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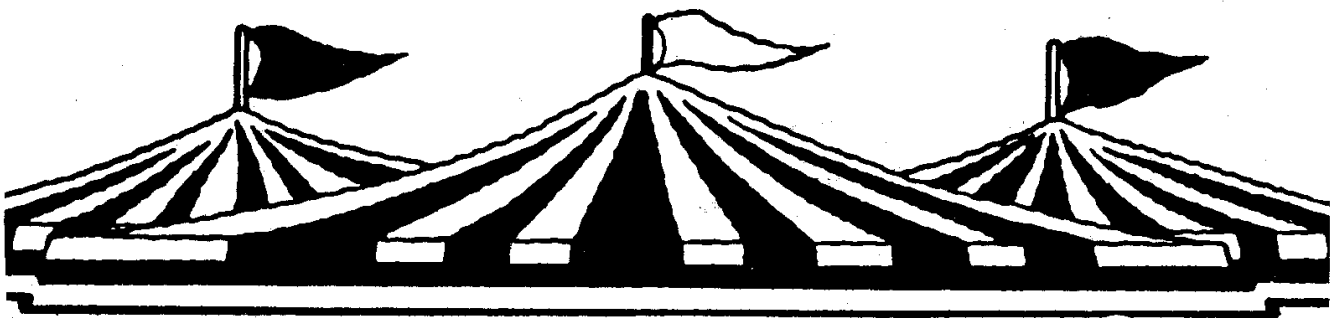
FIRST CLASS MAIL

Summer 1991 Newsletter

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Mabel Griggs, Secretary
626 Brookfield Avenue
Cumberland, Maryland 21502

ULTRA VAN MOTOR COACH CLUB, INC.



Under The BIG TOP!



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 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.



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

We have just returned from the interesting and fun rally at Tehachapi, California. This was in the mountains at 4,400 feet, a beautiful setting with patches of wild flowers. A late snow fall covered the coaches of those arriving the evening before the opening day! Fortunately, the weather warmed over the next few days, so the usual activities could be carried on outdoors. There were seven past presidents in attendance: Ernie Newhouse ('66), Phil Phillips ('70), Len Ryerson ('71), Warren Suckow ('80), Mel Dinesen ('81), Robert Franz ('83), and Dan Reinhardt ('85).

The committee for the Annual Rally met and plans are progressing for the event at Neosho, Missouri. There is a problem in preparing the budget and we need your help. The charge for use of the lodge and all necessary hook-ups is a flat \$500.00 plus a moderate amount for electricity used by the coaches. Other basic expenses are not yet settled, but estimates at this time indicate a total individual charge of perhaps \$35.00 to \$45.00 for the week of parking. This will be much less than other rallies where the R.V. parking rate was around \$10.00 per night. The more that come, the less our pro-rate will be. Please indicate on the tear out response slip if it is likely that you will be able to attend. This is not a registration and is not binding in any way.

Reminder: Proposed changes in the By-laws must be signed by five members, and be in the President's hands by July 15, 1991 to allow relay to the Secretary by the August 1 deadline.

WE LOOK FORWARD TO SEEING YOU!

Page One.

Bob & Roberta
May 1991

Board of Directors Meeting: May 19, 1991, 10:30 AM, Tulip Time Campground
(County Fairground) Holland, Michigan.

Those present: Robert Franz, President; Maybel Griggs, Secretary; Louis Griggs, Treasurer; Directors Roberta Franz, Lynn Hunter, Norman Helmkey, and Clyde Stanton.

Under new business: printing of a new Directory was approved. Hopefully this will be done in time for distribution at the Neosho National Rally.

An amendment written by member Don Richards was read; the Board unanimously recommended its approval by the membership. (Editor's note: at least three amendments were written up at this Rally; they will be duly presented on the ballot to be attached to the next Newsletter.)

There was a discussion of standards for campgrounds to be used for National Rallies. Pat Fitzgerald will write up a proposed amendment to the By-laws covering this subject.

The meeting adjourned at 11:30 AM. Respectfully submitted,

Maybel Griggs, Secretary

As these minutes will be printed in the May Newsletter, no other copies will be mailed out.



Upcoming Rallies

- July 18-21, 1991 Crescent City, California--see flyer, page 3
Hosts, Mel & Millie Dinesen
2905 Wheatland Ave.
Bakersfield, CA 93313
Ph: (805) 834-5185
Leonard & Brenda Tekaat
1943 Driftwood Street
Bakersfield, CA 93309
Ph: not on file
- September 23-30 Neosho, Missouri see page four
NATIONAL RALLY
- March 25-30, 1992 Knight Trail Park, Laurel, Florida
(near Venice, Florida)

CRESENT CITY ULTRA RALLY

JULY 18-19-20-21

FOLLOW 101 HWY SOUTH FROM NORTH
& NORTH FROM SOUTH

RALLY SITE at FAIRGROUNDS

~~\$5.00~~ DRY - ~~\$8.00~~ HOOK UPS ALL IN SAME AREA

WILL HAVE COVERED AREA IN CASE ITS TOO
HOT or TOO COLD or TOO WET or TOO DRY WHATEVER

HOST & HOSTESS
MEL & MILLIE DINESEN
CO HOST & HOSTESS

THIS RALLY IS BY OCEAN

ENJOY

LEONARD & BRENDA TEKART

COFFEE HOURS 9:00 TO 10:00

SILENT AUCTION

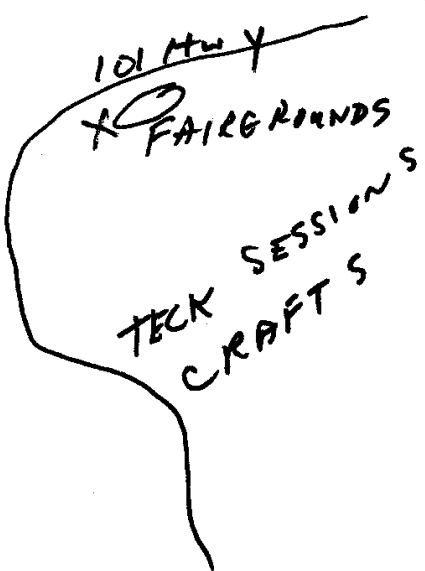
CASH BINGO

FRI. POTLUCK

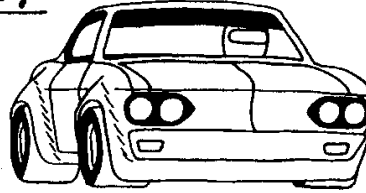
SAT. DINNER OUT

AND MUCH MUCH MORE

PACIFIC OCEAN



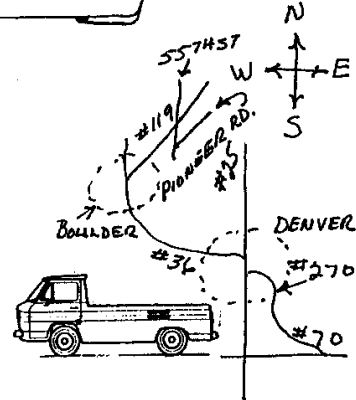
GROUP ULTRA VAN
 INVITES YOU TO THE!
 "BRAKE FOR BOULDER"
 MINI RALLY



When: Sept. 15th thru 18th
 Host: Christy Barden, Hoffmans, & Craigs
 Location: Christy Barden's Home
 5537 Pioneer Road
 Boulder, CO 80301
 (303) 530-1288

This will be a casual mini rally, providing for a stop-over point for anyone from the west, north, or wherever on their way to the Ultra Van Club National Rally. We invite you to take a "Brake in Boulder" and relax for a few days.

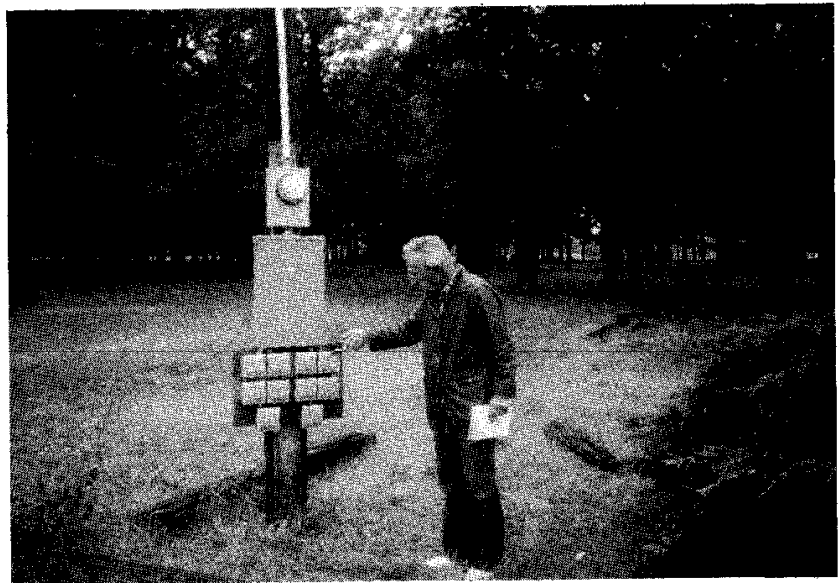
Activities planned: Flintstone Stew, first day. Bring something for stew pot.) Potluck, Breakfast/Dinner out, Bar-B-Que. (Bring your meat), Homemade ice cream social, kick tires (story telling), visit a shopping center, meet a new friend.



Twenty Fifth Anniversary of
 the Ultra Van Motor Coach
 Club!

Neosho, Missouri September 23-30, 1991. As we have a flat fee to pay for use of the facilities, the more that attend, the lower the cost will be per coach. President Franz says that there are two power posts like the one pictured. If you have a heavy duty extension (#16 or #14 wire) available, please bring it.

We wish to pay tribute to Ernest & Edna Newhouse, Executive Directors, for their continuing efforts which have kept this Club energetic, viable and loving.



Official report of the GREAT FLORIDA RALLY of JANUARY 1991.

Roll call: Dick Badstibner with guest Harry Light, Bartletts (ex 487) day visit, Davisons, Fitzgeralds (Fl), Grangers, Guthries including visiting son Walter, Harveys, Helmkeys, Hunters, McMasters, and last but not least the Fandles.Where were you?

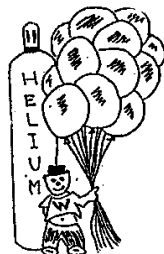
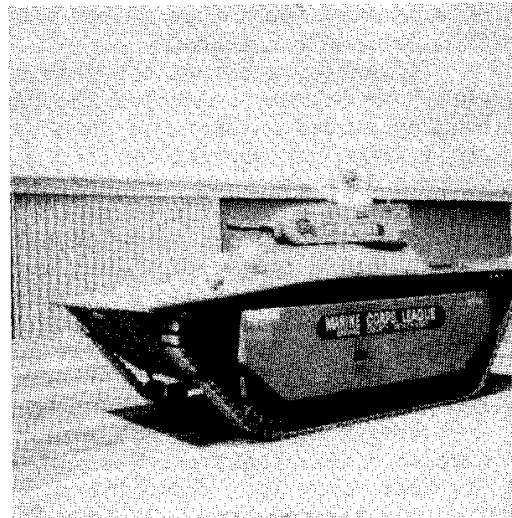
The setting: Picture a five acre tropical paradise, lovingly tended to for over forty five years by thw hosts, the Guthries. A grove of tropical fruits and flowers most people only see in pictures. Possible the Ultimate Ultra parking spot? Every morning the local paper was on your doormat, all the fruit you could eat, carambola (star fruit) juice, (fresh made of course), popcorn, and of course a good old ULTRA POT-LUCK. Yummy..

Off site activities: Miami camper show. Nuttin' there beats the Ultra. Except in price. Imagine a \$545,000 "camper". Well its really JUST a converted bus. Some of the gents took in the Weeks Air Museum. Small but first class. A local guided (Marilyn D.) tour of gal type things was enjoyed by a car full of the ladies.

Very few "crafty" things happened, and no PEAL tech sessions were held. No awards of any kind were presented. But one surely should have gone to Dick and JoAnn Badstibner for the great job they have done on #487. From a VERY tired, to a very stylish, very well done upgrade. Many kudos to the BOTH of you. The weather was super (hey, this is Florida), the people were superer, and the host family was ABSOLUTELY the SUPPREST of all. From the attendees to the Guthries: A big thanks for a wonderfull time. Respectfully submitted. W.R.Davison.



This tank was built by member Dick Granger, of Merritt Island, Florida. He uses it in parades. It is shown at the Merritt Island airport. Our connection? It is driven by a Corvair engine and Powerglide drive train. Your Secretary is looking out of the turret.



FLORIDA ULTRA VAN RALLY, Fla. Lions Camp (for visually handicapped) Lake Wales, Fla.
Sunday March 10 - Sunday March 17, 1991 REPORT MARCH 27, 1991

Host, Walter Davison, arrived at the camp Sat. night to begin to welcome Ultras on Sunday, Mar. 10th. Marilyn Davison registered members, collected camping fees for bookkeeper, Barbara Kwasny. All were welcomed with Florida Oranges and Carombola (star fruit) from Guthrie's groves.

Monday, and each morning Mon.-Sat., began with coffee and Ultra goodies at 9am. 7am-10pm chimes and carillon on the grounds reminded us of the hour.

10am brought the men together for tech. sessions, and the Ladies together for chat, crafts, etc..

There was plenty of time for relaxation by Tiger Lake. Sean Taulbee and his father, Doug, caught fish. Lain Guthrie flew his kite. Marion Helmkey and Margie Fitzgerald walked the "See Path". Jerry and Jan and Carl keep this whole place looking neat and 8 Lions from Barefoot, Fla. Club were there one day, working on their path and Lions from Vero came to help.. Director, Paul Andress, said that they are all a tremendous help. Also, in talking with him, I found that Lions rebuilt a hospital in Guatamala after it was destroyed by an earthquake. Support your local Lions Club, they do good work. Many of our Ultra gals brought their hand work. It was a bit cool by the pool but some of the guys went in. We shared the facilities with Washinton DC Bible College Baseball team and Philadelphia Bible College baseball team. Terry Tuttle from Washington baked a cake for us to enjoy Fri. nite.

Rose Schuler conducted craft shop for poodle ornament. Olive Hunter reminded us how to make small gift boxes from greeting cards. This craft was available all week with lots of Christmas cards. (Lynn Hunter had made 60 of these charming, no cost, boxes for our East National Rally and provided us with detailed directions) Maybel Griggs conducted 2 work shops - one for lacy balls and one for surprise ornaments.. Grace, day visitor from Xenia, Ohio was giving us some neat crafty ideas, Reminded Bonnie Granger of nut cups she made from napkins. Marilyn Davison had a roll of paper towels so everybody made these to be used at Sunday Brunch. Those who were able to stay found them filled with Easter grass and jelly bean eggs and a pastry from Davison's kitchen..

Afternoon sessions happened at 2pm - chat, tech, needlework, with tea time etc. etc. Norm Helmkey conducted the business meeting 2pm on Thur. afternoon. Marion Helmkey served as Sheriff, keeping us all wearing our nametags, to help us all to get to know one another better. (fine for not wearing your nametag is 25¢.) A Corvair Swap shop was held Fri. morn at 10am.

Evening gatherings began at 7pm. Jean McMasters brought Ultra films of Grand Rapids, Zofo Springs, Fredricksburg, 500 mile race at Indianapolis. Marilyn Davison popped corn a couple of nights and made hot chocolate one night.

Tuesday night, Walt Davison led a sharing of favorite roads traveled, also asked for those roads recommended not to be traveled. We crossed the U S A. Jean Guthrie recommended the Bartram Trail right here in N E Florida. Don Richards took us the farthest to Kona Hawaii with 370 bridges and everyone enjoyed Howard Walther's story from St Louis to Arizona to California in 1928 with his friend in a touring car they bought for \$50. There were no road signs and after a sand storm in Ariz. there were no roads. Their car was sand blasted on the right side and the windshield was frosted. They lost their top in Pasadena, finally sold the car and bought "Yellow Way" bus tickets home. That took 5 days - day and nite on the bus. The best part of growing older, I believe, are the memories we build along the way. It was a fun nite..

Wed. Night we enjoyed our Ultra Pot Luch supper. Everything was delicious, as always. Jean McMasters asked the blessing at 6pm. Norm Helmkey brought film of the "Thunderbirds", "The Great American Road Race". Some of the baseball players joined us. There were card games, domino games, Tenny Randle's special game, etc. etc. Some of the baseball players played Pinochle with our guys.

Side trips were suggested - to the Passion Play (South Dakota Troupe's winter home) 20 min away - evenings. Bok Tower (carillon) and Gardens (Florida's oldest attraction) 20 min away - afternoons.

FLORIDA ULTRA VAN RALLY MARCH 1991 cont.

Friday night we had our "Fun exchange" or "Yankee swap" - interesting things in those surprise packages. Norm Helmkey disguised his gift as a little Ultra Van. Oh, and Jean Mc Masters brought his "little" drive around Ultra Van-fascinating toy.

Sat. night there was more fun and games and "Happy Birthday to Us" celebrating everybody's birthday through the year thanks to the cake Terry (Washington baseball) made for us and Mickey Richards just happened to have birthday candles. There was a honey bear of orange blossom honey for the lowest Ultra Van number - #267, Doug Toulbee, a multicolor candy alligator prize for the youngest family member - Doug's son, Granger's grandson, Sean Toulbee. (Remember, he's the fisherman.)

Clyde Stanton led our Sunday devotional 9am in the chapel there on the grounds. We praised and thanked the God of our universe in song too. Don Richards shared a poem and Marilyn read an explanation from John 3:1-17.

Brunch was served at 10am - orange juice, coffee, fresh fruit including Guthrie's Carambola, fresh baked bran muffins, and Souffle that was prepared the night before and simply baked that morning. Farewells began as Walter Davison and Louie Griggs did the dishes. (Brunch was served on paper plates so anyone needing to leave now could take it with them.) Florida Lions all across this state should be very pleased with this place. God has blessed this place. The Local Lions Couples Club, founded by Paul and Barbara Adress was meeting for a picnic with neighbors as we were leaving. (Hope Barbar's mother and aunt are better she was away in N.Y. with them)

Brinings had sent a note with regrets they could not be with us. Gus has been ill. Bob and Bert Joy left Cortland, New York for Rally, but returned home because of Bert's ill health. Gordon and Ruth Harvey were absent because Gordon experienced an Ultra accident as he was working on it, suffering broken ribs etc. We wish you all well and all those we do not know about too. And we missed our far away friends, Arnold and Edna Steenburg from Cucamonga, California. They have attended many of our Fla. Rallies. MEMBERS ATTENDING: Walter & Marilyn Davison #366, Norm & Marion Helmkey #547, Howard & Marietta Walkers #224 (They were gone when Lowest # Prize was presented Sat. nite) Lynn & Olive Hunter #556, Al & Jan Driggers #412, Pat & Margie Fitzgerald #448, Tenny and Randle #328, Lain & Jean Guthrie #482, Don & Mickey Richards #379, Pete & Rose Schuler #397, Jean & Betty McMasters #330, Louie & Maybel Griggs #334 Clyde & Kaye Stanton #392, Richard and JoAnn Badstibner #487, Norris & Charlena Houck #Winnabago, former #397, Frank & Joan Rudolph former #357, Realite, Doug & Sean Taulbee (we missed you, Sandy) #267, Jack Eric Lee #341, Dick & Bonnie Granger #430, Earl & Jo Dunn #375 They were attending their 1st Rally. (The men spend time touring coaches Earl suggested Sat afternoon that ladies tour coaches. His wife wanted interior ideas I would like to recommend this too, a time set aside for hometours for those wishing to participate followed by a tea one afternoon. Great to share ideas.) There were a total of 20 units (Fla 14, Ohio 2, N J 1, NY 1, Md. 1, Mich 1) Don Harrison #354 and friend, Tom Stungis, from work dropped in Monday for short visit. Mark & Grace #510 Xenia Ohio payed us a day visit Friday. Sat. we were delighted with a visit from Roger & Miriam Blohm. CORSA members in response to invitation sent to all Corvair clubs in S.E., U S! (Info: Reservations at this camp need not be for whl. week)

Pat & Margie Fitzgerald, with helpers, will host the Florida Rally next year. (This had been our 3rd year here) They will let us all know, in the newsletter, when and where as soon as they firm up a place. Volunteer to help and You all come! It's been fun! (We collected \$2. registration fee, \$3. rally exp., had no fund raisers) (Reports to Pres. Treas. & next Rally host) (Camping fee was \$10. per nite)

(Photos, copy of invitational flier, copy of this report being sent to Badstibners who have scrap books previously cared for by Brinings)

Respectfully submitted, hosts for this Rally, Walter & Marilyn Davison

P S Suggestion: There are forms for rally hosts. Schulers showed them to me, forms they used, appeared most helpful, much like I made up - blind. Registration Form #009 revised 5/3/87 JHC for collecting and Rally Report Form #010 revised 5/3/87 JHC for showing receipts and disbursements - copies to be sent to Ultra president & treasurer & next rally host. I suggest that whoever has these forms Pres., sect, or whoever - please send them & suggested guidelines to each rally host as soon as they appear in the newsletter. Marilyn D.

Our Spring Rally was a bit later this year in Tehachapi, California. It is said by some that the name means "Windy Place", which could easily be, as the area's unique topography gives it one of the best wind resources in the country, if not the world. Who would have thought the windmills of years ago would still be an important part of our lives today? What a sight to see the 4500 wind turbines spinning, and realize they supply the electrical needs of the entire Antelope Valley, and export electricity to Los Angeles!

When we arrived at Brite Lake on Wednesday, the Lyles and Trumans were there. The green lush hills all around us were covered with orange and yellow poppies--but soon, clouds appeared and snow started falling; it continued all night, and by morning those same green hills were covered with snow, as well as our Ultras, cars, and what a beautiful sight it was! The next day it started melting as fast as it fell; but it was a nice happening for those of us who don't see snow.

Lots of Ultras arrived on Thursday, and co-host Millie Dinesen made two huge pots of Pow-wow Chili and garlic bread. Host Leonard Tekaat tossed up a huge salad. Edy Ryerson and Nobia Suckow brought delicious cakes for our dessert. What a treat! That Millie also made darling needlepoint May baskets filled with goodies for each of us as we registered.

Friday was our bountiful Pot-luck dinner in the pavilion overlooking Brite Lake.

Saturday was our General Meeting. We had seven past Presidents (and first ladies) in attendance. Also, lots of visitors, including Bryant Phillips and Barbara Taylor, who drove to the Rally from Van Nuys. Evy Shepherd and Peg drove from Portland, Oregon. The Newhouses, Laslos, Ellers, and Joe Talerico came in cars. Brenda and Leonard's granddaughters, and his sister and children who live in Tehachapi, came to visit.

We dined out at Domingo's on Saturday, and dessert was furnished by Roberta and Robert Franz. They had many cakes for their 50th Anniversary in April, so froze a beautiful one to bring the Rally and share with us.

We had our usual coffee hour, men their tech sessions, and the women played cards, rummy tile, and just visited. Host Leonard brought horseshoes, net for volleyball and badminton--even some of the "seniors" gave the younger ones a little competition.

Warren Suckow led our Sunday Church Service; then we said our goodbyes until the next rally.

We send get well wishes to Esther Snyder, Gladys Bell and Thelma Cook. We miss you!

We were saddened by the news that our dear friend Marion Smith, from Oakland, California, had passed away. Our heartfelt sympathy to Roma.

Total of 22 registered--15 Ultras, 2 motorhomes, 5 cars. 18 from CA, 2 AZ., 1 Canada.

Those who attended: L. Bell, Dinesen, Donaldson, Eller, Franz, Laslo, Lyles, Merritt, Moen, Muranaka & guest, Newhouse, O'mara, Polus, Richardson, Ryerson, Reinhardt, Shepherd, Suckow, Tekaat, Truman, Yakel.

Respectfully Submitted, Evelyn Donaldson



ULTRA POSTSCRIPTS ★★★★★

When you turn a STONE over, you probably will find a worm. If you turn a PROBLEM over, you'll generally find an opportunity.

DEAR WORLD: Mother Earth, we apologize. We meant to be better caretakers. Why aren't we? Each one of us has a stewardship, a responsibility, to you, our planet. If we don't take care of our Earth, if we don't clean up and recycle and educate others to help in this task, then we've FAILED. The wonders of nature that we've experienced will live on only in our memories. They say that if we don't re-use our throwaways, our waste, then Earth will become sick. City and factory dumping sites are polluting the soil---and our rivers and deep well water. Water tables in many areas are low and gradually becoming dank with chemical residues. Radiation from waste products increases health risks and poisons the land. Also - irrigation sources become sick with salts and other contaminants...then vegetable and fruit crops are stunted and can even become unhealthy for food. Recycling used oil, old paper, plastics and glass will help keep the atmosphere, the very air we breathe FRESH, the soil cleaner, our forests green, our drinking water safe. Mother, we are sorry we delayed.

"None of us is as smart as all of us." COMBINED WISDOM is always best.

TRIM THE BUDGET: Here is WHY we should not pay more income taxes than necessary. That non-profit "think tank", the HERITAGE FOUNDATION, finds that much of our tax money is being wasted. If you are planning a summer vacation, give some thought to Bedford, Indiana. There you will see a 10-story exact copy of the Great Pyramid of Cheops...all constructed with the help of \$500,000 of your hard-earned tax dollars. You can also examine an 800-foot replica of the Great Wall of China---built with the aid of your income tax dollars, says Heritage Foundation. And---while just thinking about the Great Wall of Bedford might cause a person to laugh, there is little that is funny about the corruption with our tax dollars. Check the printed list in the box at right. Some readers may wonder what I am getting at? My reply: "The TRUTH Sir; I'm getting at the truth!" Ultra Van motor home owners are a "cross section" of America. Drop a card as to HOW you and you feel about this subject. Thank you.

— A \$221,000 expenditure of tax dollars to send 21 congressmen and other "officials" to the Paris Air Show.

— A \$46,000 study of how long it took to cook breakfast eggs.

— A \$150,000 allocation for Broom Snakeweed research in New Mexico.

— A \$68,000 bill to send officials of the Urban Mass Transit Administration to Disney World to study the secrets of the Disney transportation system.

— A \$107,000 grant to study the sexual preferences of the Japanese quail. Researchers concluded that male quails prefer female quails over male quails.

RETIREMENT PLANNING: In the United States of America the AVERAGE middle-aged (35 to 50 years) person has only \$2,300 in total accumulated equity or savings. That's the average of ALL PERSONS in the "pre senior-citizen" age group...only \$2,300. What about us? Many of us are seniors. Can we assist younger folks? Ultra people would compare far above the average. For one thing, they own a motorhome. But the others---those at or below that quoted average? Will they ever be able to retire? Their nest egg is only humming bird size! They didn't plan to fail. They, evidently, did fail to PLAN. Or...they were unfortunate in their employment area -- or they made stupid investments? The losers always have some excuse. But no one can finance his retirement or even his daily struggle to keep out of debt on excuses. Let's see if you and I can be helpful (overleaf).

PLANNING (continued): Even though the Dow Jones averages closed April 17th the first time ever at over 3,000 points, the Nation is still in deep recession. When will it end? When will conditions get better? It is difficult to say. It all depends. Excesses of past decades need to be squeezed out. Will we have a Great Depression lasting up to 12-years like the 1930s? We hope not! One thing we do know, hard times are on the way for tens-of-thousands more families. Hard times have already arrived in many areas of the country. Some haven't felt it yet....maybe won't. How can we help families plan for retirement under current circumstances? It is difficult enough when times are good. Many club members have had years of ACTUAL retirement experience---ask them how they worked it out. The investment corporation we formed back in 1953 taught a ton of lessons. Some customers did not have their priorities straight. Most of us are not PATIENT enough to WAIT---for things we want today! So---automobiles, to swimming pools, to refrigerators, to TVs, to new homes, cost DOUBLE, even TRIPLE because of interest accumulation. People would be ahead to wait (and pay cash) for some of their desires. Today's difficult period should not be much of a problem for most members. Questions? Just check last winter's Postscripts and some earlier issues, or call any experienced person. Maybe we or another club member can be of some help.


Every one of us has TWO ears---but only ONE mouth. That means we were created to LISTEN twice as much as we were created to SPEAK. So there!

HAPPY ANNIVERSARY

Dear Club: It's your BIRTHDAY again. At 25-years of age you've survived the tantrum period, plus teenage uncertainties and those early 20s, and NOW you are matured. You've become a seasoned and experienced Association. Years do something to countries--and people--and CLUBS. Some of us more-senior members remember "way back when" horse "buggies" were the common means of transportation (in winter it was the "cutter"). Well do I recall as a youth (I think I was dry behind the ears) when horseless-carriages (cars) started becoming popular. My dad had one of the first model-Ts built. The words "auto" and "automobile" were coined. Ultra Club came into being with the advent of "house-cars" (which are still much like the "covered wagons" of pioneer days) where one can sleep and eat within such vehicle's confines. Actually it wasn't until #228 came on the scene in 1966 that organization activities solidified---and the Club was born. It was this particular concept, the Ultra Van motorhome, that sparked the idea for an association of owners. What "concept" are we talking about? It is one so rare (and difficult to manufacture) that those built should NEVER lose their value if properly cared for. It is the only motor coach in the world sporting full aluminum monocoque construction -- where the body is the frame and dry weight is a fraction of all others. Dave Peterson is the genius who conceived it. And---now that our nation-wide organization has matured, let's offer a cheer for the greatest concept in travel vehicle history. HAPPY 25th ANNIVERSARY Ultra Motor Coach Club.

THE YEAR OF THE RAM: Does everyone know that this year (1991) is the Chinese year of the RAM? Very interesting! Throughout a hundred years of history, each "Chinese year" is said to remain true to animal-designation. The Ram is aggressive, raming opponents, settling differences. This seems to be SUCH a year. Four years ago we suffered the year of the PIG. It was 12-months when money-handlers discovered the "Public Trough"-- and Federal debt rose. Last year (1990) was the year of the HORSE -- as we galloped aimlessly into banking problems. Next year (1992) comes the year of the MONKEY. Will this period bring good times or "monkey business"?

May 1991

Your humble servant 
Page Ten Ernest Newhouse

The Saga of OBSESSION IV ol'547 (Episode 8) by Norm HelmKay 356/547

Last time, when we left you, the coach was filled with smoke as we pulled off icy I-95 into a motel near Fredricksburg, Virginia.

Next morning the fog was still thick, so after breakfast, Marion went back to the room while and I traced down what caused the smoke. Five wires in the alternator cable harness were melted together. After a couple hundred thousand miles, in a hot engine bay, the wires had cracked going through the aluminum wall and shorted out.

By noon, all the wires were separated and wrapped with tape. The fog began to lift, so we started up the coach on the spare battery and took-off south on US 1 to look for a place to buy new wire.

About 20 miles north of Richmond, we came on a wrecking yard. This might be a good place to find a firewall forward wiring harness out of an old Chevy. The owner spoke " 'ol southern" which I had trouble understanding, luckily a helper spoke "new northern" and translated.

He said "the old wuns is yonda in de holler". I found them, ankle deep in mud, none had any wiring harnesses. Walking back to the shop, I was covered in mud, the owner saw I was furious. He had walked out to see the Ultra Van and saw the Ontario tag so now knew I was not a Yankee.

He directed me to a tractor trailer full of electrical parts like; fuse blocks, starters, alternators and complete wiring harnesses, carefully taken out of the old cars. On seeing this, I angrily asked why he sent me on a goose chase. Grinning, he drawled "thought y'all was a Yankee and was fixin t'see how bad ya needed the waire (southern for wire)". Handing me the harness he said, "take it, y'got a friend in Virginy".

We stopped at a K-Mart for extra tape and after the cable was soldered and taped, we were on our way south again. Our pace was slowed to under 50 miles an hour as the motor was running hot, which I assumed was a result of the retarded timing needed to get the engine running. In a couple of days, we limped into the Fitzgeralds at Englewood, where I knew all the tools would be available to change the timing chain.

In a few hours the radiator was out, the crankshaft pulley and timing chain cover were off to reveal a sad case, the chain had jumped three or four teeth and all the nylon from the upper sprocket was chewed off, so the chain was running directly on the aluminum gear base.

It didn't take long to decide the pan and heads should come off to determine if the motor needed at a minimum new rings and bearings or a complete replacement, perhaps with a late model 350. Luckily, crank journals were within .002" and cylinder wall wear was under .005" but eagle-eyed Pat spied a tiny crack in one piston skirt, so new rings, bearings, one new piston and a timing chain set did the job.

The cylinder heads were another story, using unleaded gas had caused the exhaust valves to recess so deeply into the heads, they were below the top of the seats. We found a reconditioned pair of 1976 small valve (for low end torque) truck heads (casting number 3998991) which have hard seats and exhaust valve rotators. The upside is we can fearlessly burn unleaded fuel and only downside is the compression ratio is one point lower which dropped the mileage a couple of miles per gallon.

At the National Rally in Louisiana in 1988, Jim Craig showed a set of steel bellcranks which were from the first set which Bill Hellander had made. These looked so good compared to the aluminum ones in 547, that I asked Jim if he would sell them, but the answer was no.

Luckily, in the fall of 1988, Bill agreed to have another 20 sets made and early in 1989, received the new ones which were installed when Pat Fitzgerald and I replaced the tie rod ends, ball joints and spot faced the lower "A" arms prior to the Lake Whales rally in March 1989.

Who could have known, how well the bellcranks would be tested just a few months later on our way to the 1989 National Rally.

As many of you know, our 547 is a heavy V-8 which usually rolls down the road around 6,000 pounds, so there is quite a load on the steering and suspension. We now have over 32,000 miles on the steel bellcranks of which about 27,000 miles have been run-up since our incident.

On the way to Riudoso, we were heading for Hutchison, but stopped to shop in Salina, Kansas. While making a tight turn into a supermarket, I caught the inside of the left front wheel on a lane dividing curb. The wheel was wrenched out of my hand and as it spun, the flat spokes of the custom steering wheel ripped my watch off and cut two fingers.

After a little first aid, repairs to the watch band and inspection of the front end, everything seemed to be O.K. Back on the road, the steering wheel was in its normal spot and the coach tracked as before, so I was relieved that there had been no apparent damage.

We drove all the way to New Mexico and on our way back, at Sears in Nashville, I had new front tires installed. They noticed the inside rim of the left wheel was bent and straightened it. The tire from that wheel looked to be the better of the two being replaced and an inspection inside didn't show any cuts, so it became the spare.

As I wrote last fall, on the way to Franklin, the trailing arm tore out and it scrubbed the rear tire so badly that I decided to use the spare which had been on the left front, when the curb was hit.

Obviously, the bellcranks stood the bash test, but I did not discover how hard the curb was hit until after the 1991 Lake Wales spring rally.

Pete Schuler and I were returning from a visit to Gordon Harvey. We were on I-4 just west of Lakeland, when the bashed tire blew-out. The side wall on the inside had three vertical cuts from the bead to the tread just about the width of the curb that had been hit.

The scuffed-up tire (now the temporary spare) was quickly mounted and we drove into Lakeland where ol' 547 was re-tired all around.

Later in April, at Jean McMasters where we were doing an alignment, the bellcranks were removed when we were looking for a bit of cross-shaft play. From our inspection, they certainly looked fine.

In spite of a steel bellcrank failure report in the last newsletter, I still have a great deal of confidence in the steel bellcranks we have.

Since I distributed 10 sets of Bill Helander's second batch of steel bellcranks to club members in the East, I feel obligated to comment on the bellcrank failure reported in the last newsletter.

Before we panic, it is very important to understand all the facts and circumstances regarding the failure, to determine if this was a one-of-a-kind situation, or if it effects all steel bellcranks or can it be isolated to only one of the two batches, etc.

Also, in recommending remedial action, only after having determined how severe the problem is, can we in good faith recommend re-welding without having a precise jig? Does anyone have Bill's jig?

Do we know for certain what the base alloy was or what welding rod was used in each of the two batches of bellcranks? Also, were both batches heat treated and will the next welder do a good job of heat treating the bellcranks after re-welding? Properly heat treated 4130 Alloy will just about double its strength if heat treated correctly. Would the average Ultra Van owner know the right questions to ask a welder?

For me, as you might gather from Episode 9 of the 'ol 547 Saga Series that I hope is elsewhere in this newsletter, I have every confidence in the quality of the welds in my two sets of steel bellcranks and each trip am thankful that Bill Helander made them possible.

You might properly ask on what basis do I make my judgement.

My bellcranks took a hard bashing in my bout with the curb and having pulled them out for inspection with as many miles on them as they have, feel they are still better than the aluminum ones I took out in 1989.

My second set of bellcranks also from Bill Helander's second batch) which I intend to install in 356, (if I don't go to rack and pinion steering) have been inspected by two aircraft welders and one racing car shop. Also, Pat Fitzgerald borrowed these bellcranks and took them to a testing lab in Sarasota to get a feeling for the quality of the welds and costs of going further into X-Ray or other types of testing.

Pat met with Mr. H.W. Pearman, Professional Engineer who is the Division Manager of Professional Services Industries. Mr. Pearman made a through visual inspection and said the welds were done by the TIG method. In his opinion, which was the same as the three other shops mentioned above, the welding was done by a highly skilled welder whom he would certainly consider to be a real craftsman. A point Mr. Pearman raised was if the rod and base material were not the same, the strength could be very much reduced and X-Raying would not show-up this problem.

He also stated that it was his opinion there was no question he felt the steel bellcrank design was a big safety improvement over the cast aluminum design.

I would like to gather more information and will provide direct results to those who participate. Please send a postcard with the following data: Which batch? 1 or 2. Are they installed? If yes, which coach number. How many miles since installation? Any unusual problems? Have you tested them as described in the Spring 1991 newsletter? Are you going to leave them in? Will you have them re-welded? Heat treated? Please feel free to add any other comments.



NEW MEMBERS



#310 Jay & Jean Boes
209 Maple
Zeeland, MI. 49464
Ph: (616) 772-4744

#464 Clayton, Marjorie & Jessin Kruckenberg
Rt. 3 Box 263
Minot, ND. 58701
Ph: (701) 722-3584

#375 Earl & Joanne Dunn
134 N. Indian Circle
Cocoa, FL. 32922
Ph: (407) 636-8778

#378 Bill & Peggy Miller (S)
636 Chelsea Place
Ocean City, NJ. 08226
Ph:

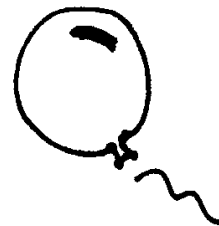
#398 Jame & Mary Foust
RFD #2
Rockwood, PA. 15557
Ph: (814) 352-7435

Bill & Peggy Miller (W)
1000 Bryn Mawr Rd.
Carlisle, PA. 17013
Ph: (717) 615-5499

#504 Bob & Diane Galli
5000 Cascabel
Atascadero, CA. 93422
Ph: (805) 466-2737

Robert C. Palmer
2424 32nd Avenue
Grand Forks, ND
Ph: (701) 775-3193

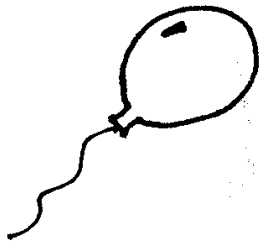
#340 Gerald & Valerie Heyns
Star Rt. Box 931
Sandia Park, NM. 87047
Ph:



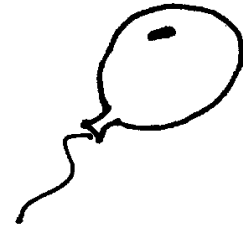
ULTRA VAN MOTOR COACH CLUB, INC.

Treasurer's Report, First Quarter, 1991

Balance, December 31, 1990:	2687.75
Receipts--Dues	1140.00
Benham Capital Management Group	11.93
Al-Gar FCU dividend	43.10
Total Receipts	1195.03
Expenses: postage, includes 115 postcards sent to delinquent members	19.05
postage--E. Newhouse	25.00
postage to mail Newsletter	127.50
print Newsletter	212.63
Total Expenses	461.47
Balance 3/31/91	\$3421.31



NOTICE



Coaches for Sale:

1964 TRAVELON (Ultra Van type) New paint-blue & white, new windshields, new brakes; interior poor, needs TLC. V-6 Buick power-low time-runs great. #3500. James Farrar, 625 1st St. N, Shelby, MT 59474. Ph: (406) 434-2597

#499 Ultra Van 1969, 110 HP, Powerglide; new windshield, good tires, air conditioner, Ralph generator, CB, radio & 8 track combination; Geraghty Water Injector, goose juice injector; electric fuel pump; cable to adjust distributor while driving; Corvair engine was completely overhauled 13,000 miles ago. Rebuilt automatic transmission, 3 system refrigerator, propane cook stove; one extra rear end; one extra transmission; Ryerson Manual; King size bed, or twin, if preferred. Ready to drive. \$6995.00. Al Lyles, 400 S. Flower, #160, Orange, California 92668 Ph: (714) 978-2982

#550 Ultra Van 1970. New Chevrolet V-8 307 cu. in. engine (3000 miles) Following items new: carburetor, alternator, voltage regulator, starter, radiator, Bowden cable (shifter), Bowden cable (throttle), all 8 Universal joints, all wheel bearings, left suspension trailing arm, all aerospace quality Heims Unibal Bearings (steering), all four tires (L/T 6 ply radial), Bosch wiper motor, three way Dometic Refrigerator, Coleman roof air conditioner. Has color TV in living room, B/W TV in bedroom, top of the line TV antenna, new spare tire cover, original white outside color scheme, original white ash interior. Has professionally matched additional cabinets over dining table, matched table between front bucket seats. All recommended modifications per Mr. Ryerson completed. New deep cycle RV battery, new trickle charger, Ryerson manual, tow hitch, Quartz headlights, telephone jack, new shore line.

Needs: four shock absorbers (under warranty), kitchen water pump. Price, \$9995.00. Mr. & Mrs. J. P. Alvarez, 14345 El Vestido Street, San Diego, CA. 92129.



A new Directory will go to press around the 15th of August, 1991. Have you had a change of address or phone number since the last Directory? If so, please let the Secretary know by early August what the current facts are. Do it now.

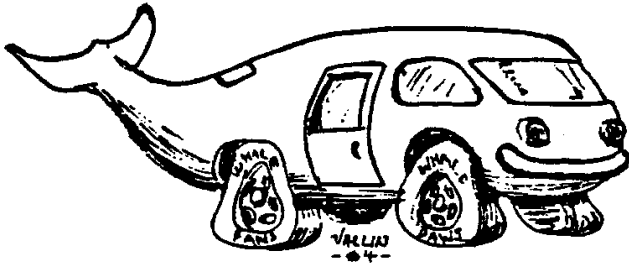


The above pictures were furnished to (Louis, as Sec.-Treas. of Group Ultra Van) by Steven McDaniel, of Renton, Washington. This coach, #441, was converted by J. Harold Hobbs to Toronado power in 1971. Last owner was Robert Elliott. It burned in October, 1990, with only 36,695 miles on the odometer. Steven opines that the cause of the fire was probably a "stack fire".

By this he means that someone was working on the carburetor, with the air filter off. When attempting to start, a backfire ignited the coach.

Please learn a lesson from this. When doing anything hazardous around your coach, have within reach a fully charged, competent fire extinguisher.

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"

"The old out - the new in - the flat six versus the V/6, the story continues."

Member, Howard Boso recently stopped in for a short visit and I had a chance to inspect his new conversion from the flat six to a Buick V/6 engine in his Ultra #453. The installation is very neat and the quality of the workmanship is apparent. After discussing the complete change-over with him, a lot of hidden details are not seen by the visual inspection. This type of conversion is not for the amateur mechanic. Howard has done several of these change-overs and has worked out a lot of the details necessary to make it a trouble free conversion.

If you are considering this type of conversion I recommend you contact Howard and Pete Schuler #397 to eliminate a lot of possible problems.

More on the steel bellcranks! Member, Paul Robinson has had Industrial Testing Laboratories, Inc. in St. Lewis x-ray his steel bellcranks and did find one or more welds that were not done properly. He had the welds ground down and re-heli-arc welded and then re-x-rayed. The x-rays do confirm that the second weld is better. Cost of the x-rays were \$50 each. Contact Paul if you desire to have your bellcrank x-rayed at the St. Lewis lab.

I have received no other letters, other than Paul's or telephone calls about this problem, so perhaps this really isn't as big a problem as first appeared. Any comments?

Tech Tip #9-91 Driveshafts - Vair and V/8

Ref. Ultra Manual section 9, page 9-58

I recently had a new pair of driveshafts made for my V/8 Ultra and I can highly recommend the below named shop for quality and reasonable priced work. They will take your order over the telephone. They will want to know what part number "U" joint you require on each end of shaft and the measurement from center to center of each "U" joint, (end to end) and out side diameter of shaft. They ship by UPS. (Measurements done with shafts installed on Ultra and wheels on ground) M.I.T., 1365 N. Johnson Ave., Suite 113, El Cajon, CA 92020, (619) 579-7727. Ask for Jeff Sugg.

Jim Craig, #549

Tech Tip #10-91 Electric Fuel Pumps

Ref. Ultra Manual section 8, page 8-2

When installing an electric fuel pump in series (in line) with your existing engine mechanical fuel pump, verify that fuel can be pulled thru the electric pump by the mechanical pump when the electric one is turned off. Some electric pumps will not allow this

to happen. Usually you can (before installing the pump) suck on the outlet to test for the flow through feature.

Jim Craig, #549

Tech Tip #11-91 Save Your Tanks

Ref. Ultra Manual section 5, page 5-17

Save Your Tank: Holding tanks eventually start becoming "eaten" in spots by galvanic or electrolytic action, or they may acid-corrode chemically, unless maintenance steps are taken early enough. One preventative method used is to pour a cupful of ethelene glycol into the stool now and then after the tank has been emptied, rinsed down with a quart of water. Ethelene glycol is generally available lately under \$6 per gallon in auto parts stores - with various trade names, like Prestone, or any other brand of permanent anti-freeze. This coats the entire tank inside, as it fills, with a thin protective glycerin-like film- does not harm rubber, brass, aluminum, iron, or plastic. It lubes the pump-impellers and helps prevent corrosion of hose ends and drain caps too. This suggestion can save each club member up to \$100 by delaying holding tank replacement costs and eliminating some pump and other problems.

Ernie Newhouse, #603A

Tech Tip #11-91 Auto-Moly-Protection Plus

Ref. Ultra Manual section 12, page 12-9

Auto-Moly: The engine crankcase additives containing automotive-molybdenum (MOS_2) certainly reduce cylinder wall and camshaft wear. This is true also for the gears and other parts when Moly-Seal is used in your automatic transmissions. An 8 ounce can of each, correctly added, plates out on friction surfaces, remaining there even after several oil changes. Extra valuable is Moly-Grease in the gun when lubing your steering assembly. Steering becomes easier, wear is reduced. Vehicles normally need lube jobs only one/half as often using molybdenum-rich grease; front and rear wheel bearings, once properly packed, seldom ever require a second servicing. Gear-Moly in your differential will reduce gear wear and howl. Auto-Moly products are available from the J. C. Whitney catalogue, also independent dealers, for those desiring.

Ernie Newhouse, #603A
Jim Craig, #549

HELP! Eastern Merchandise Chairman Wanted

I now have custody of the club merchandise that was available to the eastern Ultra members. This material should be made available so that all those members will have an opportunity to purchase these items. So--if you would like to present these items at the rallies you attend, please advise.

Jim Craig, (619)366-9104

FOR SALE

Windshields

New Ultra windshields are available now to your home or local glass shop. These new panels are full size and tinted. New rubber moulding also available. Call for latest prices.

Ultra Van fabric see thru windshield and side window covers, 3 pieces. Color white (attaching hardware included) \$90.

Ultra Van foam bumpers (original style) \$44.95.

All above items plus shipping.

Jim Craig (619)366-9104

Alaskan Highway Update:

Member John Shattuck attended a three hour class at a local college about "Driving the Alaskan Hiways". It was given by Joe and Vicki Kieva who drove their RV to Fairbanks and Dawson City last year (1990) John's comments are as follows:

1. Cost of groceries are 25% higher in major cities like Anchorage, White Horse or Fairbanks. In smaller cities and towns the premium is more like 35 to 50%. Generally speaking it is more economical to eat in restaurants.
2. Gasoline varied from \$1.50 to \$2.50 per gallon. Recommended having a Texaco and Standard Oil credit card. It was 4 to 5 months before these charges showed in their bills.
3. Settlements with gas stations and restaurants were 60 to 70 miles apart. All had good rest areas and laundries. Camping fees for RV's were approx. $\frac{1}{2}$ U.S. rates.
4. They did not recommend trying to drive more than 200 miles per day. Their average speed for the whole trip was 35 mph. Auto Club had the best maps.
5. Avon's "Skin So Soft" was best mosquito protection although it had to be applied frequently.
6. They felt dust and mosquito proofing your RV was well worth the effort. Use bright lights inside RV at night to reveal holes and cracks to be sealed. Use mosquito netting and velcro to screen unscreened openings.
7. They covered the whole RV windshield with a protective screen of hardware cloth. They felt this had been a mistake and they would not do it again. It was too distracting and flying stones were not prevalent. They also carried two spare tires which they did not use. They had "D" load range tires on their RV.
8. Most frequent mechanical failures they saw on the road were shock absorber and tail pipe hangers. They recommended adding additional tail pipe hangers. Also suggested front and rear wheel mud flaps.
9. They also had a masonite cover over their picture window on the side of the RV which was in place most of the time because it was difficult to remove. They would not do this again. They would either travel without covering the window or would use a piece of cardboard with a simple retaining system and periodically replace the cardboard.
10. They also recommended using closures or furnace filters inside the furnace, & refrigerator and hot water heater doors to protect from road dust.
11. There were virtually no mountain grades to climb, only small hills. Terrain was very flat.
12. A must was visiting Hudson Bay Company in Skagway.
13. Should not make trip without owning a copy of current issue of Milepost (\$14.95 @ Crown Books), gives information on road conditions and active construction projects. 1991 is current issue.
14. Recommended visiting Whittier and Homer using the Marine Highway (ferry) and its Associated Railway Portage (cars on flatbed rail cars) = \$250 for their RV.
15. When making ferry reservations pay particular attention to "Time of Day" of all land falls! They used the Bellingham, Washington to Skagway Ferry Trip. Cost for RV and 2 persons was \$1,682. Meals in dining room were extra, approximately twice the cost of "nice" California restaurant. No access to RV's while on ferry.

16. Recommended Literature:

- a. Alaskan Milepost (800)331-3510
- b. Alaska Official State Planner (free) from Alaska Tourism Council, P.O. Box E-501 Juneau, Alaska 99811
- c. North to Alaska (free) from North to Alaska, P.O.Box 14649, Portland, OR 97214.
- d. Alaska Travel Guide, Sunset Books, Menlo Park, CA 94025.
- e. Vacation Guide to Canada's Yukon (free) from Tourism Yukon, P.O.Box 2703, Whitehorse, YT Canada, Y1A ZC6
- f. Travel Guide to British Columbia (free) from Tourism B.C. , Parliament Building, Victoria, British Columbia, Canada V8V 1X4.
- g. 22 Days in Alaska, The Itinerary Planner by Pamela Lanier.
- h. Alaska by James a Michner.

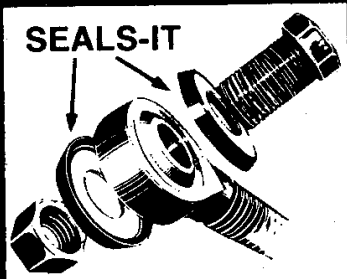
17. Should allow 6 to 8 weeks for trip.

Francis Carroll, a former member, passed away on May 1, 1991.
To send condolences to his widow: Lucille Carroll, 6701 Blanco Rd. Apt. 616, San Antonio, TX. 78216. Phone (512) 349-4912.

It was brought to the Secretary's attention at the May Rally pot luck that when you bring a dish to the pot luck, please bring enough to serve eight people. Thank you.

The EMU banner is to be passed on to the next rally host & hostess, so that we will not have to do any searching to find out who has it.

SEALS for ROD ENDS



SEALS-IT

Combination
Neoprene Rubber
Seal Bonded to Steel Washer
Seal for ROD ENDS
Seals out dirt and grime.
Prevents wear.

Call now for information and pricing.

Patent Pending

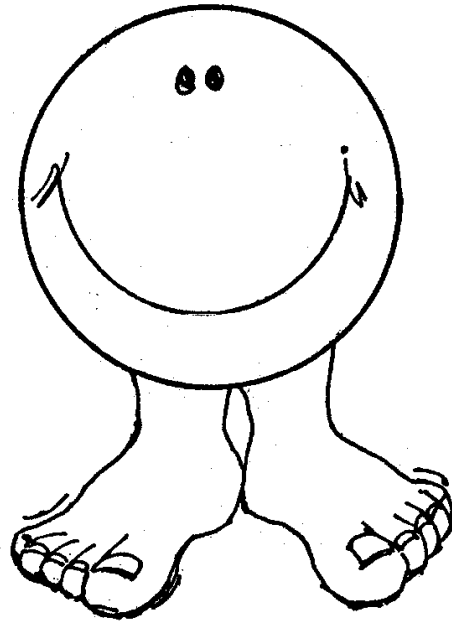
SEALS-IT

364 TOLLAND STREET
E. HARTFORD, CT 06108
TELEPHONE: (203) 528-9660



We wish to signally honor our President, Robert Franz, and our Western Director, Roberta Franz, on the celebration of their Fiftieth Wedding Anniversary on Saturday, April 20, 1991. Dr. Franz is a retired Podiatrist, hence the cartoon. We love both of you!

The Club maintains a 50th wedding anniversary document. All who have attained that goal are invited to sign it at the National Rally.



*Wear A Smile, It's
Your Most Important
Asset.*

The next Newsletter will definitely go to print on August 1, 1991. To make sure that any material that you develop gets into print, be early! Secretary.

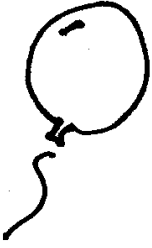
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At this time, I/we plan to attend the Annual Rally of the Ultra Van Motor Coach Club at Neosho, Missouri on September 23-30, 1991.

Signed-----

Comments-----

Please return immediately to: Bob Franz
220 W. 4th Street
Antioch, CA. 94509



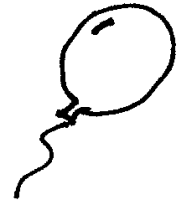
PLANT A TREE FOR ME

*There is nothing like a tree;
 A great, green tree's just right for me!
 On a hot and sunny day
 It gives me shade so I can play.
 And when the raindrops tumble down,
 I keep dry beneath its crown.
 On windy days, its leaves I hear
 Playing music for my ears.
 I smell its blossoms in the spring,
 All pink and white and fluttering.
 Or on a branch that's not too high
 I sit up closer to the sky!
 So now I'm sure that you can see
 Why everyone should plant a tree!*



Wants to buy an Ultra Van:

Paul Justus
 P. O. Box 332
 Advance, N.C. 27006
 (919) 998-5695





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.