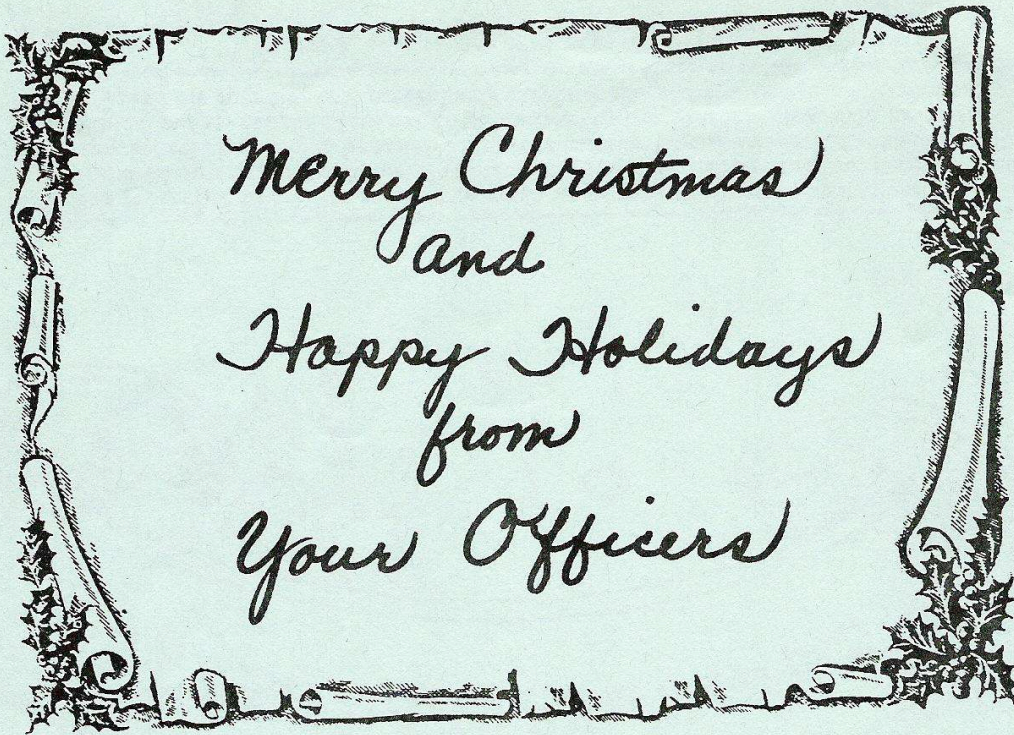
These nine inch long steel brackets were just like those someone in the past had already put on the left side. Since the left brackets seemed to work, I duplicated the error on the right side. A half day later ol' 547 was mobile again. Cost of emergency repair, \$13.50.

Unfortunately, the angle-iron brackets, while made of steel, were eleven inches shorter than the originals and did not distribute the loads up the whole bulkhead. On the way home, while turning corners, occasionally we heard an odd plinking sound, like pieces of metal flipping past each other. In a detailed inspection at home, I found cracks all over the forward bulkhead of the rear wheel housings. Five days work in the cold, \$120 dollars worth of aluminum and 96 bolts later it's all fixed, but prevention would have been much better. Repairing the bulkheads is a lot of work and very expensive if you can't do it yourself. Also, the rear wheels need to be re-aligned.

First, read Ryerson's Ultra Manual, Section 9, page 38 on.....
VERTICAL STRUCTURE FOR REAR SUSPENSION ATTACHMENT.

Next consider, the rear wheel housing is thin, like the bottom of an oil can. Each time you start, the trailing arms push the bulkhead in. Every time you stop, the arms pull the bulkhead back. When you go around a corner the bulkhead also goes plink-plunk like that oil can. There is no way of knowing how long it will take the aluminum vertical "U" channels or the bulkheads to crack, but it might be sooner if, like in 547, there was road salt corrosion under the channels.

Moral of the story; inspect the vertical "U" channels, if they are not already cracked, install the braces recommended by Len Ryerson (Drawing 9-BN) as soon as possible, then.... start, stop and go around cornerseéééasy.



Merry Christmas
and
Happy Holidays
from
Your Officers



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Alternate Address: Summer Winter (Check one)

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

Membership: New Renewal (Check one)

Make of Coach: Ultra Tiara Travelon Associate: Make _____

Coach Number/s _____

Make check payable to: Ultra Van Motor Coach Club, Inc. and mail to Louis
Griggs, Treasurer, 626 Brookfield Ave., Cumberland, Md. 21502.