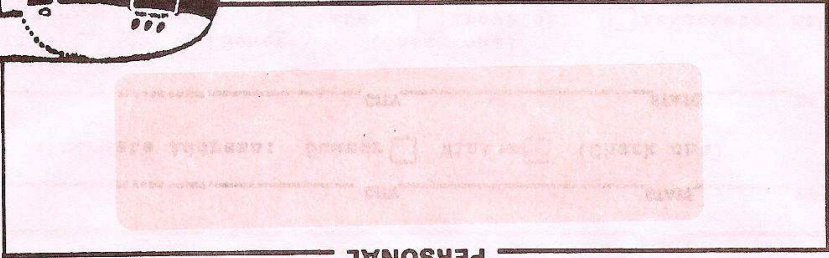


DATE MAILED FEB 22 1992



PERSONAL

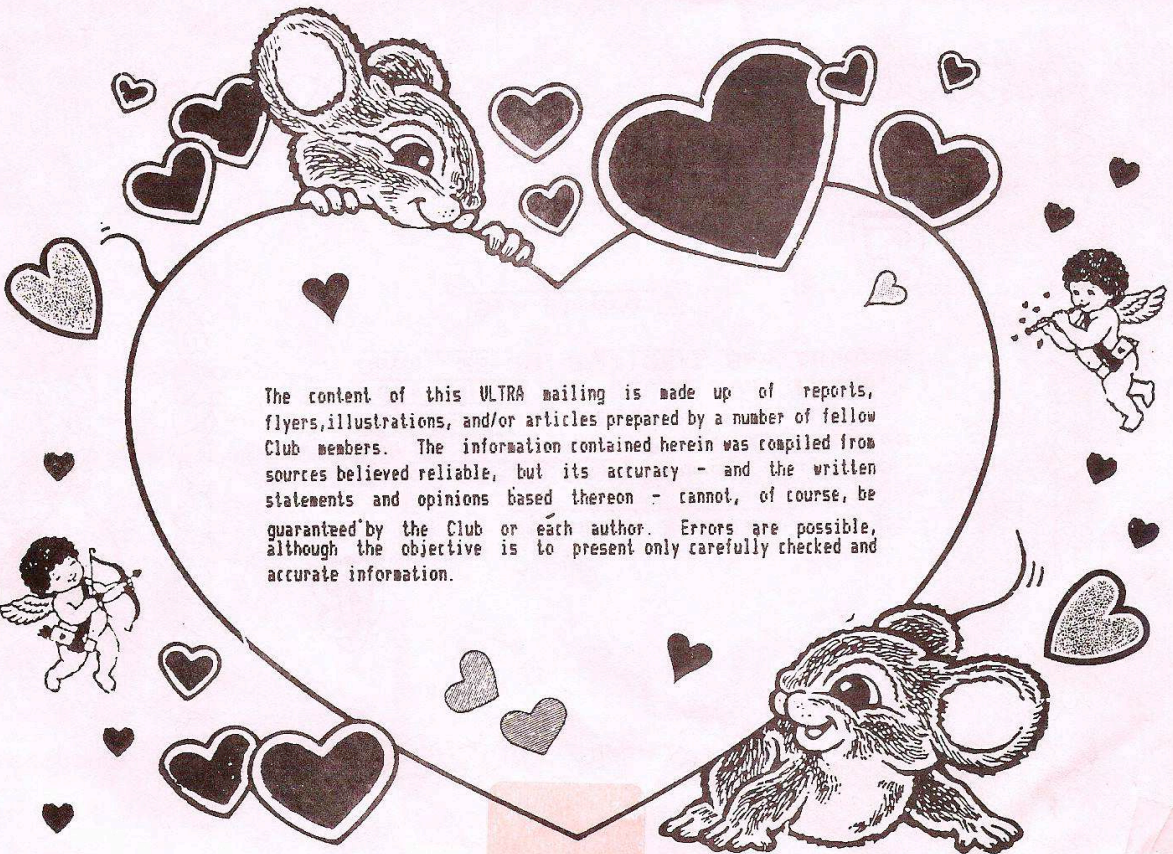
FIRST CLASS MAIL

Spring 1992 Newsletter



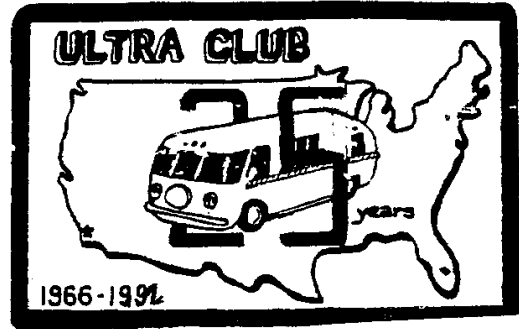
Maybel Griggs, Secretary
626 Brookfield Avenue
Cumberland, Maryland 21502

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 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, 1992 Ultra Year:

President: Leonard Tekaat, #220; Vice President, P. W. Donaldson, #436;
Secretary, Maybel Griggs, #334; Treasurer, Louis Griggs, #334.
1991 Ernest Newhouse Award Recipient: Pat Fitzgerald, #448. Technical
Coordinator, Norm Helmkey, #547 (Corvair), Len Ryerson, #513 (V-8)

All reports of Regional Rallies, advertisements, or other input for the Newsletter are to be forwarded to the Secretary. There is no charge for advertisements; please allow a 3/8" margin on all four sides of any copy, preferably using black ink. Any handwritten copy that you want typed should arrive a week or so before the deadline. All dues are to be forwarded to the Treasurer. Save yourself postage--inputs to Secretary and Treasurer can be put in the same envelope. Material for the Newsletter can be folded. Technical tips are to be furnished to the Technical Coordinator--note wintertime Florida address. 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

It is so great to have people in the club that will step forward and volunteer to get the necessary things done. I want to take this opportunity to say "Thank You" to those that are not thanked enough. Without them we would not have a news letter, regional National Rallies, money in the bank and many of the other things that make this a very viable club. It takes all of us participating to carry the club forward.

I would like to meet more of our members at our next national rally in San Antone. There is so many people and coaches that don't attend rallies. The members that are attending the rallies would really like to see all of you that have not attended a rally lately. So Join In. and have some fun!! See the country in your Ultra; That's what it was made for!!

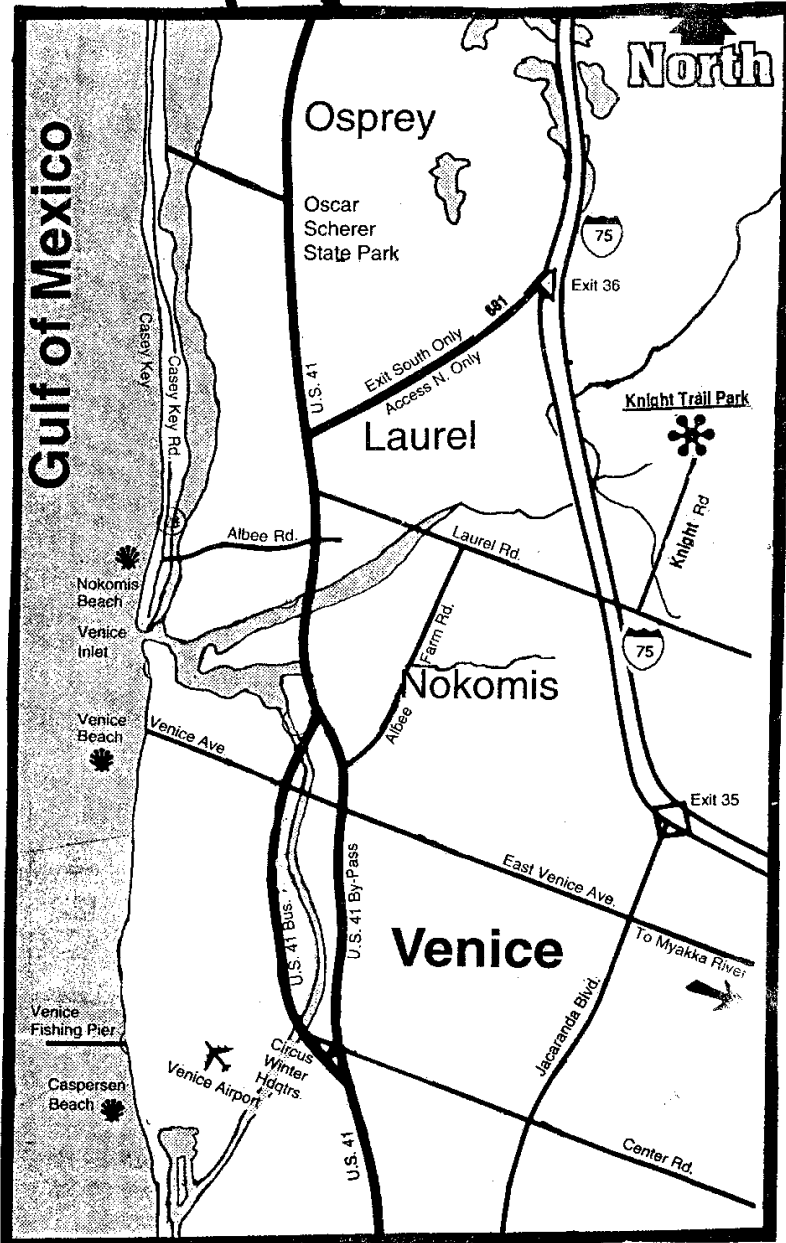
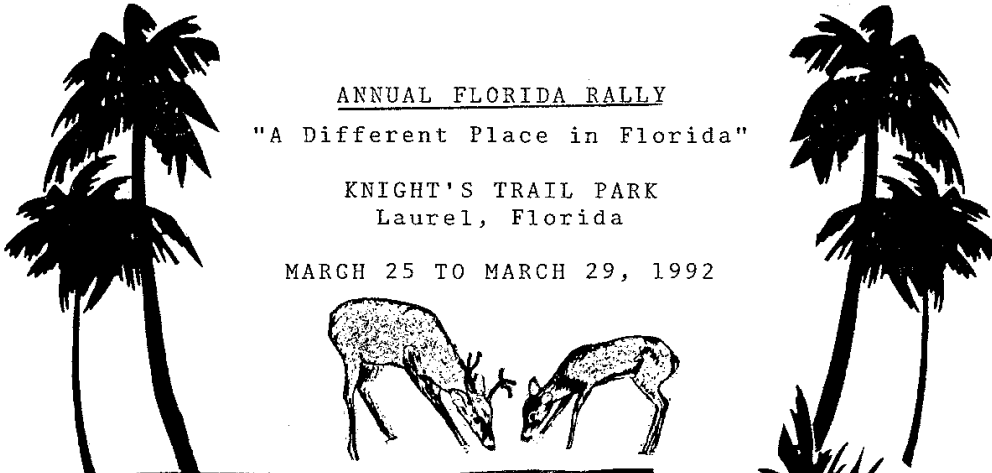
HAPPY ULTRAIING

President

ANNUAL FLORIDA RALLY
 "A Different Place in Florida"

KNIGHT'S TRAIL PARK
 Laurel, Florida

MARCH 25 TO MARCH 29, 1992



Each campsite has electric and water connection. No sewer connection. Dump facilities on grounds. Parking fee \$6.00 per day.

VENICE and SARASOTA areas offer many attractions.

Sunset picnic at Gulf Beach planned along with many other activities.

Park Phone: 488-0893
 EMERGENCY Phone: 484-8253

Bring items for Raffle.

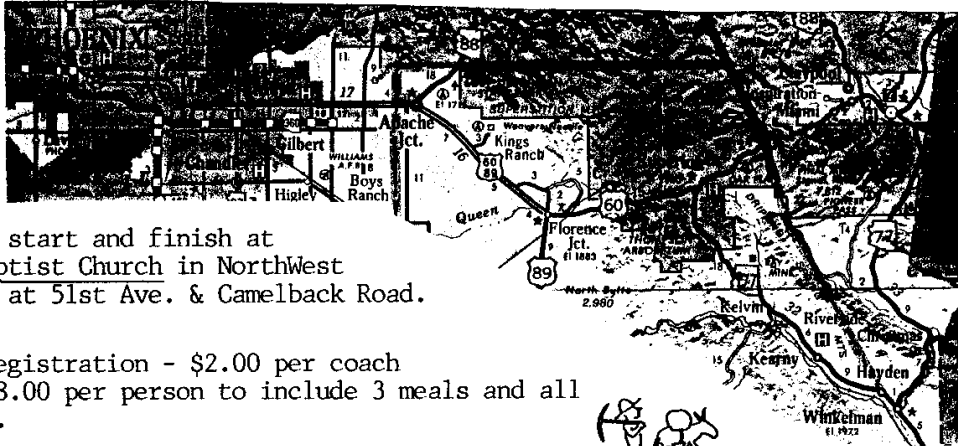
DIRECTIONS:

Southbound Interstate 75 use exit 36 which is S.R. 681. Take S.R. 681 to U.S. 41. Continue South approximately 1 mile to Laurel Rd. (first traffic signal). Proceed East on Laurel Rd., over Interstate 75 to Knight Rd. Follow signs to park. Northbound Interstate 75 use exit 35 and follow East Venice Ave. to U.S. 41. Go North on U.S. 41 to Laurel Rd. Proceed as above to park.

The Arizona Copper Triangle Rally
April 1992

This will be an unusual rally in several ways:

- First We will have 3 evening meals prepared by 3 church groups in 3 different towns and settings.
Second We will travel 18 to 102 miles each day to a new location.
Third Our plan is to enjoy stops along the way at mines, mine museums, Indian ruins and museums, Boyce Thompson Arboretum, etc. (But mainly, like always, our real purpose is to enjoy each others' fellowship.)



We will start and finish at
Hope Baptist Church in NorthWest
Phoenix at 51st Ave. & Camelback Road.

Cost: Registration - \$2.00 per coach
plus \$18.00 per person to include 3 meals and all
parking.

At Oak Flat campgrounds on the 2nd nite,
we will all get together for "Miners
Stew". Please bring your favorite
ingredient to add to the stew. The
host will furnish hush puppies and
French Fries.
At Hope Church on the 5th nite, the
evening meal plans will be open to
suggestions.

Our overnite parking and meal locations:
Apr. 21-Hope Baptist Church
4842 N. 51st Ave., Phoenix
Apr. 22-Oak Flat Campground between
Superior and Miami
Apr. 23-1st Baptist Church of Miami in
Miami
Apr. 24-Assy. of God Church-Hwy. 77
just south of Winkelman
Apr. 25-Hope Church(Phx.)(No meal
planned)

Planning: In asking 3 different groups to prepare meals just for us, it is
very important to know how many people to expect. So please call:
Warren or Nobia 841-0911 Dan or Betty 846-6920 Threasa 977-4358
or write: Dan & Betty Reinhardt
5201 W. Camelback Rd. A255 Phoenix, AZ 85031
before April 1992, and let us know that you plan to come and enjoy
this Arizona Rally.



RALLY TO ALASKA with GROUP ULTRA VAN

May - June 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.

Now it's time to get out the map of Canada and Alaska and really look at our suggested routes. We plan to gather in the Northwestern part of the United States. From there we will enter Canada. Our suggested route will take us up thru Calgary, then over to Banff and up thru Banff National Park to Jasper. Then thru Hinton, Grande Prairie to Dawson Creek. Here is where our choices begin:

1. Travel up the Alaska Highway to: a. Fairbanks; b. Anchorage; c. Skagway (the Alaska Ferries port).

2. Travel west to Prince George and on to Prince Rupert, maybe visit the islands. Then back via the BC Ferries to Vancouver Island at Port Hardy; or backtrack to Prince George and south thru British Columbia back home to the United States.

3. From Hinton travel east to Edmonton, thru Alberta Province, thru the Saskatchewan Province and home to the United States.

For those who go to Alaska you will have several choices as to how you will return home. Backtracking on the Alaska Highway is one way back. The other is coming back on the Alaska and BC Ferries.

Approximate Ferry fares: (Canadian Dollars)	Skagway to Prince Rupert (36 hours)	Prince Rupert to Port Hardy (15 hours)
Per person (deck class)	\$118	\$ 80
6-11 years (5 & under free)	\$ 60	\$ 34
23 foot Motorhome	\$495	\$285

Wrangell and Ketchikan along the way. You can stop over at any of these ports at no extra charge and catch the next ferry to continue your trip. The BC Ferry from Prince Rupert goes directly to Port Hardy on Vancouver Island. It takes about 8 hours to drive the length of the Island, but I'm sure that you will want to take some time to see and enjoy this place. When you get to the south of Vancouver Island you can cross back over to the mainland at Nanaimo or Swartz Bay to Tsawwassen British Columbia. The cost is \$5.00 per person and \$29.00 for a 23 foot motorhome.

For more Ferry information:

Alaska Marine Highway
P.O. Box R
Juneau, Alaska 99811-2505
1-800 642-0066

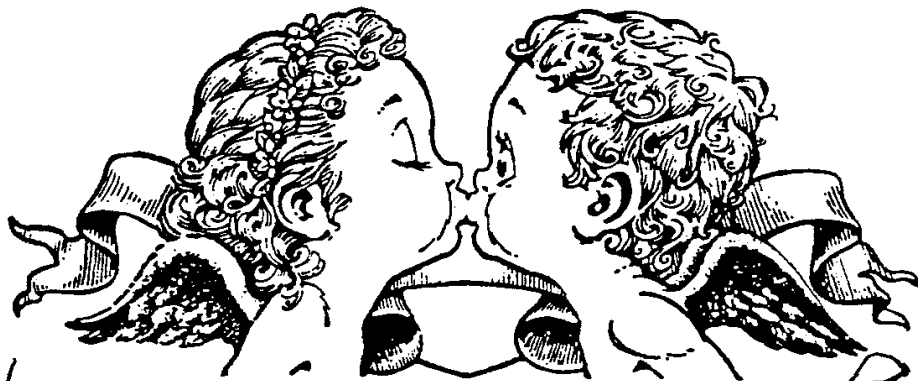
BC Ferries
1112 Fort Street
Victoria, BC Canada
V8V 4V2 (604) 669-1211

As you can see, this is a flexible itinerary. We are trying to include as many Ultra families as we can. I'm sure we have a program that will fit your desires. For more information contact:

Christy Barden
5537 Pioneer Rd.
Boulder, Colo. 80301
(303) 530 1288

Jim Craig
7011 Sunny Vista Raod
Joshua Tree, Calif. 92252
619) 366-9104

Or Contact your local AAA club, they should have information about our suggested routes. Also contact headquarters for "RENDEZVOUS 92' at: Project '92, #14-9223 100 Street, Fort St. John, British Columbia, V1J3X3. (604) 787 1992.



RALLY

RALLY

SUMMER IN THE MOUNTAINS

JULY 12-18-92

SMOKE RUN PA.

HOST - GORDON & RUTH HARVEY

WHERE - Hosts Homesite

IN OAK TREE GROVE - SHADE

PRIMITIVE SITE - BUT

WATER - ELECTRIC - DUMP ON SITE

BUT NOT FOR HOOK UPS (YET)

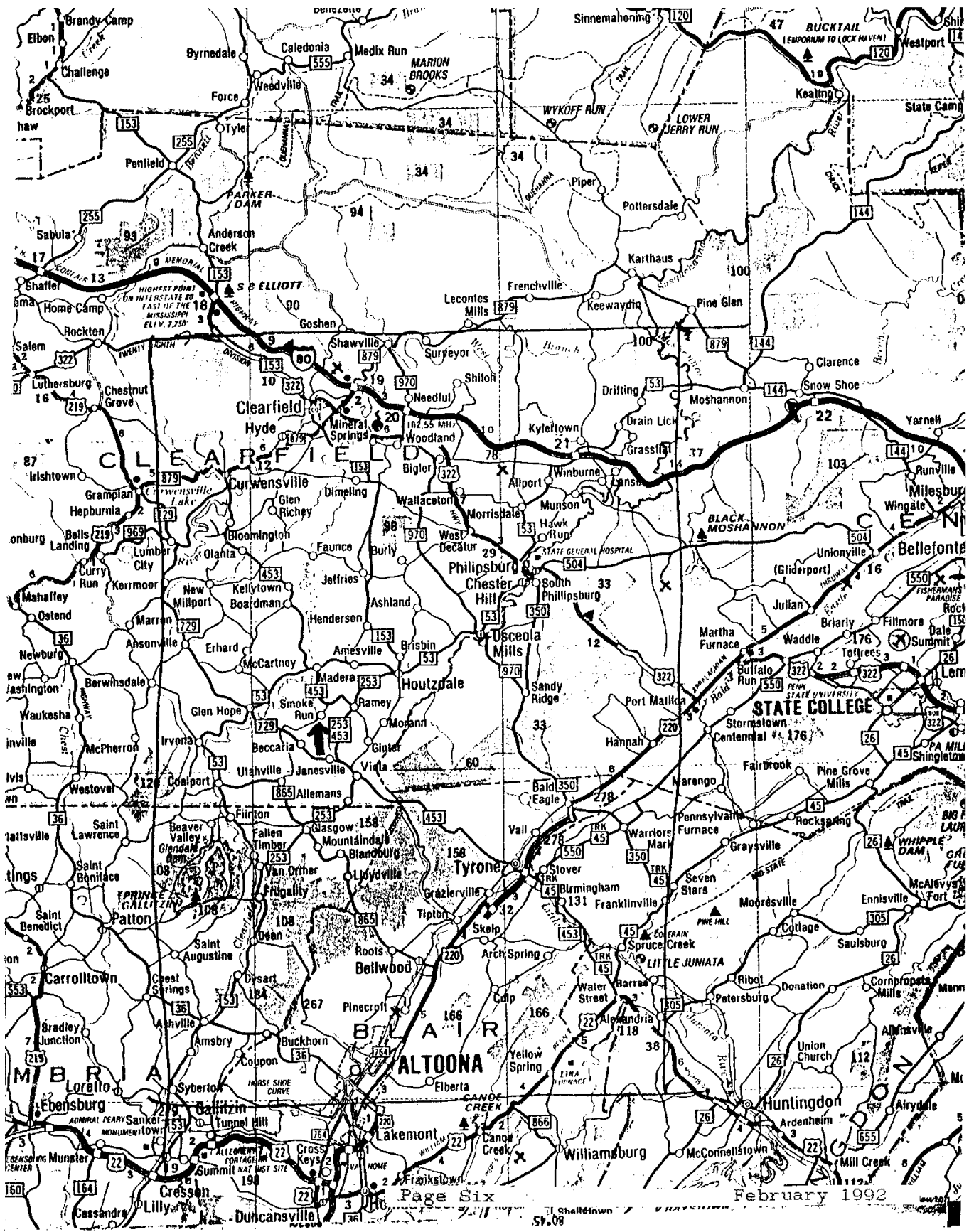
DINNER OUT ONE NIGHT COMPLIMENTS

POT LUCK ONE NIGHT HOST

VISIT TO SURPLUS CITY, FAMOUS

HORSE SHOE RAILROAD OR CAVE TRIP

MAP ON BACK



ULTRA
CARAVAN



Jean McMasters #330
916 Lighthouse Drive
No. Palm Beach, Florida 33408
(407)626-0388

To: SMOKE RUN
PENN.

July 12-18-1992

OVERNITE STOPS
LISTED

JULY 8 - JENN & BETTE MAMASTERS
PH. 407-626-0388 - 916 LIGHTHOUSE DR. NORTH PALM BCH FL.

JULY 9 - GLANN & CRAIG LEE I-95 EXIT #123
PH. 904-765-7489 - JACKSONVILLE FL.

JULY 10. SEXTON DENTAL CLINIC - PARKING LOT.
PH. 803-662-2543 - 377 WEST PALMETTO I-95 EXIT #
FLORENCE S.C. VIA. US52 → US220

JULY 11. STONEY CREEK RESORT I-81 EXIT 55 So.
PH. 703-337-1510 GREENVILLE VA.
VIA. US220 → TYRONE
253 → 453

JULY 12. SMOKE RUN PA.
PH 814-378-5363 GORDAN & RUTH HARVEY

COME JOIN US AT ANY POINT
OR
MEET US AT G&R HARVEY'S !

1992 - NATIONAL - TEX.

CARAVAN



SAN ANTONIO

PLAN - NOW -

ENJOY - LIFE - NOW

Jean McMasters #330
916 Lighthouse Drive
No. Palm Beach, Florida 33408
(407)626-0388

1ST NITE: N.P.B. JEAN & BETTE McMASTERS → SEPT-17
1ST NITE: SARASOTA Bob & ARLENE AKERMAN, →
2ND NITE: WILDWOOD FL. "76" TRUCK STOP - SEPT-18

3RD NITE: CHATTAHOOCHEE FL. ——— SEPT-19

HARDEES RESTURANT SEMINOLE LANDING RESORT

4TH DAY SHRIMP!! LUNCH MOBILE ALA. - YUMMY!

4TH NITE GULFPORT MISS. ——— SEPT-20

FIVE STAR R.V. RESORT

5TH NITE ORANGE TEXAS ——— SEPT-21

(SEAFOOD BUFFET - "CRAB TRAP.")

NEARBY CAMPGROUND OR PARK AT RESTURANT

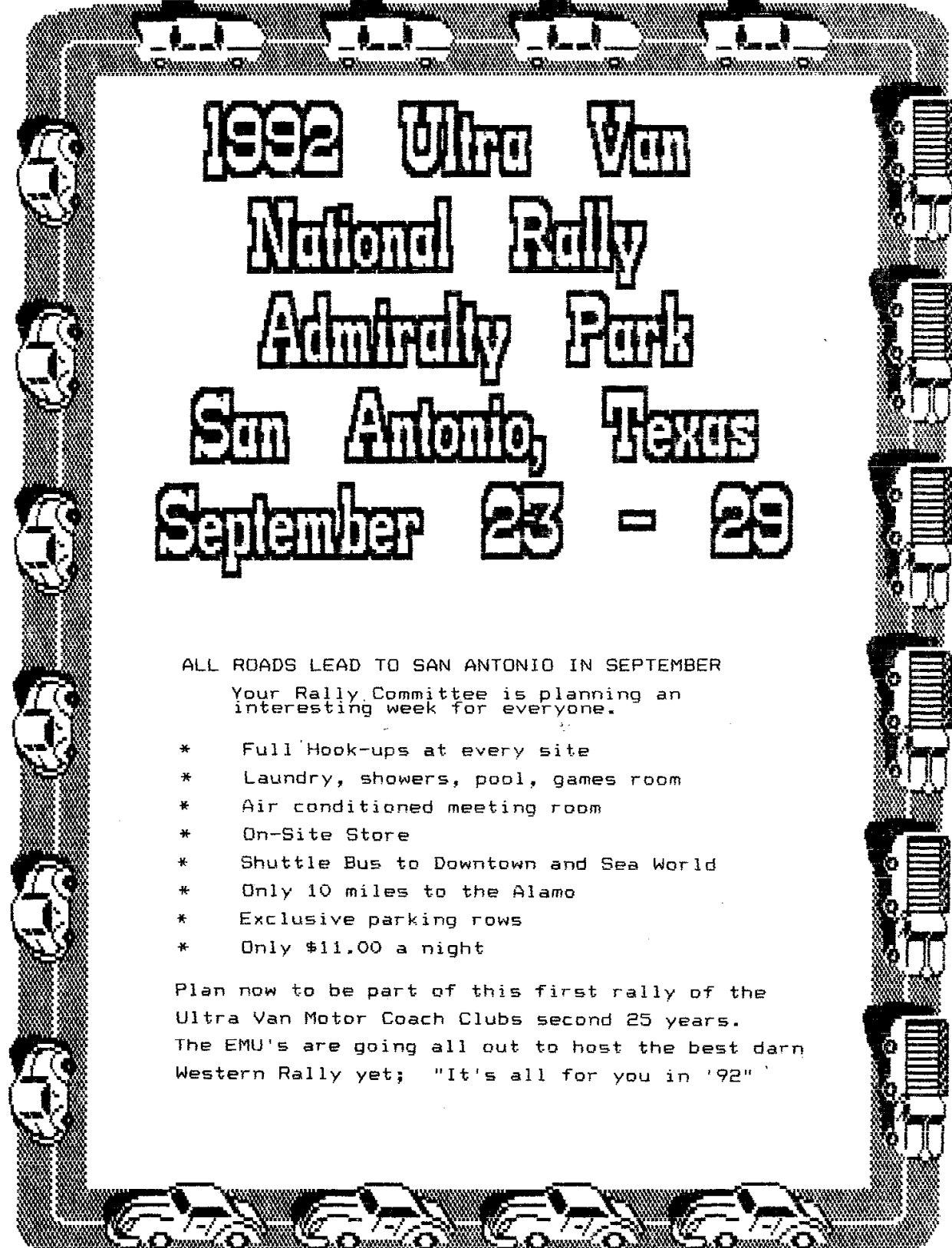
AVERAGE ABOUT 300 MILES PER DAY

USING US 90 & I-10 - ETC.

6TH NITE EARL McRARY - SHAVANO PARK - SEPT-22

1992 - NATIONAL - RALLY - SEPT 23 - 30

FUN -- TOURS - EXCITEMENT - BAR-B-QUE - MORE - FUN



**1992 Ultra Van
National Rally
Admiralty Park
San Antonio, Texas
September 23 - 29**

ALL ROADS LEAD TO SAN ANTONIO IN SEPTEMBER

Your Rally Committee is planning an interesting week for everyone.

- * Full Hook-ups at every site
- * Laundry, showers, pool, games room
- * Air conditioned meeting room
- * On-Site Store
- * Shuttle Bus to Downtown and Sea World
- * Only 10 miles to the Alamo
- * Exclusive parking rows
- * Only \$11.00 a night

Plan now to be part of this first rally of the Ultra Van Motor Coach Clubs second 25 years. The EMU's are going all out to host the best darn Western Rally yet; "It's all for you in '92"

OFFICIAL REPORT**2nd ANNUAL GUTHRIE SHINDIG**OFFICIAL REPORT

Roll call: Richard Badstibner with friend Harry Light, Davisons Walt/Marilyn, Fitzgeralds Pat/Margie, Harveys Gordon/Ruth, Helmkays Marion/Norm, McMasters Jean/Betty, Welles Bill/Patty(lets get old #211 up and going you two), and out of alphabetical order but deserving special mention..Dennis and Linda Radford, plus Tiffany (the female version of Mel Dinesons Tiger). Dennis and Linda are doing MAJOR STRUCTURAL reconstruction on #264. Dennis says Linda is a real champ at bucking rivets. Way to go!!

Food, always a popular subject among Ultra folks..Anasazi bean soup one night, and of course a fabulous Ultra pot-luck another, continental breakfast by the hosts one morning...much good eating by everyone!!

The weather tried to be unpleasant but changed its mind and was typical of Florida in January..in a word, DELIGHTFUL!!

A little side thought..in the east we were meeting in a tropical paradise, (five acres of rare fruits/flowers, lovingly tended to for over forty years by the Guthries)while in the west the Ultras were headed for the Death Valley Rally. What a contrast. Personally I loved the Florida event..but sure wish I could have made the D.V. one too.

Two birthdays..toomuch cake..at this rally..I'm a 192nd model..Jan 23..but I'll not tell how old I am..and lovely Margie F. celebrated her"55" one. Right Margie? A great time was had by all...see you next year!!! W.R.Davison #366



HELP**HELP**PLEASE**PLEASE**HUGE REWARD (well, maybe SMALL reward)
Stainless dinner fork last seen at Barden estate in Sept/91. On back is stamped "Hackman Finland 18/8" Fork is 7 1/2 inches long and has four tines. Fork is part of a set with great sentimental value. Thanks!



Rally Report



Death Valley received its' name from a company of immigrants in 1849, enroute to California's newly discovered gold fields. Eighteen of the thirty perished in the desert, so it seemed to the survivors to be truly the valley of death. Tourists are warned not to attempt to cross this valley earlier than October nor later than April, so January was perfect for our Ultra Rally-thanks to our hosts Marlene and Jim Craig. Jim was also the sheriff who made us wear our badges or pay the price.

The nights were a bit nippy, but days were warm and sunny. When we arrived a day early, there were three Ultras already there. Tuesday was registration day, and more came rolling in. That evening a group of us walked over to the Furnace Creek Restaurant for dinner. Chicken-fried steak with milk gravy was a favorite on the menu.

Interesting and educational Ranger-conducted evening programs were presented nightly in the Visitors Center Auditorium-most of our members attended to learn more about this beautiful and mysterious place. Coffee and snacks were available each morning. Scheduled on Wednesday was a trip to Harmony Borax Works, Salt Creek and Scotty's Castle. On the way back Leonard Tekaats Ultra developed a "ruckus in the rear" (as Fred Leary would say) due to his wheel bearing going out. We had tech sessions and crafts-Claire Hoffman showed us the art of making plastic wind chimes and cute earrings. Any free time was spent playing cards, Rummy Tiles, and dominoes.

On Thursday we had our potluck early-tables were loaded with good things, and amazingly enough, no two alike. Ed O'Mara was in charge of the financial session.

Friday morning -another tour to Dante's View, Badwater, Devil's Golf Course, Artists' Drive, and Death Valley Inn. In the afternoon we had our general meeting, and after, our mystery gift exchange. There were some funny ones-Roberta Franz received a pick axe-someone figured she could do a little prospecting. Our new President Leonard Tekaatt did a good job conducting his first meeting. (He also makes big beautiful tossed vegetable salads with his own special dressing). Next was our Miners' Stew with everything we could scrape up to add to the huge pot-along with hot-buttered French bread, salad, and desserts.

Saturday morning after coffee hour, a raffle was held. We had a table with everything from "O" rings to oranges (mostly donated items). Hank Yakel received an unusual money clip (made and donated by Warren Suckow). By the way, Hank, what's the story on you taking a shower in the ladies' shower? Saturday afternoon was the Flapjacks Cooking and Eating Contest. We all lined up in couples ready to start, and sneaky Jim Craig asked us to take a step forward, so someone else besides your mate had to eat your pancakes. Some were pitiful looking-more like scrambled eggs, but those poor guys and gals wolfed them down anyway. Marlene Craig was running to cookhouse No. 3 (Ryerson's Ultra) with her skillet and batter, and tripped on the step and fell inside, batter and skillet flying. She wasn't hurt-they stopped the clock, she made another one, and the contest went on. Betty Reinhardt won first prize for fastest cook in the West, and Leonard first for the fastest eater. The plaques were so clever- one with a bronzed spatula, and one with bronzed fork. Plaques also were given to Edna Steenburg and Warren Suckow (2nd prize), and Esther Snyder and Mike Reinhardt. (3rd)

That evening we ladies got a break, and another dinner out at the Furnace Creek Ranch. There were 30 of us sitting at a long table down the center. For our after dinner entertainment Sheriff Jim Craig and Death Valley Slim (alias Christy Barden) put on a show for us (prearranged with the manager). Everyone in the place joined in and shared the fun with us.

Sunday was Church services, and later on, the silent auction-then lots of visiting and viewing the beautiful snow covered Panamint mountains. Monday was departure day, and goodbyes, with the hope to see everyone at the Arizona Rally in April.

Our deepest sympathy to Vera Bobb on the passing of her husband Bob.

Get-well wishes to Edna Newhouse and Bob Valdisera.

Our Wagonmaster Mel Dinesen reported: 17 vehicles-16 Ultras. 10 California, 3 Arizona, 3 Colorado, 1 Nevada
Those attending: Barden, Boso, Craigs, Dinesens, Donaldsons, Franzs, Hoffmans, Honers, Merritt, O'Maras, Reinhardts, Reinhardt, Ryersons, Steenburgs, Suckows, Tekaatt, Yakel, and five guests.

Submitted by Evelyn Donaldson

Note: Clarks Corvair Parts and Walls Corvair Underground both contributed substantial amounts of gift certificates, which helped out considerably at our raffle drawing. Thanks to both Companies. J. Craig, Rally Host.

01 Obituaries



BRINING, Justin Roark
"Gus", age 83 of Dayton, died Sunday, January 19, 1992 following a brief illness. After graduating from Ansonia High School in 1927, Gus attended Miami-Jacobs Business College. He was a veteran of the U.S. Army Air Corps in WWII stationed at Burtonwood Base in England, and was a salesman for the W.H. Kiefaber Co. for 30 years, retiring in 1970. He was a member of the Conservancy Lodge #661 F&AM, Scottish Rite-Valley of Dayton, Antioch Temple, Wagon Master of the Shrine Camping Club for 18 years, he was also a member of the Dayton Corvair Club, the Ultra Van Motorcoach Club, and the Southwestern Buckeyes.

Secretary's note:

Gus was the first to pass away of those persons who have earned the highest honor of our Club--"The Ernie Award". He will be missed by everyone who knew him.

Survivors include his wife Neva; a brother & sister-in-law, Henry & Lucille Brining, Pine Island, FL.; a sister-in-law, Jean Geiger, Greenville; 3 nieces & their husbands, Eloise Ann & Tom Rogers, Carol & Clyde Landis, & Mary Ann & Ron Van Vickie; and a cousin, Gracia Hastings, Dayton. Services will be held 10 A.M. Wednesday, January 22 at Baker-Hazel Funeral Home, 5555 Philadelphia Dr. at N. Main St. Rev. Ron Patterson officiating. Interment will be at Greenville Cemetery, Greenville, OH. Friends may call on Tuesday from 3-7 P.M. at the funeral home. The family has designated the Shriners Hospital for Crippled Children for memorial contributions.

GUS

Gus is gone! As one said he was a loving and caring man. He loved life and he cared about people. He made friends easily and he never met a stranger. He was always eager and willing to help and he did help many people. He worried about the well being of others and especially of children. The wants and desires of others always came before his needs and desires. He was an honest man and straight forward in his dealings. There was never a question of how or where he stood. He was outspoken. He was a rare human being and he was my husband. He is gone! His memories linger!

Neva

SPECIAL BULLETIN

The Tech-Tip Reprints are ready to go to press featuring 400 Technical Tips published in the UVMCC Newsletters since 1966, complete with drawings and pictures, a four page Ultra Van History, a five page Critical Parts List and a four page Safety Inspection Check List which covers 128 items in 10 areas of the Ultra Van that should be inspected periodically.

This is a "MUST" supplement to your Ultra Van Manual. It has over 200 loose-leaf pages full of Ultra improvements, all punched and ready to insert in your Ultra Van Manual three ring binder.

There are two complete indexes, giving Subject and Author, one index has Tip Number by Year and the other index is by U V Manual Section.

A new U V Manual Section has been created (Section 22) so any Tech Tip relating to SAFETY can be referenced together, yet the index retains a way to identify the original UV Section that the tip would have been classified under.

For Example: see Tech Tip 92-01 on Electric Fuel Pump SAFETY in this newsletter. Notice the U V Manual Section is 22, but the page number is 08-02, which would guide you to U V Manual Section 08, page 02.

Being over 200 pages, the Tech-Tip Reprint is a real bargain at \$7.50 plus postage (\$1.50). We only plan to print upto the next price break over 100 (number needed for this price) so if we don't get 100 orders by mid-March, we may have to cancel the reprint. Don't be disappointed, order right away. Page Thirteen February 1992

CUT →

ORDER FOR ULTRA VAN TECH TIP REPRINT BOOK

Mr. Louis Griggs,
626 Brookfield Avenue,
Cumberland, MD 21502

Dear Louis,

Please send _____ manual(s) at \$9.00 each (7.50 + 1.50 postage).

Enclosed is \$ _____

NAME _____

ADDRESS _____

TOWN _____

STATE _____ ZIP _____

Ultra Van Motor Coach Club, Inc.

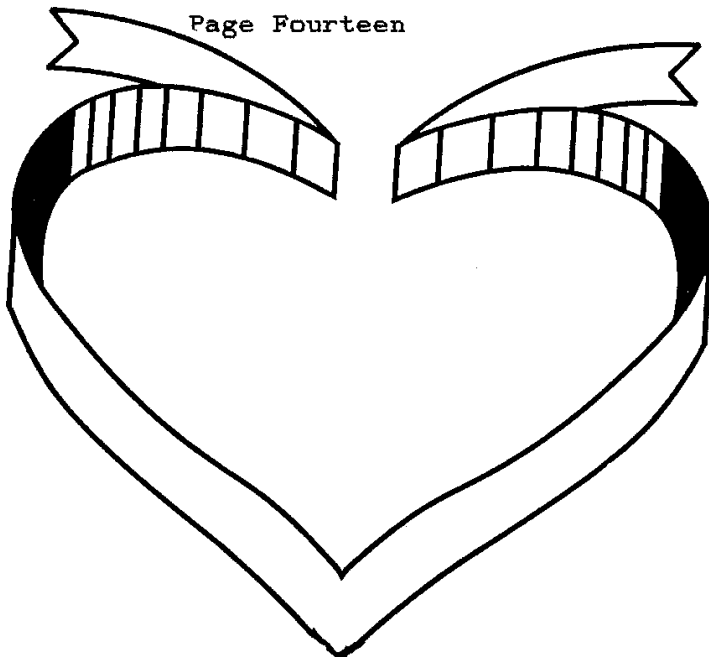
Treasurer's Report--Fourth Quarter, 1991

Balance, October 1, 1991	1800.25
Receipts: Dues	1517.00
* Registration Fees-National Rally	185.00
* Camping fees- National Rally	900.00
* Raffle at National Rally	70.00
* Sheriff fines	1.25
* Donations	9.50
Western Mdse. Chairman Mory Snyder	264.65
Interest-Benham Capital Management Group	26.06
Dividend Al-Gar Federal Credit Union	33.02
Mdse. sold by Secretary	10.74
Total Income for quarter	3017.22
* 1991 National Rally at Neosho, Mo.	
Expenses: Mail Directories (Secretary)	90.86
Mail Directories (President)	61.74
J. Craig- postage	4.48
* Phone bills-R. Franz	31.64
Phone bills-J. Fitzgerald (Critical Parts List)	24.49
* Electricity for camping	68.73
* Food, etc. at Rally (R. Franz)	270.64
P. A. S. Engraving	82.09
Print Newsletter	216.32
Mail Newsletter	154.30
Print Critical Parts List	26.25
Mrs. Christiansen-make six Ernie Awards	521.50
Total Expenses for quarter	1553.04
Balance December 31, 1991	3264.43

Respectfully Submitted, Louis C. Griggs, Treasurer

Page Fourteen

February 1992



Ultra Van Motor Coach Club, Inc
Treasurer's Annual Report--Calendar Year 1991

Balance 12/31/90	\$2687.75
Receipts: Dues	3227.00
Interest-Benham Capital Management Group	103.85
Dividends-Al-Gar Federal Credit Union	148.93
Western Mdse. Chairman Mory Snyder	264.65
Mdse. sold by Secretary	10.74
National Rally Income-Registration	185.00
" " " Camping fees	900.00
" " " Raffle	70.00
" " " Sheriff fines	1.25
" " " Donations	9.50
 Total Income for 1991	 4920.92
Expenses: Postage	735.35
UPS	19.53
Printing Newsletters, Directory, Bv-Laws, CPL	1385.52
Liability Insurance	435.17
Filing fee-Secretary of State, California	5.00
National Rally Campground rental	500.00
T. Vandersteeg-Rally Expenses	70.00
Phone bills-President for National Rally	31.64
Phone bills-J. Fitzgerald /Critical Parts List	24.49
Electricity for camping at National Rally	68.73
Food, etc. at National Rally	270.64
Make six Ernie Awards	521.50
F. A. S. Engraving	276.67
 Total Expenses for 1991	 4344.24
 Balance 12/31/90	 2687.75
Receipts	+4920.92
	<u>7608.67</u>
Expenses	-4344.24
Balance 12/31/91	<u>\$3264.43</u>

Respectfully Submitted, Louis C. Griggs, Treasurer



NOTE:

ANYONE WISHING TO HAVE ANY WORK DONE
 AT BOSO AUTO IN APRIL NEAR THE ARIZONA
 REGIONAL RALLY; PLEASE COME THE WEEK
 BEFORE THE RALLY ONLY BECAUSE I CLOSE
 APRIL 30th FOR THE SUMMER. THANK
 YOU! HOWARD BOSO.

At the mini-rally in Miami, there was some discussion about gas tanks, their position, their problems and what to do about them.

Leaks around the fuel gauge, slow filling, fumes from the tank vents, cracks on top, fuel pick-up, fuel pumps, selector valves on the earlier coaches with two pick-up pipes, tank protection and cracks on top, all came up in various discussions.

It would be a great service to everyone if anyone who has ever had and solved a problem with their gas tank would write in and let us know what the trouble was and how you solved it.

* - * - * - * - * - * - * - * - * - * - * - * - * - * - * - * - * - * - * - *

Over the past few weeks I've read some of the SAE papers on the Corvair and in particular, the Automatic Transaxle paper by FJ Winchell.

The first thing that is impressive about the transmission is its Power Glide heritage. Being a slightly scaled-down Power Glide, it shares many parts from its bigger brother with the result there is plenty of reserve capacity, which in our case translates to very long life, even with the overload abuse we give it trying to tote around nearly double the weight of the car for which it was designed.

Power Glide had been in continuous design study from 1954. When the Corvair came onto the scene, the GM statistians estimated the Power Glides had been run over two hundred and thirty five BILLION miles.

With that many miles behind it, when the first Corvairs hit the road the engineers were confident the transmission could take almost any customer abuse, since Corvair gear stresses are only 60% of those the transmission might encounter in a full size Chevrolet with a big V-8.

It was therefore a surprize when a few failures appeared in the first cars until it was learned that customers, trying to show off what their new Corvair could do, began power shifting with the throttle wide open. Occasionally going from forward into reverse. Needless to say, changes were introduced and some new standards set for testing.

The converter was designed to be air-cooled and give satisfactory service based on high temperatures encountered in heavy city traffic, turnpike cruising, desert driving or even climbing Pikes Peak.

To insure that adequate abuse capacity was built into the transmission, the new Power Glides were redesigned to withstand the "worse case" of shifting from low range to reverse ONE HUNDRED times on dry pavement. This of course was easier to do with no "Park" facility on the shifter.

This worse case scenario has to cope with a variety of variables which include how much energy is delivered to clutches based on clutch pack clearances, fade characteristics of the clutch material, the pump delivery, plate temperature and last but by no means least, the speed at which the shift from forward to reverse was made.

Now from our point of view, we know none of our careful Ultra pilots would ever consider such blatant abuse of the transmission, but it does give one a little comfort to know that this kind of testing was used to design the transmission most of us have in our coaches and that if all else fails (with our brakes, that is) in an emergency, it is possible to make a shift from forward to reverse without doing much damage.

ULTRA POSTSCRIPTS ★★★★★

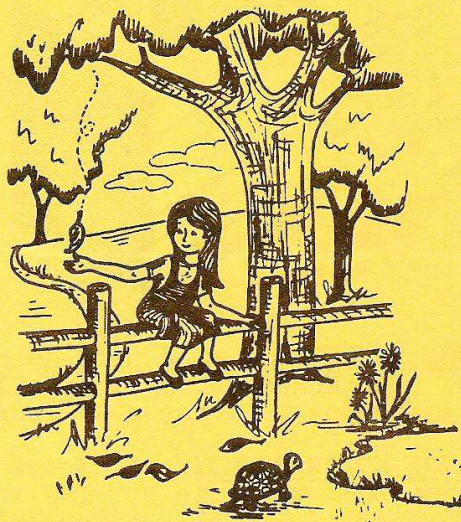
February 1992

"Let us not become weary in doing good, for at the proper time we will reap a harvest if we do not give up." --- Galatians 6:9-10

In POSTSCRIPTS we try to openly discuss topics of interest sent to us. Please keep those questions and letters and cards coming. Thank you.

PROPERTY LOANS: People inquire about REFINANCING their homes---now that interest rates are low. With home loan interest rates about the lowest since the Great Depression years, this period could well be the genuine OPPORTUNITY that comes only once or twice during an entire lifetime. Don't lose this opportunity if the shoe fits. Most experts advise not to refinance a home Trust Deed or Mortgage UNLESS the new rate is AT LEAST 2% lower than with the current lender. Also, refinancing COSTS, such as re-appraisal and "points" (all costs) should be kept reasonable. Shop around. They say---be PRUDENT, check every detail very carefully.

WHY DO PEOPLE DIE? Children sometimes ask that question. As folks grow older, they are the SAME persons with a few extra wrinkles, that's all. Oh, some slow down a bit too. Is that a proper answer? Like TREES....in the Fall of each year, most trees take a rest. They shed their leaves, and go to "sleep" over winter months. That's Mother Nature at work. Turtles and elephants have general life-spans that exceed that of man. Cats, dogs, and also horses, become "old" when only about 12-years. We humans are the only living things on earth that KNOW we will one day die....we have INTELLIGENCE....and, understanding such things, we can PREPARE for that future event. When people pass away, they just stop breathing and lie still. There is no REAL death.

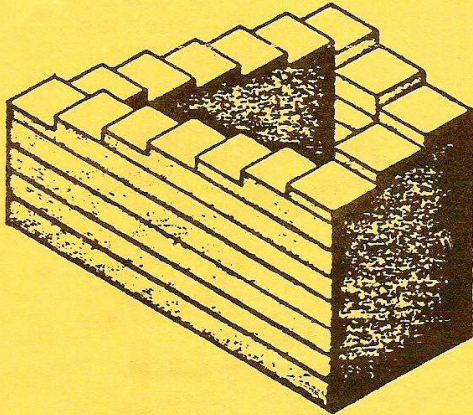


If one SWALLOWS his pride occasionally, it will not give him indigestion. He or she will feel better...much, MUCH better.

AN IMPROVING ECONOMY: Many ask about business and investment conditions. You and I can see a glimmer of hope on the horizon, even though giant 100-year-old Corporations may be floundering and some of our friends are still being laid off. Late reports tell us the Government has accelerated and is rapidly increasing the overall money supply, plus there are the other "aids" the Administration is implementing, which tactics almost GUARANTEE a general improvement in the business climate. As has been said many times---when your neighbor or a friend gets a pink slip, that means a recession; but if YOU (or a sibling or some close relatives) are handed a pink slip, then it's a DEPRESSION. Over coming months you and I will see some areas of modest prosperity---UNTIL election time. Congress is advising people to spend; they say that will end the recession. Of course we need to be wary of such advice. We were given exactly that same "line" during the 1930s. The administration has also lowered interest rates, which stimulates borrowing. But DEBT is one of the principle CAUSES of the recession. There comes a point where Governments become powerless to be of much help....the EXCESSES of the past 40-years need to be squeezed out before an enduring recovery can be expected. We urge our friends to conserve their resources for the coming rainy days. Can we be clearer?

SLICK CAUTION: Full page ads and other promotional programs have been appearing for a product named "Slick-40". It is touted to be an amazing additive for engine crankcase oil. Lately we hear from several vehicle owners who have bitten on the advertised promises, that its use eventually produces a thick sludge in the crankcase. So this word of warning may be in order: Like a DRUG that later proves to have damaging "side effects", Slick-40 may also produce severe engine damage. We can't say for sure, yet, but precaution is advised. It could be worse than the questionable "Pellets" advertised for your gasoline tank...that some authorities say are fake and of no value, but also DO NO DAMAGE, except to your wallet. Some widely promoted products do not always live up to their wild claims.

THANK YOU: Say, that was a nice Card from twenty seven ULTRA friends at Death Valley....and very welcome. Thank you, one and all. As Lou (#474) has so often remarked, "It's the PEOPLE." How true!



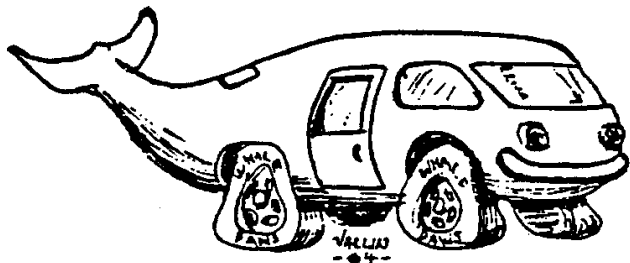
UNUSUAL STAIR-WALL: Everyone has read about promoters who claim to have invented devices that run without fuel (or that will perform forever without any visible propellant). Here, we show AGAIN (after more than 20-years since the first showing) a substantial, well-built but unique STAIR-WAY that you can climb UP around-and-around, or you can turn "clockwise" and forever be walking DOWN these stairs? Since it takes much less effort to walk down any stairway, pardon me, I'll go clockwise! We DARE any club member to build one of these Stair-Walls (better make it large enough so you can plant a garden inside). Please take note: Those who need more exercise should run "counter-clockwise" (note the word RUN).

LOST AT NEOSHO: The hand-held Radio-Spotlight that we used between coach and Club House during the rally in Missouri, was inadvertently left there one evening. It has a 4" lense/plus AM-FM. If found, please let us know.

ULTRA MOTOR HOMES: All those who drive luxurious Ultra Van Coaches, you know that there is NOTHING in the whole wide world like that breed. After 14-years of Travel Trailer experience, we bought our first Ultra in 1966. #228 greatly expanded our traveling horizon--"with all the comforts of home" -- we enjoyed state after state until every one of them had been visited (except Hawaii and Alaska, reached by air and ocean liner). Later--#603 was a pure joy to spend much more time in. Many other Club Members have traveled even more miles in their Ultras. The point to be made here is this: NOW----after retrenching to a smaller coach (a squeezed-up version), kindly be ASSURED it is NOT an Ultra Van. Already we have experienced all the typical little problems of every motor home owner. Oh, they have all been fixed. But don't ever confirm anyone who claims one brand is more trouble-free than another. All need mechanical attention and TLC, from the mighty \$350,000 Blue Birds down to \$35,000 Xplorers. After all, motor homes are "traveling apartments" and as "homes on wheels" they roll and shake (earthquake-like) every mile of rough road. They also have TWICE the wiring of a regular house (12 volt DC plus 120 volt AC) and they have plumbing like every house has, so how can one expect perfect performance without TLC! What we are trying to say is, if you own an Ultra Van, stick with it. Ultras are the ultimate in streamlining, in unbelievable roominess, in economy and overall dependability when properly cared for. Don't let YOURS get shabby. Keep it waxed and polished to maintain its value. End of sermon!

Until the next issue---thank you for listening *Egan*

TECHNICAL WHALE TALES

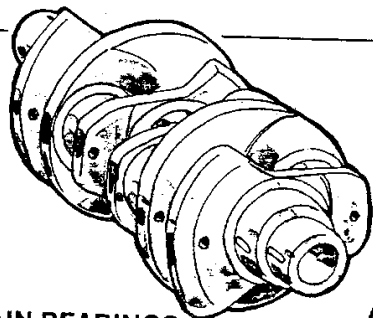


"Technical Whale Tales is a collection of technical tips submitted by Ultra Van Motor Coach Club, Inc. members. Although the technical tips included in this section have been reviewed for technical content and are believed to be both acceptable and workable, no guarantee is implied that they will work 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 Norm Helmkey #547**

Here we go with the first tips of the year, not too many came in. Hope this is not the normal way its going to be.

Wow, we don't know how lucky we are with the availability and relative low cost of Corvair and Chev V-8 parts. If anyone has thoughts about replacing an old Corvair workhorse with a Porsche engine, they might want to consider replacement parts cost. To Porsche's credit, they recognize many of their older vehicles are still running, so have opened a parts facility in Reno stocking over 11,000 part numbers for vintage Porsches. Walt Davison sent in ad from Vintage Motorsport magazine to show what some of the parts cost. Wow again, \$3,500 for an exhaust?

Corvair 2 2000 GS/GT



CRANKSHAFT

Finally available
587 102 013 00
\$4141.00 Sugg. Retail

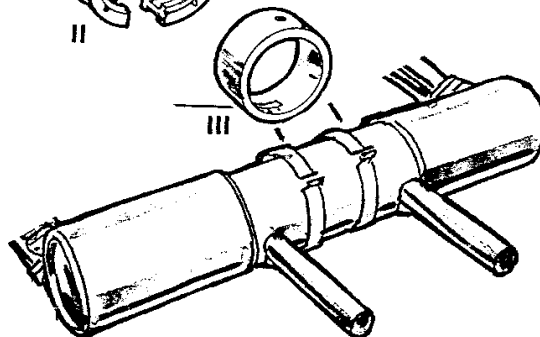
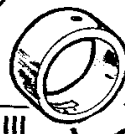
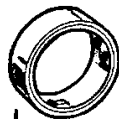


CONNECTING ROD BEARING SHELL

(8 required)
587 103 104 01
\$30.75 EA.

MAIN BEARINGS

| | |
|--------------------------------|--------------|
| BEARING I | Sugg. Retail |
| 587 101 131 00 | \$132.65 |
| BEARING II (2 required) | |
| 587 101 132 00 | \$289.35 |
| BEARING III | |
| 587 101 133 00 | \$150.75 |



EXHAUST

Finally available!
An exact reproduction of the original in every detail of components illustrated.
PVP 111 587 00
\$3495.00

This is an appeal for members to review Jim Craig's Tip 90-12 in the Fall 1990 Newsletter. If you are using an electric fuel pump that is not wired through an oil pump safety switch, you're PLAYING WITH FIRE!!!

The regular mechanical pump runs off the cam shaft and stops pumping gas when the engine stops. Many cars today run electric fuel pumps as original equipment and designers take specific steps to ensure the pump doesn't run when the ignition is ON and the engine is STOPPED.

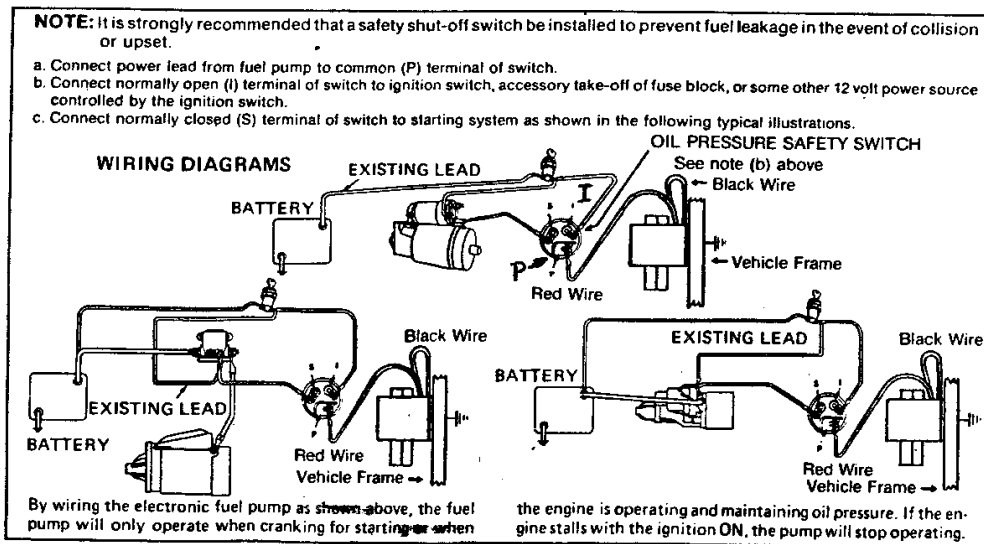
The reasons is obvious, if you think about an electric pump that kept on running after an accident in which the fuel line had broken. The Interstate Transport Safety Board requires all vehicle manufacturers to have a fail-safe system to ensure the fuel pump does not run when the engine is stopped.

Since the mid 70's GM cars like the Oldsmobile Starfire, Buick Skyhawk, Chev Vega etc. have their electric fuel pumps buried in the gas tank. These pumps are wired through a special 3 contact switch that stops the pump when the oil pressure drops as it would be when the engine is off. The NAPA switch number (made by Echlin) is P/N DP-6610.

How does it work? A wire runs from the pick-up terminal of the starter solenoid which is energized only when the key is turned to start the motor. The current goes through the normally closed (at rest) contacts of the oil pressure switch to the fuel pump (between contact S and contact P). When the engine starts and oil pressure comes up, the switch transfers, causing current to flow from the ignition switch (contact I) through the transferred switch contacts to the fuel pump (contact P). As long as oil pressure is up, the pump keeps running.

This is also an engine protection feature, if oil pressure is lost from an oil pump failure, the engine automatically shuts down.

To use the electric pump for priming, before start-up, add a spring loaded momentary action switch (SPST) across contacts I and P. To prime, turn on ignition, hold priming switch on until pump clicking slows down, then release the priming switch and start engine.



The information on manual page 4-19 showing Jensen Sanitation as a source is no longer valid. In a note from Jensen General Corporation, they say Monogram Sanitation, 800 W. Artesia Blvd. P.O. Box 9057 Compton CA 90224, bought out tooling for Jensen toilets and Saniware drains valves.

However, Monogram no longer has parts for the Saniware 1000. A direct replacement is the SeaLand Technology Inc. #910 which weighs 32 pounds. The 1991 list price is about \$177.

SeaLand also makes two nice portable toilets, a 3 gallon model at 11 pounds (empty) and a 5 gallon version at 12 pounds. They list between \$100 and \$115.

SeaLand's toll free number is 1-800-321-9886 (in Ohio 216-496-3211). Call them and they will send you a nice reference package covering their products with a retail prices and dealer list.

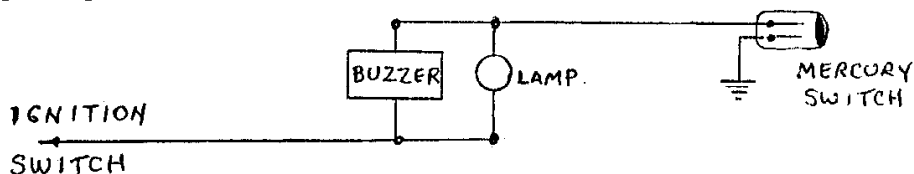
This tip comes from the FMCA magazine and might be useful if you have an antenna that cranks up and down.

Simply tape a mercury bulb switch to the antenna vertical member so the contacts are closed when the antenna is up and open when it is down. These switches are often used in the trunk lid for the trunk light.

Run a wire from the ignition switch through a fuse, to a buzzer and lamp on the dash, then up to the switch. If the vertical member is grounded you can clamp one wire of the switch to it for a ground, if not, run the wire down to a roof mounting screw.

If the antenna is still up when you turn on the ignition switch, the warning buzzer will sound and the lamp will light. That's a signal to lower the antenna and modify the departing check-list (you do have one don't you?) to call out the roof antenna. A similar idea can be used for a step that may not retract every time. Don't forget to check it once in a while to make sure it works.

The wiring diagram is as follows:



| Parts List: All from Radio Shack | | |
|----------------------------------|----------|----------------------------------|
| P/N | 272-336 | 12 volt Red Lamp \$2.49 |
| " | 273-058 | Pulsing Warning Buzzer \$3.49 |
| " | 275-027 | Mercury Switch \$1.19 |
| " | 270-1281 | In-line 5 amp Fuse holder \$.99 |
| " | 278-1265 | 30 ft. 20 gauge wire \$2.99 |

Total \$11.15 + tax

The K-D Tools Company of Lancaster, PA have developed a spark plug hole kit for aluminum heads which is a favorite in motorcycle repair shops. It is easy to use and leaves a permanent threaded steel collar in the head. Kit instructions are as follows:

1. Let the cylinder head cool down.
2. Place the K-D Combination Reamer & Tap in a 13/16" sparkplug socket and insert the tapered edge in the plug hole (put grease in the tap flutes to pick-up chips).
3. Apply a little pressure against the tool as it is turned into the sparkplug hole with a ratchet handle.
4. Remove Reamer-Tap tool carefully.
5. Remove the washer from old spark plug and screw proper length insert onto the threads of this spark plug.
6. Cover outer thread of insert with locktite, be careful not to get any on sparkplug threads
7. Tighten plug to 10 foot pounds over normal
8. Remove inserter sparkplug, insert is self-locking and will stay in in cylinder head.
9. Replace sparkplug with washer and torque to normal.

Caution: Use only on aluminum cylinder heads.

DO NOT USE STANDARD TAP, INSERTS DESIGNED FOR K-D Reamer-Tap ONLY.

Make sure kit is the correct size and corresponds to the mm size of the spark plug hole to be repaired.

Kits #2125 is for 14mm plugs and #2128 is for 18mm.

If you have one of the newer Dometic refrigerators with the push button burner lighter instead of the old twist flint type and it won't work, don't panic. The fix may be real easy.

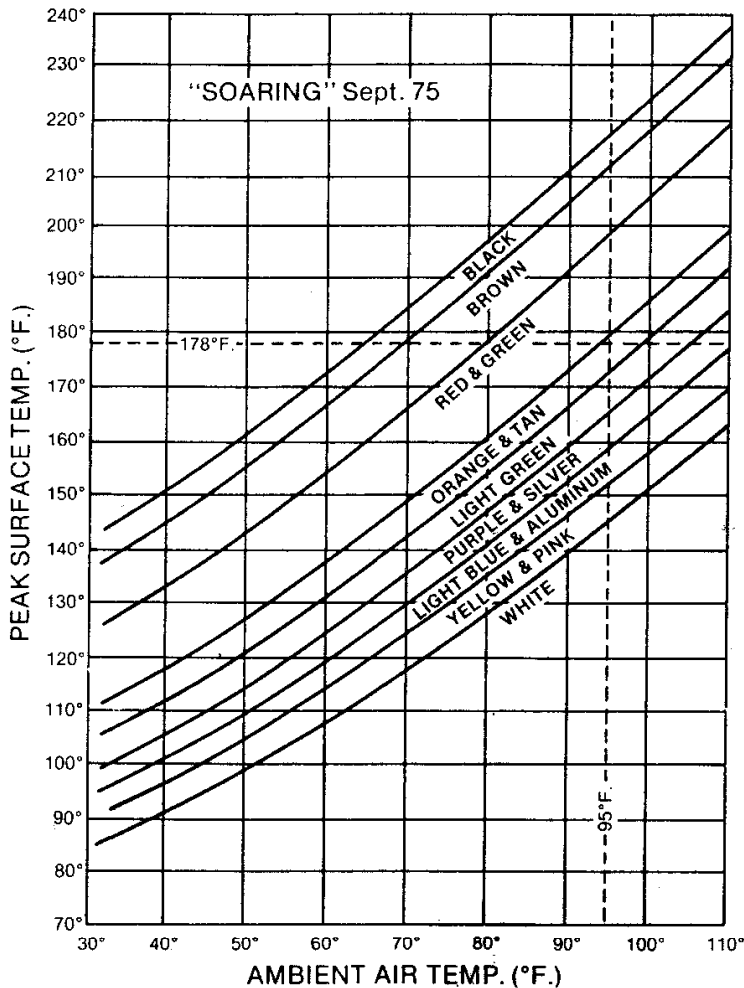
Open the vent door at the back of the frige and look at the little electrode just above the burner. Chances are, a little rust has fallen down from the boiler stack tube and is shorting out the electrode so it won't spark. Carefully clean out the rust from between the burner and the electrode, being careful not to bend it.

If this was your problem, its a signal that the stack tube needs to be cleaned out a litle. This can be done quite easily by just tapping on the outside of the boiler insulation cover with the handle of a screwdriver. Stop tapping when the rust and soot no longer falls out.

The information in this tip is a digest of an article printed in September 1975 Issue of Soaring Magazine.

How much heat will be absorbed by your coach when it sits out in the hot sun? Do you know the temperature can easily double if the paint is a dark color? Why do we care?

The color is a major factor in determining the inside temperature. You have likely noticed the great temperature difference between a black asphalt road and one made of lighter colored concrete.



In past tech tips, we've been warned how shiny objects like glasses behind the big window, can cause a fire or deform badly if made of plastic. A high temperature inside the coach only makes it worse.

Another problem are radios, stereos, TVs and nice electronic dashboard instruments like compasses, tachs, computers, cruise controls, etc. which are usually made to operate at under 130°F and may suffer damage if the temperature goes higher.

On a sunny summer day, a dark surface may rise to well over 212°F, while a light surface may only rise to 140°.

How high the temperature goes inside the coach, also depends on direct window exposure and the effectiveness of the insulation.

Anything done to lower the heating effect reduces inside temperatures. An interesting point to notice is white, yellow or pink is even better than bare aluminum.

The chart shows the relative difference in surface temperatures due to solar heating. You should carefully consider what color(s) you choose, next time you paint

Coach for sale: #497 1969 Ultra Van. 140 HP Corvair engine. 1784 miles on rebuilt engine, 50 miles on rebuilt Powerglide. New windshield. Needs body work on left side and rear. No structural damage. \$4900.
Donald T. Elliott
32 Weiss Hill Road Oroville, CA. 95966 No phone.

Want to buy an Ultra Van:

| | |
|---------------------------|-----------------------|
| Lex & Sue Adams | Bruce Bigler |
| 965 Waikiki Drive | 6186 Bennington Drive |
| Merritt Island, fl. 32953 | Newark, CA. 94560 |
| Ph: (407) 453-1665 | |

Other Items for Sale:

Factory built scamper on Rampside Pickup-needs lots of work. Needs left side panel. 110 HP Corvair 4 speed. Towable. \$295 OBO. Donald Elliott, above address.

for Ultravan-1 rear wheel spindle with bearings & spacers.
1 governor, purchased from Art Eller for \$52.
1 Fram PH 4 oil filter, 1 battery operated Bentley B & W TV 5". 12V output plugin power supply, original cost \$20. Make offer on any of above. Al & Virginia Lyles, 400 S. Flower st. #160, Orange, CA. 92668. Ph: (714-978-2982.

Ultra brake master cylinders (see page 11-8, Fig. 11-F of Ultra Manual)
Brand new Lockheed Units-\$39.95 each. Original foam bumpers (have 3) \$39.95 each. New distributor plates (special bushed pivot pin) \$12.95 each. Many other new and used parts-Inquire. Jim Craig #549. Ph: (619) 366-9104.



ROBERT D. JOY
4203 E. River Rd
Cortland, NY 13045

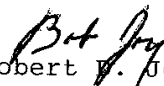
January 27, 1992

Louis C. Griggs
626 Brookfield Ave.
Cumberland, MD., 21502-3712

Dear Lou,

Per our telephone conversation, I am pleased to tell you that the records of the Ultra Van Motor Coach Club Inc. have been audited and all balances have been found to be in order.

Most Sincerely,


Robert D. Joy

Page Twenty Four

February 1992

HOWARD & JANICE D. LOMAZOFF
P.O. BOX 192857
LITTLE ROCK, AR 72219-2857
(501) 565-3648

January 14, 1991
Louis Griggs
Treasurer
Ultra Van Motor Coach Club, Inc.
626 Brookfield Avenue
Cumberland, MD 21502

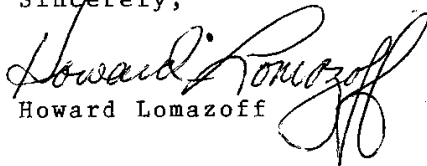
Dear Louis:

I spoke to you last week and told you that we could not locate the Tiara serial number. I recently found six sets of Tiara windshields and have replaced mine and sold 1 set to Bill & Carolyn Strange of West Memphis. They will be joining the club shortly and own #2019. The reason I know that ours is a Tiara is because of the unique windshields. The previous owner was Fred W. Cernetisch of Silvis, IL.

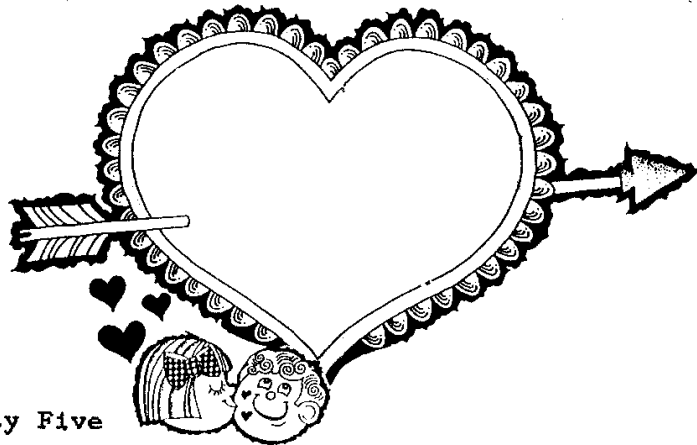
I would like to keep 1 set of windshields for a spare and would be more than happy to supply anyone who needs a set up to the three I have left.

Enclosed please find my application and check for membership in the club.

Sincerely,


Howard Lomazoff

This letter should be of particular interest to our Tiara owner members. LG



Rolling Hills Country Club

27000 Palos Verdes Drive East / Rolling Hills Estates / California 90274 / (213) 326-4343

February 8, 1992

Louis C. Griggs
626 Brookfield Ave.
Cumberland, MD 21502

Dear Louis,

My husband and I are very happy to be members of the Ultra Van Motor Coach Club. Thanks to the directory of members, we were fortunate enough to meet Elga and Hilda Green of Torrance, CA. They allowed us to park our Ultra Van in their driveway and use their facilities for the past 6 months. The Los Angeles area is extremely difficult for finding inexpensive places to park R.V.s and we would never have been able to move here had it not been for the hospitality of Elga and Hilda.

We are now financially secure enough to move into an apartment. It will be nice to use the Ultra Van just for camping now. Thank you for reminding us to pay our dues. We are looking forward to another year of fun-filled newsletters.

Sincerely,



Dori DeCamillis

Please make the following changes to your 1991 Directory. These changes are in addition to those made in November, 1991 Newsletter:

Page D-13 (new entry) Bozeman, Fred & Margaret
4355 Birtie Drive
Vidor, Tx 77662
Ph: (409) 786-1115 Coach \$532

D-13 (new entry) Cloud, Tom & Sally
2286 Cilantro Drive
Redding, Ca 96003
Ph: (916) 222-5969 Coach #499

D-13 (new entry) Coen, Gilbert & Melva
7629 Selby Road
Athens, Oh 45701
Ph: (614) 593-5431 Coach A-503

Page D-14 DeCamillis 1556 W. 226th Street
 Torrance, Ca 90501
 Ph: (818) 777-6039

D-15 Driggers #4 First Street
 Albertville, Al 35950

D-16 Fess Area code is now 510

D-18 Harrison (S) P. O. Box 276
 Bismark, N. D. 58502
 Ph: (515) 281-5747

D-19 Heyns Ph: (310) 431-9611

D-21 Jordan 13720 Canoe Brook Drive 18B
 Ph: (310) 431-9611

D-23 (new entry) Lomazoff, Howard & Janice
 P. O. Box 192857
 Little Rock, Ar. 72219-2857
 Ph: (501) 565-3648 Coach T-?

D-24 Merritt zip 89432

D-24 McMastere, J. add Coach #473

D-24 (new entry) McMasters, Ric
 734 Biscayne Drive
 West Palm Beach, Fl 33401
 Ph: Coach ##365

D-26 Olson Ph: (206) 761-0290

D-27 Peterson, D. Ph: Area code 510

D-28 (new entry) Ramirez, Orlando & Teri
 460 W. Lincoln
 Coolidge, Az 85228 Coach #495

D-30 Smith, Roma Ph: Area code 510

D-33 Voshell (S) Ph: (503) 255-4333, (W) Ph: (602) 342-2387

Page Twenty Seven

February 1992

Cut ↗

Preliminary Non-Binding Ballot

| <u>His Nominee</u> | <u>Her Nominee</u> |
|---------------------------------|---------------------------------|
| President | President |
| Vice Pres. | Vice Pres. |
| Secretary | Secretary |
| Treasurer | Treasurer |
| <u>Ernest Newhouse Award</u> | <u>Ernest Newhouse Award</u> |
| his choice | her choice |
| <u>1993 National Rally site</u> | <u>1993 National Rally site</u> |
| location | who to contact |
| address | suggestions |
| phone: | |

Return page to Leonard Tekaas, President
 1943 Driftwood Street
 Bakersfield, CA. 93309

Dear Mr. Giggs,

Since my husband talked with you at the rally at Neosho, Mo. last September he passed away. He died October 16th of an aneurysm of the aorta. When my kids were helping me clean up the attic we found the bill of sale to the Ultra Van we had purchased in 1972 which was totaled by the mechanics before we took possession. My husband had told you about this. You were wanting the serial number for the Club records & it is stated on the sales agreement as Serial # 390. I also found the book from Covered Wagon to Ultra Van & several pieces of literature from the factory on the Tiana in case anyone would like to see it.

My husband was always fascinated with the Ultra Van & had passed it on to our son, so we would like our subscription.

Dec. 21, 1991

3135 Whippoorwill

Ponca City, OK. 74604

Mrs. Zimmerman is a
Subscribing Member.

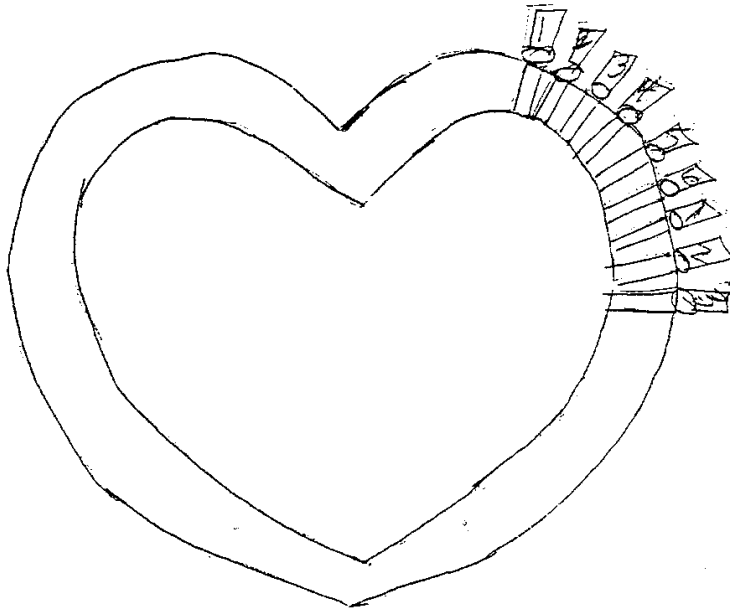
Sincerely,
Mrs. Wiley Zimmerman



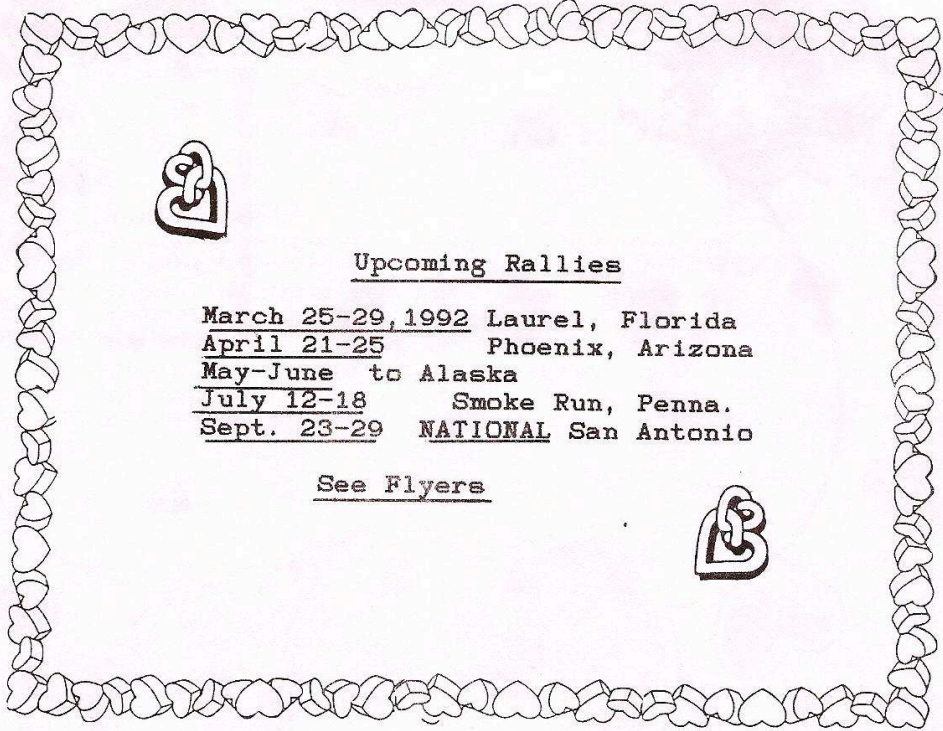
RAG WREATH

6 pieces of cotton or cotton blend fabric
1/2 yd. each piece 44"wide (total fabric required is 3 yards)
sharp scissor

Fabrics will be cut into strips 2" wide and tied next to each other in contrasting or complimenting each other (your choice), is repeated pattern of 6 colors. There is NO sewing. I will provide the cardboard form.



The heart form is 18" wide. It takes about 3 hours to make one, but is lots of fun to create. No concentration - can do lots of chit chat.



Upcoming Rallies

March 25-29, 1992 Laurel, Florida
April 21-25 Phoenix, Arizona
May-June to Alaska
July 12-18 Smoke Run, Penna.
Sept. 23-29 NATIONAL San Antonio

See Flyers



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.

