

ULTRA VAN MOTOR COACH CLUB, INC.

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.



LOVE IS
In The
Air



ULTRA VAN MOTOR COACH CLUB, INC.

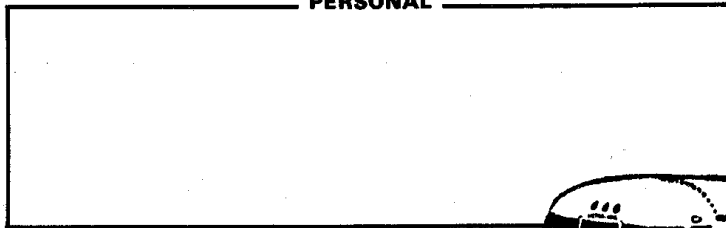
Maybel Griggs, Secretary
626 Brookfield Avenue
Cumberland, Maryland 21502

PLEASE
PLACE
STAMP
HERE

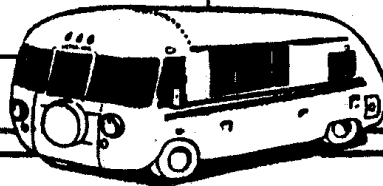
Spring 1991
Newsletter

FIRST CLASS MAIL

PERSONAL



DATE MAILED



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.

Special Notice from Secretary:

There is no charge for listing Coaches for sale in the Newsletter to members of Ultra Van Motor Coach Club; nor for parts for sale or parts wanted, or coaches wanted to buy. Your Secretary considers this an important part of this Newsletter, and will try her level best to assist. Please try to cooperate--I am not a mind reader--let me know what you want printed.



PRESIDENT'S MESSAGE

The plans are moving ahead for our National Rally at Neosho, Missouri, September 23-30, 1991, and we hope you can all arrange to meet with us in this attractive corner of that state.

The Suckows, Snyders, Reinhardtts, and ourselves have inspected the site and find the recreation center and grounds to be spacious and well-equipped. The parking will be in a grove of trees with two sets of electrical outlets. (Some long cords needed.) This area adjoins the golf course, so it is quiet and private.

The surrounding attractions are many and varied. We may make two bus trips. One to Grove, Okla., to Har-Ber Pioneer Village and the other to nearby Carver Memorial and Precious Moments Museum.

We urge you to spend as much time in the area as you can work out. There is the gigantic Silver Dollar City amusement park with working demonstrations of pioneer crafts and related entertainments. --Expensive, but a full day's value. On the highway from here to Branson, (7miles), is a string of country-western music theatres that are first rate and lots of fun. Just over the ^{in the}Arkansas, is Eureka Springs with its Passion Play and colorful shops. To the north is the Lake of the Ozarks region and Independence, Mo., and its Truman Museum.

If you have any questions, those of us mentioned above may be contacted.

*Best wishes
Bob & Roberta*



ULTRA VAN MOTOR COACH CLUB, INC.
Board of Directors' meeting-Franklin, Texas 1 PM, October 3, 1990

Those present: Robert Franz, President; Louis Griggs, Secretary; Directors-Roberta Franz, Norman Helmkey, Nobia Suckow, Pete Schuler, Lynn Hunter.

The minutes of the Ruidoso Directors' meeting were read and approved.

A motion was made by Norman Helmkey, and passed unanimously, that members be encouraged to fly their state or provincial flag at rallies.

A discussion of the packet for new members, as a holdover item from last year, was held. Histories are no longer available.

It was recommended that the next Directory make an indication of members who have stopping spots.

Nobia Suckow reported that the rally site for the 1991 National Rally will be in Neosho, Missouri. Parking is free, but a flat fee of \$500 will be required for use of the pavillion. Users of electricity will be required to pay for it. More details will follow.

The four By-law amendments proposed were discussed in detail. The Board of Directors recommended a "No" vote on Agenda Action #1 & #2, and a "Yes" vote on items #3 & #4. All recommendations were by a unanimous vote.

The meeting adjourned at 2:40 PM.



Respectfully submitted,
Louis Griggs, Secretary

WINTERS PRINGS

BROOKSVILLE
ZEPHER HILLS
TAMPA
HWY #60
LAKE WALES

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

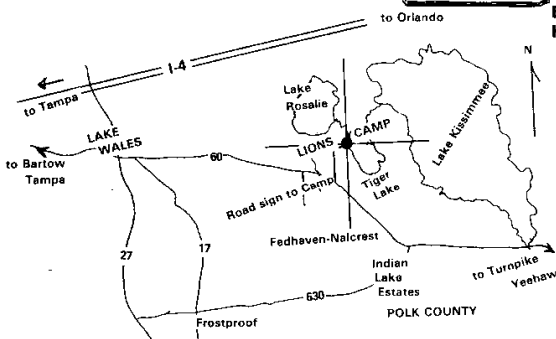
NEWTOWN ISLAND
COCOA BEACH

FLORIDA LIONS CAMP

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



VERO BEACH
HWY #60



SARASOTA

ENGLEWOOD

Bring Ultra/Corvair
Swap meet items

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

LAKE SHECHOBEE

HOBBS SOUND

PALM BEACH

LAKE WORTH



FT LAUDERDALE

- 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 (UNWRAPPED) 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 RINGING PEACOCKS ETC. (LIKE BEE TOWER IN LAKE WALES)

NAPLES

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

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

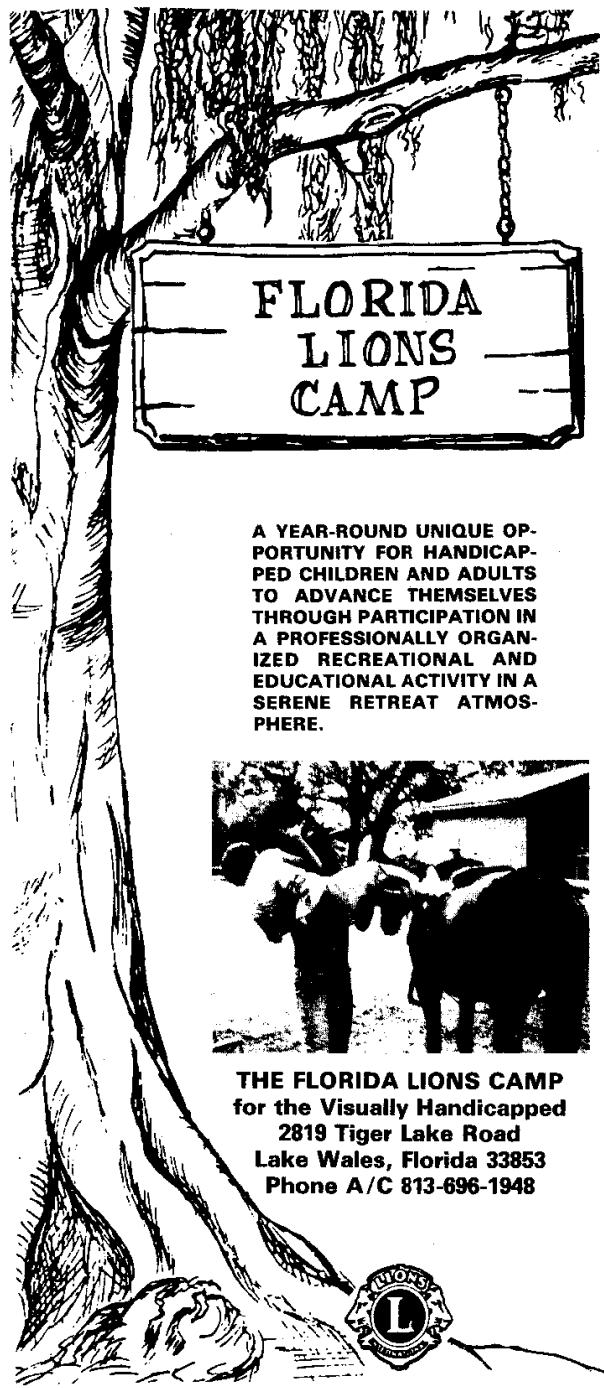
10AM BRUNCH + FAREWELLS

MIAMI
CORAL GABLES

EVERGLADES NATIONAL PARK

WALTER + MARILYN DAIVISON
1208 ASTORIA AVE
CORAL GABLES FL 33134
305-444-1937

KEY WEST



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



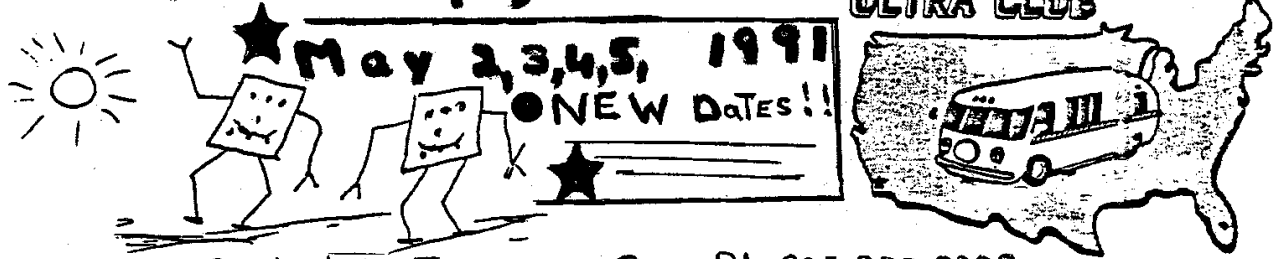
Camp through many fund raising activities and by sending their members as 'work party' groups as volunteers to do maintenance and, in some cases, new construction work. There are over 14,000 people in these groups. Many individuals, philanthropic organizations, businesses and corporations make tax exempt (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.

ULTRA VAN CLUB POW-WOW

Brite Lake Rally

Tehachapi, California U.S.A



Location - Brite Lake Tehachapi Ca. Ph 805 822 3228

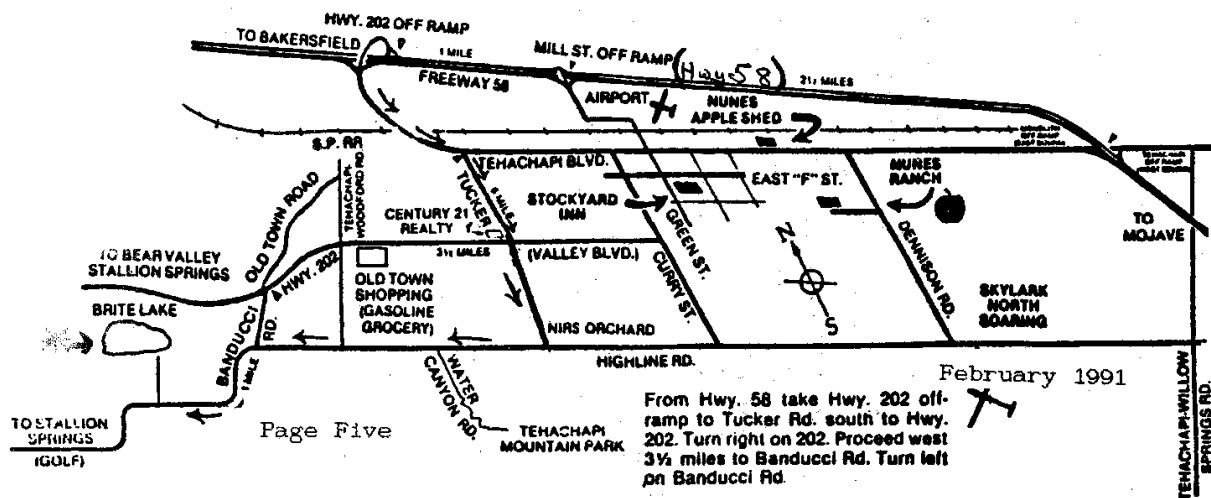
Cost - \$7.00 Showers + water available registration \$ 3.00
Extra people and pets --- Free

Host - Leonard and Brenda TeKaet # 220

co-Host - Mel + Mellie Dinesen # 200

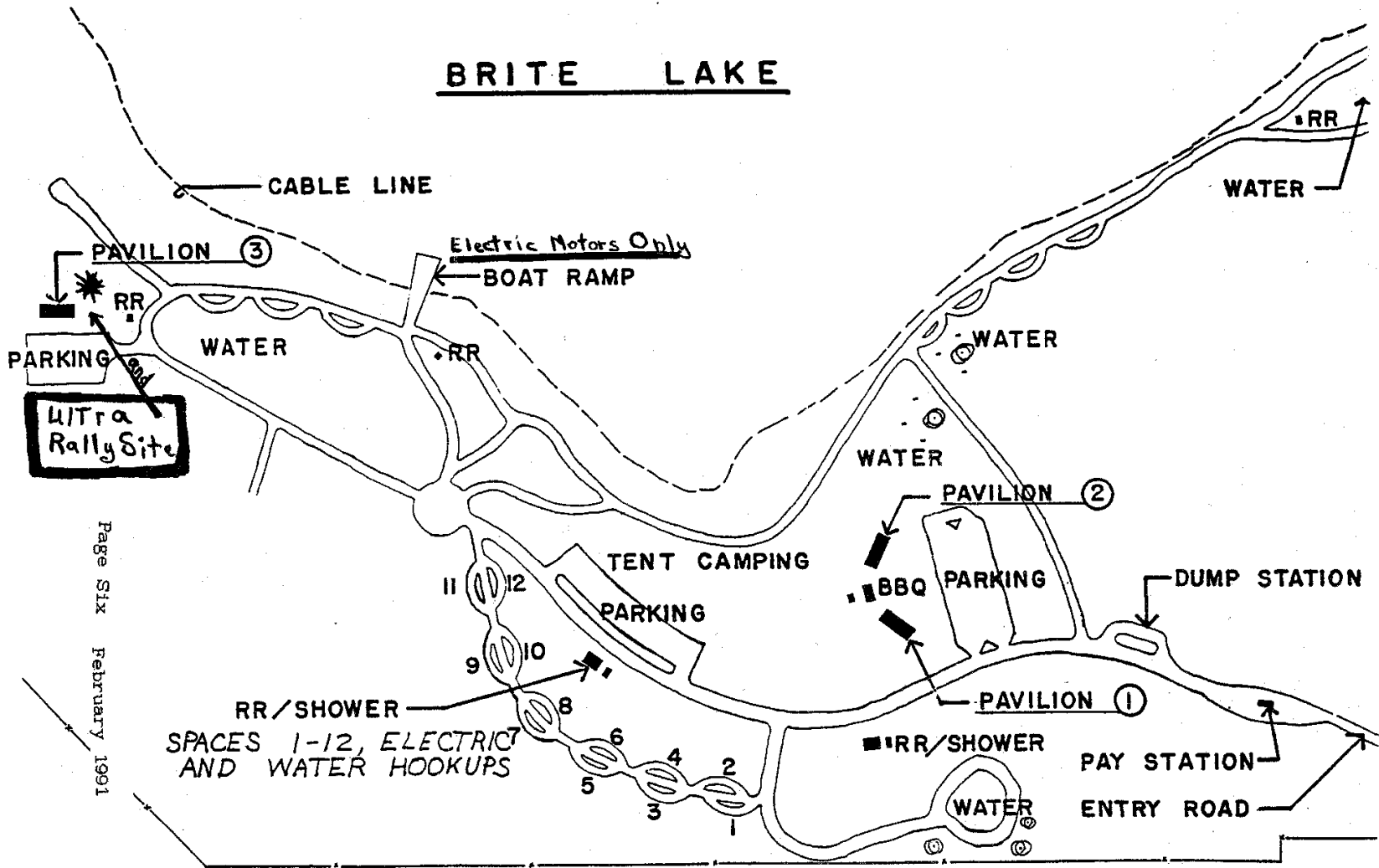
Come one, Come all.. This Rally is beside a lake. Enjoy your selves with Fishing, good food, Pot Luck Dinner, Silent Auction, Cash Bingo and much much more. Lets have fun!!! Join your Ultra Van Friends.

Bring- fishing equipment (fishing licence Required) Tarp, firewood warm clothing for night time + table + Lawn chairs (We have reserved a pavilion for 1 day for pot Luck dinner), items for Silent Auction & items to put in POW-Wow Stew Thursday the 2nd at 4 PM and a Big Smile ☺☺



From Hwy. 58 take Hwy. 202 off-ramp to Tucker Rd. south to Hwy. 202. Turn right on 202. Proceed west 3 1/2 miles to Banducci Rd. Turn left on Banducci Rd.

BRITE LAKE



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February 1991

Tulip Time '91

FESTIVAL

Holland, Michigan

Wednesday, May 8 to Sunday, May 18, 1991

RALLY

Saturday, May 17 through Tuesday, May 20



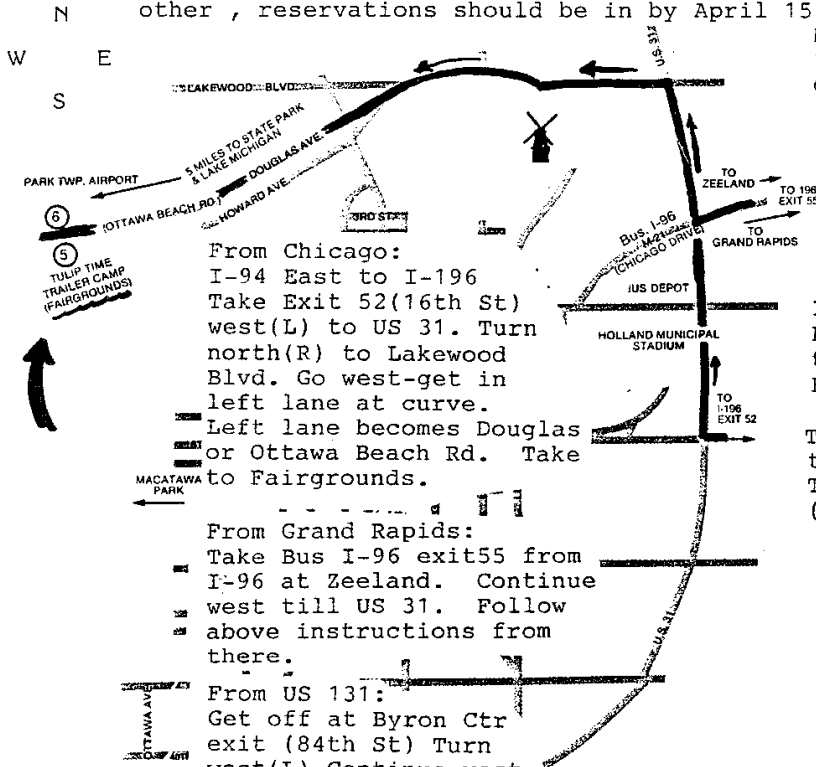
You have received your Festival brochures and are planning on attending but forgot to send in your reservation maybe?

You are waiting to see if you get a better offer?

Maybe they will mark down the camping fee?

The price is gonna stay the same folks - no sale in the offing only \$6.50 per night which includes electricity, water showers dump station....No dancing girls though, unless one of you will volunteer? Get your camping reservations and any other reservations for other festival activities soon!!! There is room even at the last minure but to insure camping next to each other, reservations should be in by April 15. Send them to:

Marian Grootenhaar
1505 Quincy Street
Grandville, MI



From Chicago:
I-94 East to I-196
Take Exit 52(16th St)
west(L) to US 31. Turn
north(R) to Lakewood
Blvd. Go west-get in
left lane at curve.
Left lane becomes Douglas
or Ottawa Beach Rd. Take
to Fairgrounds.

From Grand Rapids:
Take Bus I-96 exit55 from
I-96 at Zeeland. Continue
west till US 31. Follow
above instructions from
there.

From US 131:
Get off at Byron Ctr
exit (84th St) Turn
west(L) Continue west
to US I-96 Bus route.
(84th St. goes directly
into Bus I-96) Follow
directions then from
Grand Rapids.

If you can't make the
Festival, Join us for
the rally at the Holland
Fairgrounds.

The Fairgrounds are across
the street from the Park
Twp. Airport on Douglas Av
(Ottawa Beach Road)

HOSTS

Clyde & Kay Stanton
Ron & Yvonne Hodges
Marian Grootenhaar

PRIZES

FUN

TECH SESSIONS

RELAXATION

CRAFTS

REPORT OF THE GENERAL MEETING AT PHOENIX, AZ,, JAN. 21, 1991

The meeting was called to order by President Bob Franz and the singing of the Club song was led by Esther Snyder and Edna Steenburg. New members Jerry & Valerie Hymes were introduced. They have purchased coach #340.

Rally reports: Sherrif Arnold Steenburg turned in .75¢!
Wagon Master- 18 Ultras, a#603, 1 Tiara, 1 Volkswagen, 1 Winnebago, & 1 tent. (#340 had problems on the way). Total=23.

The President authorized the advancement of \$80.00 for lapel pins to be distributed to eastern and western merchandise chairman. To start with, there will be only 10 for each. These will be ordered by Jim Craig.

A report was made of the decision at the National in 1991 that a steering committee of two would target certain hazardous points of our coaches and suggest measures to correct these. This will be started by Norm Helmkey and Pat Fitzgerald.

Western chairman for the nominating committee will be Len Ryerson.

April rally: Millie Dinesen outlined plans for Tehachapi, Ca., starting May 2, 1991. Co-host is Leonard Tekaat.

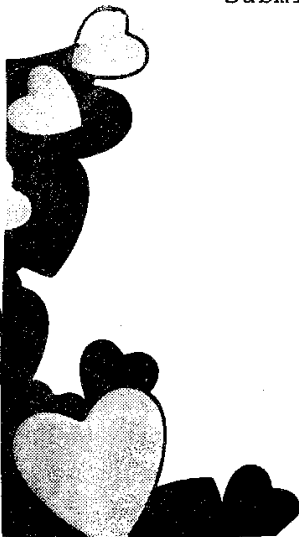
July rally: Possibilities were discussed and Crescent City, Ca. was Chosen. Committee to be named. July 18-21, 1991.

National Rally: A general outline was given by Nobia & Warren Suckow. This will be at Neosho, Mo., Sept. 23-30, 1991.

Communications: Attention was called to the Florida Rally, the Holland, Mich. Rally, and the possibility of a caravan trip on the Alaskan Highway sometime in 1992 during the celebration of the fiftyth year since its building.

The members were reminded by the President that any proposed amendments to the bylaws must be sent to him by August 1st, 1991.

Submitted by Nobia Suckow, acting secretary



ULTRA POSTSCRIPTS ★★★★★

"No one is so high and mighty, that he cannot spare a smile."

PREVENTATIVE MAINTENANCE: Did you wake up with a headache this morning? So----you "popped" an aspirin! And soon that ache was gone. Thousands of Americans follow that routine, as OFTEN as EVERY DAY of their adult lives. Aspirin is the totally HARMLESS medication. It can do nothing but good! Right? WRONG! For more than 100-years it was perceived ok. It is even an ingredient in many over-the-counter Cold Remedies -- read the fine print. Recent findings at the Mayo Clinic and elsewhere explain some dangerous side-effects. Not only does aspirin thin the blood..... often resulting in frequent nose bleed, and brain bleeding (stroke), but now it has been tied to macular degeneration (blindness). These new discoveries come too late to help my mother---she was a frequent user of this passive tension reliever- not knowing its hazards. She suffered nose bleeding, became near sightless, and later a massive stroke left her helpless until death. Why do I write about this? Since the club mailing goes out Nationally to many people, there may be someone who is not aware of the latest findings. Doctors, and magazines, and newspapers, in general, seldom cover this subject. Please spread the word---make copies of this to send to relatives and friends. Occasional use of aspirin, they say, can be helpful, does no harm. It's the frequent user who may have trouble down the road. "BAYER" will hate me for writing this.

"Did you know that I have a 'weight' problem?" Oh! "Yes, I can't wait until my next vacation (or the next rally)." Saying it works better.

FREE HUG COUPON: We have so very generously contributed this coupon to all readers of Postscripts. It can be cut out and taken to your local print shop---where you can have a batch of cards printed to (?) hand to friends (or enemies; kinda soften 'em up, ha). There are no copyrights on it, so go ahead and have fun. A little laughter now and then is GOOD for everyone. Doctors tell us that each hearty laugh is WORTH one-extra-day of life. Let's all live a bit longer and healthier. Go ahead, and HUG.



"Man is not COMPLETE until he's married. THEN he's finished."

KEEP IT LOOKING SHARP: In order to build-up and maintain the value of your car or your PRECIOUS motor home, merchandising experts all confirm the need to keep our vehicles clean and shiny at all times. Does everyone know about "WD-40" for that purpose? I've used it for years. WD-40 is available at most Auto Supply Stores. After washing the vehicle, simply spray a light mist over a small area at a time, then polish it down with a clean soft cloth. I use it on the front of each vehicle especially --- it makes bug and oil or tar splatters easier to remove. I use it on the headlights, the chrome and the paint. If some gets on the windshield, that's ok too (it is clear and helps it shine). Besides use on door-hinges, locks, etc., the beauty of WD-40 is HOW it re-news dull paint/faded stripes and helps PROTECT while it shines. It does'nt last forever; use it each-quarter or so. So EASY--try it.

"How do we KNOW that we know ANYTHING?" --- Philosopher E. Harwood
Page Nine February 1991

ANOTHER OPINION: Regarding prospective members, let's help them acquire a for-sale Ultra Motor Home by suggesting they join "Group Ultra Van" to receive the newsy "WHALES ON WHEELS" mailings. Some of our good members had proposed a By-Law change to admit families with any-brand vehicle. When founding ULTRA MOTOR COACH CLUB, INC. 25-years ago (1966), after careful consideration and advice, it was determined that the new organization should include only Ultra Van owners. Participation with Good Sam Club, Vanguard Travelers, the Dove Campouts, Family Motor Coach Association (FMCA), and International Traveler & Trailer Clubs of America, brings awareness that the reasons for restricting membership still exist. As a rule, your club enjoys an average attendance at regional rallies of from 25 to 35 families. If membership is "opened up" to any make, hosts could expect that number to perhaps double (or more) within a year or so, throwing excessive LOAD on rally hosts. Involved is site location to accommodate up-to-70 trailers, campers, vans; dining reservations for restaurant dinners out, etc. Personally, Edna and I have four families expressing desire to join....there are dozens-plus other camping groups nationally we suggest they check. Present By-Laws keep our organization compatible, with comradeship, trust, fellowship galore. A like-vehicle breeds helpful similar experiences, real companionship. Admitting odd-camper/trailer owners is a no, no. And, by the way, we LOVE all our ASSOCIATE members. They have been Ultra owners; they have had the indoctrination and FULL friendship-by-association. Also, any member can invite friends to any club meet---those who would like to come as visitors are always welcome. We just returned from Arizona and one of the greatest club gatherings ever experienced. Our thanks to the hosts and everyone who made it so.

THE PERSIAN GULF: We've heard it said that IRAQ is only about the size of the state of Oregon. Then how can such a small nation cause massive world disruption? There are many tiny (and large) countries ruled by ruthless dictators. We should not underestimate their potential for mass destruction. "Behold - how great a matter a little fire kindleth" That line from James 3:5 quite clearly describes the current situation.

ULTRA AVAILABLE? Having reached the age-of-discretion, after enjoying our 26' Motor Home so very much these past years, Edna and I have decided reluctantly, that MAYBE we should soon let some other deserving person (or persons) appreciate it as much as we have. Since we now average somewhat over 80-years of good life, are involved with several projects and want to do a few other things with our lives, we believe this to be a proper decision (please see enclosed ad copy). Don't count-us-out at rallies....like the Brinings, Whitesides, Tefft, etc., we'll come by car if no other way is available. A number of individuals have requested priority opportunity for ownership and, of course, these requests will be honored. If still interested they may wish to mail a bid for first consideration. I'd guess that everyone knows we have tried to keep #603 in top mechanical and appearance condition. As of this writing the Olds 350 mid-mount/side engine performs powerfully and without problem. All our vehicles have always been serviced with Pacific Moly Lubricants (differential, wheel-bearings, steering grease nipples, fan shaft, crank-case). The engine still requires no adding between oil changes, indicating little or no wear. It should go thousands more miles without overhaul. This coach has been in most of the states of the U.S., but has always been garaged between trips. #603 has too many innovative security and safety features and conveniences to mention here. There is no other Motor Home in the World like it. If we DO sell, please know it will be missed, and missed, and missed, AND missed VERY much.

Let's wish for a healthful, peaceful year

Ernest



NEW MEMBERS

#217 Randy & Terri Olivier
P. O. Box 242
Garfield, WA 99130
Ph: 509-635-1627

Change of Address:
Henry Yakel--
new Zip Code-91941

Allan & Katherine Polus
new Zip code-91977-1126

UPCOMING RALLIES

March 10-17 Tiger Lake (Lions' camp) Florida see flyer
Hosts-Walter & Marilyn Davison
May 2-5 Brite Lake-Tehachapi, California Hosts-Tekaatt & Dinesen-see flyer
May 17-20 Tulip Time, Holland, Michigan Hosts, Hodges, Stanton, Grootenhaar
June Need host & site (Eastern)
July 18-21 Crescent City, California--more later
Sept. 23-29 National Rally, Neosho, Missouri-Western Hosts



WANTED

1. HELP! - HELP! The Club needs your HELP. President Bob Franz gave the Club's P.A. system to, I believe, Pat Fitzgerald at the '89 National Rally and we are still looking for the aluminum round base and the chrome microphone holder that screws into it. I have the mike and speaker assembly, but need the above noted pieces, so the whole assembly can be sold and the money used to purchase two hand portable P.A. systems. (For East and Western groups) Please ask around at the next Eastern Rally and if found send to me by U.P.S. C.O.D. I will reimburse you for all charges. Thanks.

Jim Craig #549

* A special note from the Secretary: please look carefully at your mailing label on this Newsletter. The number at the end of the first line represents the year through which your dues are paid. This computer has a discriminator circuit which kicks out the numbers 90 and earlier. These people are still listed in the computer file; they just won't get a Newsletter. Late payers may or may not get the missed issue, depending on supply.

THE ALASKA HIGHWAY RALLY

In May and June of 1992, Canada and Alaska will celebrate the 50th anniversary of the "Alcan" highway. Many communities along the highway will hold celebrations on different dates to encourage the tourists to join them and at the same time see some of the beautiful country of the Northwest.

Christy Barden #228 is organizing, with the help of several other members, a rally that will consist of any Ultra family/member that would like to travel with him on the Alcan highway. He is arranging to have this hosted by Group Ultra Van in which the Corvair Society of America (CORSA) will possibly provide general liability insurance for all of those in attendance.

The plan at this time is to have someone in the Idaho/Montana area to host or arrange for us a place for all the "Alcan" travelers to meet in May of '92 prior to departing for Dawson Creek, Canada. Dawson Creek is the starting point for the "Alcan".

Depending on how many Ultras and Associates that are going on the rally, it will be necessary to travel in small groups, rejoining each night.

The highway at present has less than sixty miles of unpaved road. The tourist bureau has indicated that the "Alcan" will be completely paved by May 1992.

For those that do not wish to drive the "Alcan" for the return trip back to the south forty, can board a ferry in the north and return to Vancouver, B.C.

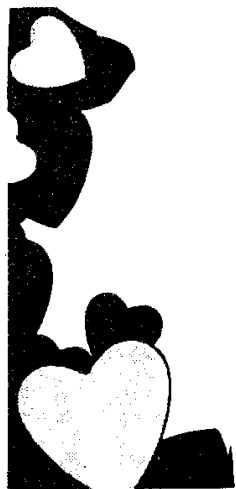
In forthcoming newsletters information on road conditions, weather, camping locations, locations of certain celebrations and dates, prices of ferrys, money exchange rates, insurance needed and etc. will be provided through Group Ultra Van and Ultra Van Motor Coach Club newsletters.

A rally master or maybe two are needed for this rally. Contact Christy or myself if you are interested in helping or just pass on some information.

Francis Boydston #435 and myself will recommend what tools and parts that should be taken on the rally. Also, we will provide an inspection/repair sheet to check out your Ultra prior to the trip.

This will also be a rally that you can travel as far as you like, return when you desire, travel by yourself, meet other Ultras at evening, many choices. Does this sound good to you? Give it some thought. More later.

Jim Craig #549



The Ernest Newhouse Award

What is this award all about? Some of you newer members may not know that this award is presented annually to one of our club members at the National Rally. *(Except for this year!- hmm more on this later) What is the reason for presenting this award? Our club by-laws best describe it. The following are portions of By-law, Appendix J.:

1. "This award was established in 1982 as a permanent tribute to the founding member, Ernest Newhouse."
2. "The award recognizes an Ultra member who has contributed in an outstanding manner to the progress, enjoyment and general success of the club and its activities."
3. "The "Ernie Award" is the highest individual recognition which the club offers."
4. "The medallion will be worn at all Ultra assemblies." (The person wearing the medallion can at his own choosing not wear his club name badge and the rally sheriff cannot collect a fine from the member for not displaying his name badge. This was decreed by a Board of Director decision some years ago.

Including this year's "Ernie Award" presentation, the club members have chosen nine persons to receive this prestigious award since its inception. They are as follows:

1982 - Edy Ryerson #513
1983 - Fred Leary #434
1984 - Threasa Vandersteig A-525
1985 - Gus Brining #393
1986 - Len Ryerson #513
1987 - Louis Griggs #334
1988 - Mory Snyder #489
1989 - Mel Dinesen #200
1990 - Jim Craig #549



Yes that is me at the end of the list and I feel very privileged to have been chosen by you all to receive this "special award". It is very difficult to explain the special feeling that I have in accepting this award. Perhaps it is because of the "special Ultra love" we all have for one another and being singled out for the recognition this award stands for. Thank you all very much. I shall wear it proudly. Also, President Franz told me about the good comments from alot of you members regarding my receiving the award. I wish I could have been there to hear each one of you. Thank you for standing and giving your comments.

*Marlene and I were not able to attend the National Rally in Texas this year, so our President officially presented it to me at the January 1991 Western Regional Rally.

Thanks again,

Jim Craig
Jim Craig

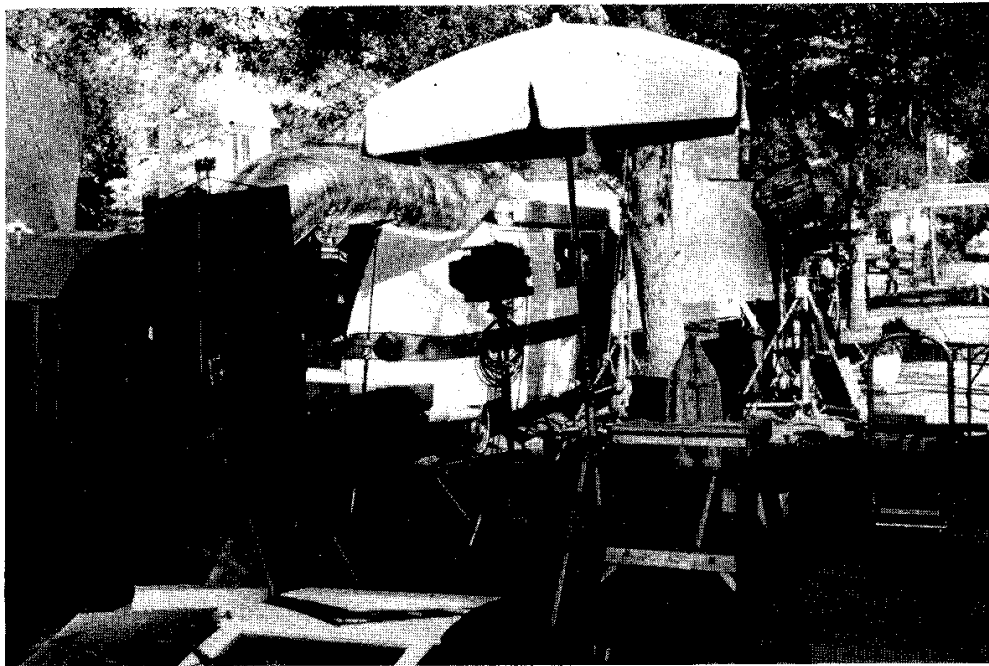
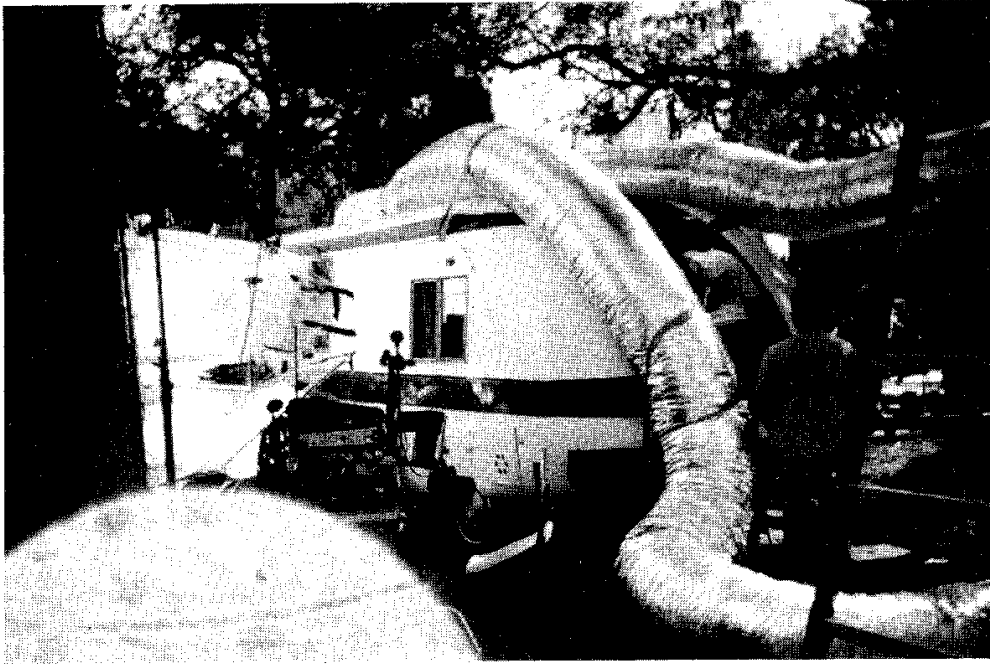
NEWS RELEASE

Exclusive to this Newsletter. John Wizer, representing Universal Studios, contacted Gordon Harvey (#518) in reference to using an Ultra Van in an upcoming movie. They were considering several motor homes of the late 60's or early 70's (The Ultra Coach, Travco, and Winnebago) Gordon referred them to Al Driggers #512 who was in the talking stages of purchasing #484. Al arranged for Universal representatives to look over Doug Taulbee's #267, and they really liked it. Al and Dick Granger #430 picked up #484 at Harvey's (it had been parked 5 years) and drove it to Cocoa for a few repairs. Then then went on to Orlando, where Universal bought it, and had it completely refurnished to look as much like #267 as possible.

Universal started filming the movie January 21, 1991 in Bartow, Florida. The first scene has Jamie Lee Curtis driving #484 to a stop sign, and then turning right and down in front of the house where most of the movie was filmed. Jamie Lee is a hairdresser who lives in her Ultra, and travels all over the country. She answers an ad for a hairdresser, not knowing it is to work on dead people in a funeral home run by Dan Ackroyd. After each take I (Dick Granger) drove the Ultra back into position for the next take, then sit in the bathroom out of sight while Jamie drove it in again. Since that time, the Ultra and Jamie have been shot from all angles, as well as interior shots. Doug, John & Dick removed the back center panels, trunk lid, window all the way to the top, removed both sides of the toilet and the door frame. A camera was set up in the bedroom to film all interior shots. The movie should be released for viewing sometime this summer. The name is "MY GIRL". Bonnie Gra nger.



Debbie Gra nger, Jamie Lee Curtis, Dick Gra nger



November 1990

EUREKA! THE FIRST BUILT ULTRA VAN IS FOUND

Mr. Dave Peterson, designer/builder of the Ultra Van has confirmed that the Ultra shown in the accompanying photos is, in fact, the first Ultra Van he built. (CORSA Communique, Vol. 2, No. 8, April 1990)

The information that I followed to find this very rare piece of Ultra Van history was originally provided to my friend, Mory Snyder through a long time friend of his that was an old car buff. Another friend, Bob Franz, Mory and I contacted the executor of the estate of the last owner and arranged to see the Ultra that was for sale, not knowing which model of Ultra we would see.

After arriving at the executor's home in northern California he showed us the owner's certificate which was a California certificate and it indicated the Ultra to be a 1960 model, first sold in 1960. (Wow! - I couldn't believe my eyes.) After a 20 mile trip from his place up winding dirt roads to his grandfather's place in the mountains, we pulled up to a deserted looking old house and he said, "Park in front and the Ultra is out back." Now, just imagine this setting, it is like you might see in rural Kentucky where a Hatfield or McCoy might meet you at the gate brandishing a squirrel rifle and wanting to know, "What business you have in these parts?" The place was quiet and deserted except for a couple of crows that sounded the alarm of our presence.

The Ultra was parked in the back yard in the grape vinyard and at first glance I knew it had to be number one or a prototype. After a few "Wows", "Great Scotts", and some "I can't believe its", I settled down to feast my eyes on this very different shaped and constructed Ultra. Obviously it had sat quite a few years, it had sunk into the dirt until it settled on its belly. The wheels were buried up to the brake drums and then some. The local pack rats had piled up a lot of debris as a home on top of the engine, thinking that some day it might run again and heat up his home. Someone had stripped all of the cabinets and upholstery from the interior, and the floor was stacked up with many old tires and all kinds of other junk. The early Corvair dash panel was intact and it showed 32,000 miles.

The engine appears to be the 80 HP, 1960 engine with 1961 carbs. It has auto transmission and the complete early Corvair rear suspension assy. It had single wheels on the rear but Dave indicated it was originally set up with dual wheels. We measured it out to be 24 feet in length.

The body shell seemed to be in good condition except for some magnesium skins on the left hand side that possibly salt water had got to. Also the front trailer hitch and left front bumper had been pulled off at some time, probably trying to tow it. All of the windshield glass is good except for a few cracks in the lower left corner of the driver's glass. All other plexiglass windows were in good condition.

One of the first things that is noticeably different about this Ultra is that the entrance door is in the center instead of up near the front, and that the front and rear ends do not roll under. This one is angled straight down on front and rear. Also, the headlight assemblies are from a 1960 Corvair.

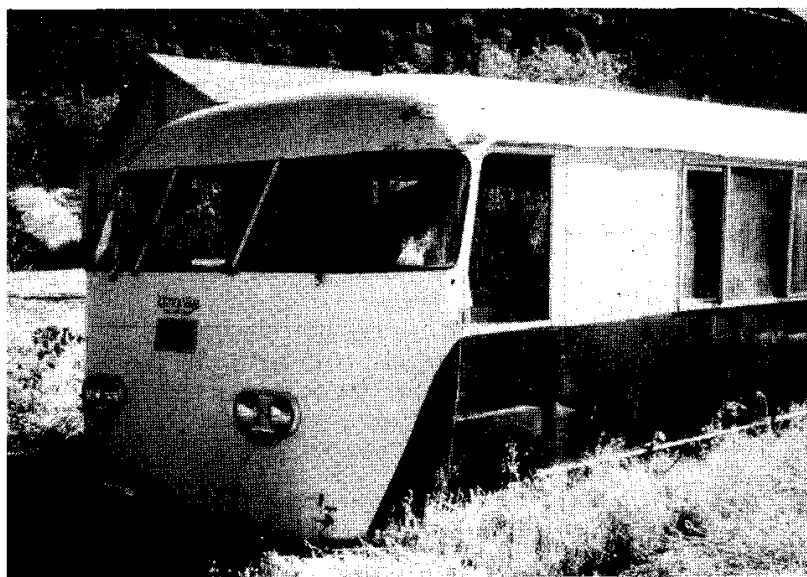
Yes, this is a very different Ultra Van, and very rare and important to the Ultra Van history. One that only a few of you have ever seen. (It is 30 years old) Most of us have only seen pictures of it. It is very restorable and it would be a job for some "dyed in the wool" Ultra Van person to tackle.

Mory Snyder and I plan to do some minor repairs on the exterior, make it road worthy and clean up the interior. It will then be made available to anyone who would complete the restoration on it.

Sometime in the future a follow-up article will be provided to give you more detailed information on this Ultra's beginnings, structural make-up, and other items of interest as we prepare it for restoration.

Jim Craig #549

Jim Craig



The Saga of OBSESSION IV ol'547 (Episode 7) by Norm HelmKay 356/547

Our last saga covered the tearing out of a rear trailing arm and how it was fixed. Hopefully you have checked the rear suspension attachments on your coach and added the braces described in the Ryerson's Ultra Manual, Section 9, page 38 on Vertical Structure for Rear Suspension.

This Saga story is a year old, but is worth telling if it helps someone with a V-8 coach. On our way to Florida last winter, as we neared the south of Pennsylvania the coach began to run rough, but it had begun to snow so I didn't want to stop to play with the engine. We pressed on toward Washington and near Baltimore, the snow changed to freezing rain. Four miles south of the 495 Bypass in Virginia on I-95 in rush-hour traffic, the engine died. Luckily we coasted onto the shoulder right at an exit ramp.

After some minutes of trying to start the motor, I decided it was more prudent to get a tow truck to get the Ultra off the road. The first gas station was about a half mile. It had been snowing several hours and the roads were both wet and icy so there had been lots of accidents. Tow trucks were in great demand and the station attendant said it would be several hours before they could get us pulled in.

While walking back to tell Marion the news, I began to think of the possible reasons for the engine problem. The idea that the timing chain had jumped a tooth came to mind, so when I got back to the coach I loosened the distributor and moved it back and forth as the engine was turned over. With nearly 30 degrees of retard, the engine came to life. We drove off the interstate and after a half hour of running on local roads at speeds upto 40 mph, I headed south again on I-95.

As we passed the Quantico exit I noticed the ammeter was on the discharge side and the water temperature was climbing quickly. It looked like a broken fan belt, so we pulled off at the next exit near Fredricksburg. Climbing off the exit ramp we stalled at the stop light. Attempts to restart the hot engine with by now a some-what discharged battery failed. I got out and began to redirect the traffic behind us around the coach.

In a few minutes, Marion noticed the cross traffic was backed-up by a continuous red light as a result of our sitting on the traffic sensor. After 15 minutes we had quite a traffic jam and soon a Virginia State Trooper arrived. While he directed traffic, I coasted the rig back off the sensor to the shoulder and when jam was cleared, he was going to call a tow truck. I asked for a half hour more to let the engine cool before restarting. Just as he returned, I gave the key a twist and the engine fired into life.

It was now foggy as we turned toward adjacent Highway 1 and there was a Day's Inn right ahead. Just before we turned into their parking lot the rear of our coach filled with smoke so I shut the engine down and coasted in. The parking lot was so slippery we had trouble walking, but at least we were safe and sound for the night.

Next time, I'll tell you about what caused the smoke and the rest of the story of our trip south with a tired old engine.

FEBRUARY 1991 ULTRA COACH CLUB ARCHIVE REPORT
by Norm HelmKay #356/547

We are busy sorting and cataloging all the stuff that came from the Hull's, Brining's and Earl McCrary. Also, Len Ryerson contributed a complete new Ultra Manual plus over 75 pages of additions detailing how to add air bags to the front and rear of a V-8 Ultra Van.

All this new material needs two more volumes, so the original 5 books will be redistributed into seven. A new index will be ready in May.

I'm asking again for old Club Rosters and would appreciate a list of what years rosters were published so I will know what to look for.

Also, we need all of the old "Whales on Wheels" prior to 1987.

How about cleaning out your old files or asking a previous member you may know if they have anything to contribute.

MYSTERY LETTERHEAD.....At the Gutheries (482) mini rally in Miami in January, we came across an Ultra Van price list with following address;

Ultra Van Motor Homes Distributor
P.O. Box 4023, Charlotte, N.C. 28204

Can anyone shed some light on this part of the operation. Were there other similar "Distributors"?

NOTES FROM DAYS PAST....In the early days, many Ultra Van owners were encouraged by the factory to help sell coaches. Hutchison published a 6 page guide called "Sales Help for Ultra Van Owners". Section C of this guide has a note on tires, which may be useful to current owners.

"The tires have been studied carefully. The empty weight of the Van is under 3,000 pounds. The tires are 7.35 x 14, four ply, eight ply rated. They are designed for weights up to about 4,950 pounds".

Also, while on the subject of tires, in a November 15, 1968 factory letter to Ultra Van Owners suggest tire pressures of 35 pounds in the front and 40 in the rear for 14 inch four ply 7.35 tires.

=====
Ultra Vital Parts Project

At Franklin, Bob Franz appointed Pat Fitzgerald and Norm HelmKay as a committee of two to determine what unique Ultra Van parts are vital for continued operation and possible ways to keep these parts available for club members in the future.

There are three areas to be considered; the Ultra Van hull itself, the Corvair drivetrain and the V-8 drivetrain. Alternate drivetrains like V-6s and Toronado will not be part of this study.

Your input and ideas of areas or specific parts you feel should be considered as candidates for club projects is requested along with ideas for funding such projects. Please send your ideas to Pat or Norm by June 1, 1991 so they may complete their report for the 1991 National in Missouri.

Ultra Van Motor Coach Club, Inc.

Treasurer's Report--4th Quarter, 1990

Receipts:

Received from Treasurer K. Polus	2058.49
Dues received	832.00
National Rally deposit returned	50.00
National Rally profit	91.95
Benham Capital Preservation Fund (two monthly payments)	24.82
Dividend-Al-Gar Federal Credit Union	13.66

Total to account for: \$3070.92

Expenses:

Mail 52 Directories	44.20
checks (from Al-Gar FCU)	7.11
Olive Hunter-plaques for National Rally	113.78
mail Newsletter	95.23
print Newsletter	122.85

Total expenses for quarter: 383.17

3070.92

-383.17

Balance in Al-Gar FCU, account #1665-074 at 5.5% int. \$2687.75
As of 12/31/90.

Respectfully submitted, Louis C. Griggs, Treasurer



The following two persons want to purchase an Ultra:

1. Roy Mitqulon
P.O. Box 22597
Pahrump, NV 89401
(702) 727-4336
2. Richard Samuels
1338 Buena Vista Dr.
Palm Springs, CA 92262
(619) 323-0657



MESSAGE:

We wish to thank everyone for the phone calls, lovely cards, and letters sent to us for our 50th Anniversary.

Evelyn & P. W. Donaldson

COACHES for SALE

#202 1964 Ultra Van 110 HP, automatic transmission. Ready to drive. \$5250.
Don Gilbert-phone 915-694-1006. (Midland, TX)

FOR SALE - 1968 ULTRA #338, 110 HP Corvair engine, modified Corsa dashboard, air conditioner, 3 system refrigerator, 2000 watt generator, blue interior, excellent outside paint, plus extra engine for parts and Ryerson manuel. Contact Wayne Howard (315) 592-7405. *Fulton, N.Y.*

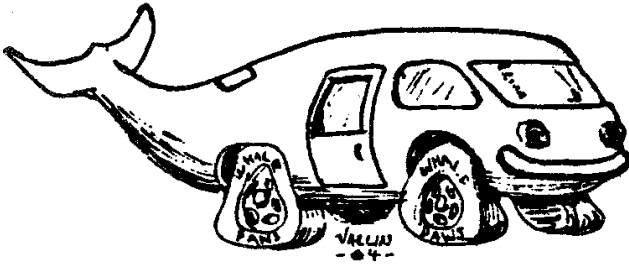
#391 1968 one owner coach. 110 HP Corvair. 15 k. on recent overhaul, rebuilt transmission, 4.11 differential. New tires, original paint, has steel bellcranks. 3.5 amp solar panel on roof. Is in good running condition. \$6900.00. Hank Yakel, 7878 Normal, LaMesa, CA. 91941. Phone 619-463-1480.

1968 Ultra Van #398. Original owner. Self contained, Propane stove and refrigerator. Twin beds. Carpeted, drapes, 2 new batteries, awning. Owner suffered stroke and is unable to drive.. Ultra in storage lot over 3 years, but has been kept in running condition. We have been members of Ultra Club since 1968. Mrs. R. T. Grout, 1852 Pamela Lane, Escondido, CA. 92026. Phone: (619)747-1743.

#545. Rear pusher stock Oldsmobile Toronado with stock Toronado suspension, including frame, control arms, torsion bars, constant velocity joints, brake rotors, etc. Dual fuel LPG and gasoline powered. Dash & roof air. Air shocks front and rear. Alloy wheels. Over \$30,000 invested-Firm sale price \$15,000. This one really flies. Contact Richard Fess, 415-654-1210, San Francisco area anytime.

#603 Ultra Coach: Latest 26' length; mid-mount Olds V-8 Engine; four new 1990 Bridgestone tires; two new Batteries; new AM-FM Stereo Tape Player/ four speakers; CB Radio- Exterior PA megaphones. Onan 120-V Power Plant; Power steering; Independent Brakes = front/rear; Burglar alarm system-- Intercom; rear Ladder to Roof Rack, plus six under-floor storage compartments; Solid-State Power Inverter; Firestone Air Suspension (front and rear), self-contained dual Air Pumps, new spare Air Bag; exterior police-type Siren; Suburban 30,000 BTU forced-air Furnace, two installed Wall Heaters (Calrod Electric and Impala Catalytic) also under-dash Hot Water Heater; large Dometic 5½ cu.ft. prox refrigerator; Double stainless steel Sink, installed Water Purifier System; fifty-gallons fresh water/sixty gallon holding tanks; four-burner Stove (one electric); dash-controlled water/alcohol injector; temp Senders from differential and rear bearings; Windshield sun-block Cover; 80%-smoke windows, sliding front Screens; over-board Holding Tank Pump, plus 3" Slide-Valve quick drain; Insulated supply tanks; 14' Carefree roll-awning; Electronic reefer lighter; many unmentioned convenience features, tools, and spare-equipment parts; rain-proof Night Ventilation; electronic Charged-Sound and Safety Blinkers; gas "sniffer" Alarm. All offers considered; Ernest Newhouse, 15239 El Soneto Drive, Whittier, California 90605.

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

THE TECHNICAL SIDE

"Ultra Wrench Quote",

"Inspect a bellcrank and eliminate a bash."

Ultra member Ed Harrison, #324 has advised us that he has had a complete failure of a part of one of the new steel bellcranks. All owners of Ultras that have the new steel bellcranks installed are advised to comply with the following Safety Bulletin. If you have a new steel bellcranks but not installed, comply with the bulletin as applicable.

Additional tips for this issue cover an update on tip "20-90", and one each on tires, metallic brakes, battery electric switches, foam bumpers, and tow wrecker service.

Also, Len Ryerson will provide an update on repair and modification of the "Vertical Structure for Rear Suspension Attachment" of the Ultra Van sometime in the future.

President Franz informed me that the technical sessions went well at the National Rally. I would like to take this time to say, "thank you" to Pat Fitzgerald and others for their efforts in presenting their expertise at those sessions in my absence.

Tech Tip #1-91 110V-AC Shore Line Connector Update

Ref. Ultra Manual section 15-94 and Tech Tip #20-90.

The male and female connectors noted in tip #20-90 can be purchased from:
Fredson RV Supply
815 N. Harbor Blvd.
Santa Ana, CA 92703
(714) 554-8000

Fredson Catalog identifies them as:

Male (Base w/cover) connector #10628 (40-60-001) - \$13.59

Female Plug #10629 (40-60-002) - \$13.59

All notes on page 62, Catalog #90074 Request their free catalog.

Jim Craig #549

Tech Tip 2-91 Metallic Brake Shoes

Ref. Ultra Manual section 11-6

Most (99%) brake supply shops do not and cannot sell metallic brake shoes because of federal and state environmental laws. But--there is one source, TS Imports, Pandora, Ohio. Telephone (in Ohio) 419-384-3022, or all others 1-800-543-6648. Price: Per 2 wheels - \$70 exchange. Allow about three weeks turn-a-round time.

Jim Craig #549

Tech Tip #3-91 Painting Foam Bumpers

Several tips have been written on this but only one that I have seen has resulted in the bumper surface remaining soft. The surface of that one was covered with clear silicone rubber sealant which was not cosmetically good in appearance. The following method of painting has proved very satisfactory for over one year being abused by the elements.

After the bumper is installed, clean surface with soap and water (very small amount of liquid detergent - one tablespoon in two gallons of water) to remove greasy or oily hand prints, bugs and etc. Allow bumper to dry two or more days in the warm weather.

Purchase (for one bumper) one pint or quart of Automotive acrylic enamel paint of your desired color. Also procure one pint of Flexitive additive. This is the type of additive used when refinishing the new plastic bumpers and body panels on late model cars. Also purchase one pint of acrylic enamel reducer. I tried spray painting the new paint on but it does not work as well as brushing it on.

Mix enamel and correct amount of Flexitive additive using just enough reducer to be brushable. ($\frac{1}{2}$ coffee cup of mixed material makes enough for one coat on bumper) The first two coats will soak in so don't get discouraged. It took five coats to give it a fairly smooth surface and a glossy shine. A brush $1\frac{1}{2}$ " wide or smaller will work fine. This paint can be recoated anytime as long as you clean and sand the surface lightly.

After one year I can still press my thumb into the new bumper without any damage to the paint.

Another coating material that can be used, although I have not seen it, is "Koolseal Adhesive". Howard Boso #453 has recently (Jan 91) used it on Ultra Van #278. Contact him for additional details. Also try 3M Flexite Parts Coating-Aerosol #05904

Jim Craig #549

Tech Tip #4-91 Battery Masterswitches

Ref. Ultra Manual section 15-11

I have not heard of any failures of the original masterswitches, but in case you do need a replacement or a spare contact:

Bathurst, Inc. (814) 684-2603, Request: Masterswitch lever Model #2484. Price is \$22.95 plus postage (for one each), \$21 at 2 each, \$20 at 3 each.

Tech Tip #5-91 Forward Overhead Cabinet Door Support

Ref Ultra Manual section 3-11

How many times have we cursed the two overhead doors because we have to hold them up with one hand or your head in order to retrieve something out of them.

If you haven't solved that problem yet, purchase two of following noted door supports and install them.

2 each Shursupport P/N 40449 (#6130) Price: \$2.79

Ref. page 131, Catalog #90074

Available from: Fredson RV Supply
815 N. Harbor Blvd.
Santa Ana, CA 92703
(714) 554-8000

These supports have attach brackets and are a friction type assembly.

Bill Binney #295 & Jim Craig #549

Tech Tip #6-91 Wrecker Truck Service

Ref. Ultra Manual section 17-16

We all have had visions of breaking down and having some young wrecker driver try to tow us and causing severe damage to the structure.

The wrecker service shops now have available a 5 ton tilt bed truck that is capable of hauling a fully loaded Ultra Van (V/8 or Corvair). The only problem is when you call for the service and you tell them you have a RV they will say their tilt bed will not haul a 14,000 lb. RV. Even if you tell them your Ultra is very light weight they still will not believe you.

Here is a sample of what to tell them: "I know you are going to tell me that your tilt bed truck will not carry my small RV, but I have several friends in our RV club that have had their units, which are the same as mine, hauled on the tilt beds. I have a certified weight slip that shows my RV weight as 4 950 lbs. (or whatever yours is) Will you send out your tilt bed truck and driver to check this out and haul me in?

In case they want measurements here are several.

Width - 96"

Width of front wheels, outside to outside - 7'5"

Rear Width - 6'9"

Wheelbase (center of front wheel to center of rear wheel) - 12'9"

Height - 9 Feet (Add additional inches for roof air)

Length - 22" or 24" or ?

Note: These measurements may vary only slightly for different Ultra Vans.

Jim Craig #549

Ultra Tech Tip 7-91
Reversed Fan for V-8s

Norm Helmkey #356/547
Ultra Manual Section 14 Pages 12-18

Some of we V-8ers have reversed the fan thrust to push the air out through the radiator instead of sucking it in. The original fan pulls air in from the back which fights the normal air flow that comes up under the coach when it is in motion.

Bending the fan blades (with or without heat) is at best risky and could cause a great deal of grief. Last spring, I had a blade break which sliced right through the side of the motor compartment. Luckily it did no other damage.

The immediate fix was to get a normal 18" six blade fan at a wrecking yard but not being reversed, it did not work well. The engine stayed cool enough, but the positive air pressure built up inside the engine bay was so high it pushed hot air into the cabin. Temporary relief was to run with the rear windows open.

Another reverse thrust fan was the answer. In talking to Roy Muranaka at the National Rally in Franklin, he mentioned there were after market counter clockwise fans on the market.

Eureka! a counter clockwise fan run clockwise results in reverse thrust. I wrote Hayden Inc, the transmission cooler people and learned they make 2 sizes of 6 blade CCW stainless steel fans.

Hayden Number 3528 is 18" diameter and Number 3529 is 19".

REVERSED FAN TIP CONT'D:

The beauty of these "Swirl Flex" fans are they are light weight and change pitch, taking less power at higher speeds and provide more air flow as the engine goes slower.

In this reverse application, the flexible part of the blade goes closest to the radiator. Since you have to be sure it will not scrape the fins, the fan has to be repositioned with a spacer of the right length to keep the blades at rest, 1 inch from the radiator. Also, the normal fan shroud should be replaced with just a safety guard as all the core should be exposed to get maximum air flow from both the fan plus under the coach air while in motion.

Tech Tip 8-91 Steel Bellcrank SAFETY BULLETIN and Repair ---Helander Design

Ref. Ultra Manual Section: 10, pages 10-24, 10-32, & DWG: 10-AF on page 10-29

As a result of one known recent failure of the weld attachment of the outboard bearing eyelet of the L/H steel bellcrank it is recommended that you perform the following inspection and repair on receipt of this newsletter. Application: This applies to all bellcranks including ones installed and those held as spares.

History of failed assy. (L/H Steel Bellcrank)

1. Purchased as part of first group of assys sold
2. Mileage on assy. 1,400 miles
3. L or R wheel hit curb or ? No
4. Installed by owner

Tools required for inspection

Strong flashlight, 12" crescent wrench, 1/2", 9/16" open/box end wrench, 3/8" drive ratchet, 1/2" and 9/16" sockets 3/8" drive, rag, ground tarp, 1/4" allen wrench, jack, lug wrench and safety stand, large common screwdriver.

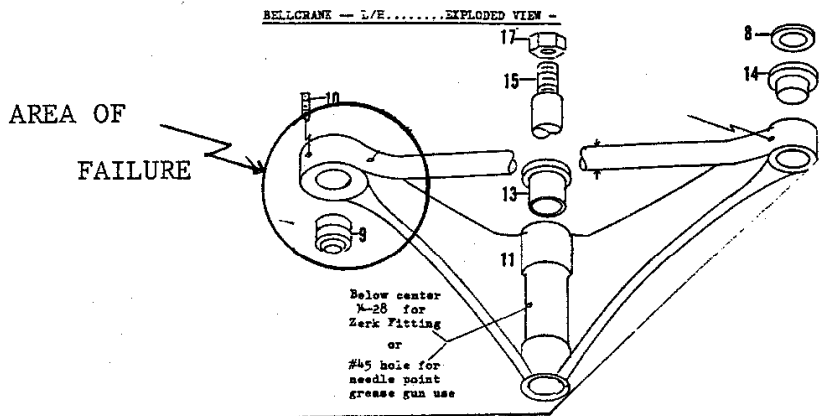
Inspection Procedure:

Step

1. Block wheels to prevent coach from moving prior to jacking coach up.
2. Remove hub cap on left front wheel.
3. Break loose the five lug nuts (Do not remove)
4. Jack up coach to allow left front wheel and tire to be removed.
5. Place safety stand in place.
6. Remove five each lug nuts.
7. Remove attachment bolt, nut and washers from aft end of pitman arm extension rod where it attaches to the outboard bearing eyelet of the L/H steel bellcrank. Ref. Drawing #10-AF, Section 10, page 10-29 of Manual.
8. Remove "rod" being careful that spacer washers (if any) that are located between "rod" upper and lower tongs and bearing are retained for reinstallation.
9. For bellcranks installed on coach use a 12" crescent wrench, adjust to grip the upper and lower surfaces of the outboard bearing eyelet and try to force wrench upward then downward. NOTE: This phase of the inspection will possibly identify those assys that have welds that are faulty and are imminent failure assemblies.
10. If eyelet bends upward or downward remove bellcrank assy. and repair as noted in step #1 of repair procedure
11. For spare bellcranks, both left and right (not installed) perform step (9).
NOTE: Other NON DESTRUCTIVE TESTS that can be performed are Magnaflux (detects cracks only - not quality of welds) and x-ray which can determine quality of welds. Shops providing these services can be located through the telephone yellow pages or by contacting repair shops at your local airport. These services will be expensive. The alternate to these tests is to grind away the welds as described in step #1 of "Repair Procedure" and have them rewelded.

SAFETY BULLETIN CONT'D.

Inspection showed welds had very little penetration at eye end (cold welds) and had separated on a hard turn near home.



This drawing is of the original aluminum Bellcrank and is used to show area of failure.

All Owners of Ultras with these new Bellcranks both L/H and R/H, installed or with spares not yet installed, are advised to make careful inspection(s) and repairs, if required.

Repair Procedure:

1. SBG-6S Sherco Bearing must be removed prior to welding repairs. Any welds not satisfactory should be repaired by a Certified Heli-Arc Welder. Grinding away old weld will be necessary to make adequate repair. A good welder will know what to do to insure a strong joint.

Len Ryerson/ Jim Craig

Wanted

2. Need 22 Ultra owners who would be willing to spend \$10 for new "U" channel rubber to replace the rubber on the headlight bezels. (Round bezels only) The new material is black, 60 durometer neoprene, shape is 7/32 high, 1/16 wall each lip, 1/16 open space. Each buyer would get 11 feet, enough for four (4) bezels. Send \$10 check to John Shattuck, #304, at 546 Westminster Ave, Newport Beach, CA 92663.
Tel: 714-646-6189

Special Note

Several members at the recent Phoenix rally were enthused with the electric bed warmer that Bob Reinhardt #525 had in his Ultra. (Now we know why he was smiling each morning or was it because Ina was with him this trip.) In case you wish to purchase one of the bed heaters here is the address of the company: Patented Products Corp, Dept F-1076, Danville, Ohio 43014 (12/110 volt Bed Warming System) Price unknown.

Jim Craig #549

For Sale:

Fiber glass bumpers, one pair for \$90.00. Available only at the next National Rally. The bumpers are to be furnished by Dick Granger & Co. Most EMU's and some Westerners have seen them. They are approximately 7-8" in height, and wrap around front and rear. They are gel coated on the exterior, and can be repainted to match your Ultra. Dick has to have an order of ten pairs to get production started, and requires a \$25 deposit. Make your check payable to W. Granger, send to Dick Granger, #430, 2795 South Tropical Trail, Merritt Island, Fl. 32952. Phone, 407-453-4094.

Wanted: For restoration of Ultra Van #101

Good used stove & oven combination, kitchen sink, fiberglass shower/bathroom pan, instant hot water heater, L/H (driver's) windshield, used, original cut style, small cracks, pits ok; lug nut extensions (8 each) for rear dual wheels, cabinets for overhead & kitchen. Prices have to be reasonable.
Jim Craig #549-ph:619-366-9104

For Sale

1. Ultra Van Fabric see thru windshield and side window covers (3 pieces). Color-white, new hardware included. \$90
Ultra Van Foam Bumpers (original style) \$44.95 each, includes packaging and shipment. (\$35 each at shop)
New Ultra Van Windshields, full tinted and uncut. \$395 each. Shipping extra. Also, two each used Ultra Van Manuals (Ryerson's) very good condition, in three ring binders. \$40 ea.

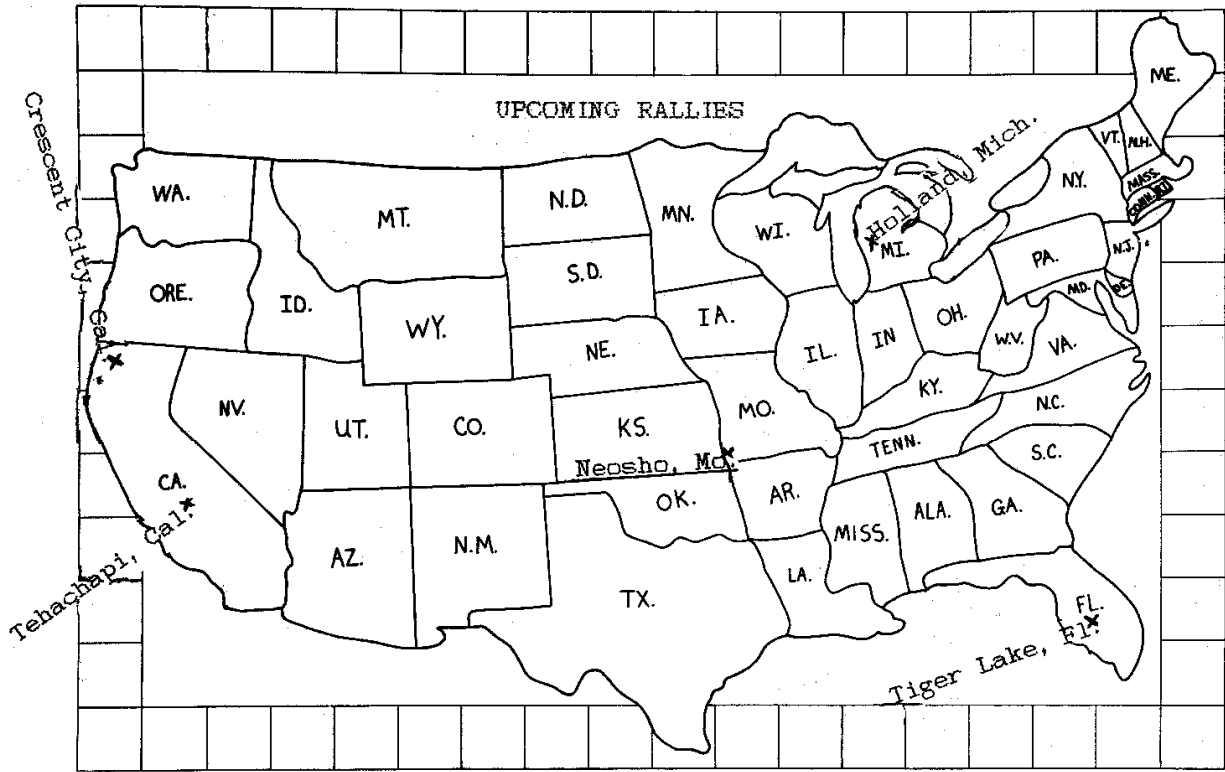
Jim Craig #549



In mid-January your Treasurer sent out 103 postcards to members who were delinquent in paying their 1991 dues. This is about half of the Club. Hey, out there! Please try to do better, next year!

At the last National Rally an amendment was made to the By-Laws which requires the Secretary to furnish two free Newsletters to new purchasers of an Ultra. After the two free Newsletters, the hope is that these prospective members will join the Club, using the application blank furnished with each Newsletter. With this Newsletter, the following persons have been furnished two copies.

#383	Richard Dolgeow 5847 Cherry st. Apt. A Long Beach, CA. 90805	#336	Larry Welch HCR 01 Box 252A Naples, ID. 83847
#393	David & Marlene Feldkamp 12750 Baumhart Rd. Amherst, OH. 44001		Robert C. Palmer 2424 32nd Avenue Grand Forks, ND. 58201
	Ken Wildman 419 N. Johnson Street Ada, OH. 45810	#464	Clayton & Marge Kruckenberg Rt. 3, Box 263 Minot, ND. 58701



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



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

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

Date Application mailed _____

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

NAME _____ husband _____ wife _____ PHONE _____

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

Alternate Address: Summer Winter (Check one)

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

Membership: New Renewal (Check one)
Make of Coach: Ultra Tiara Travelon Associate: Make _____
Coach Number/s _____

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