



HELM073 T338446003 1492 08/13/92  
HELMKAY  
RR 1  
CARRYING PLACE ON CANADA KOKILLO

DATE MAILED AUG. 7 1992

NORM & MARION  
HELMKAY (M)  
73 SARGENT STREET  
HAINES CITY  
FL 33844

PERSONAL

FIRST CLASS MAIL

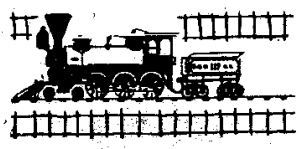
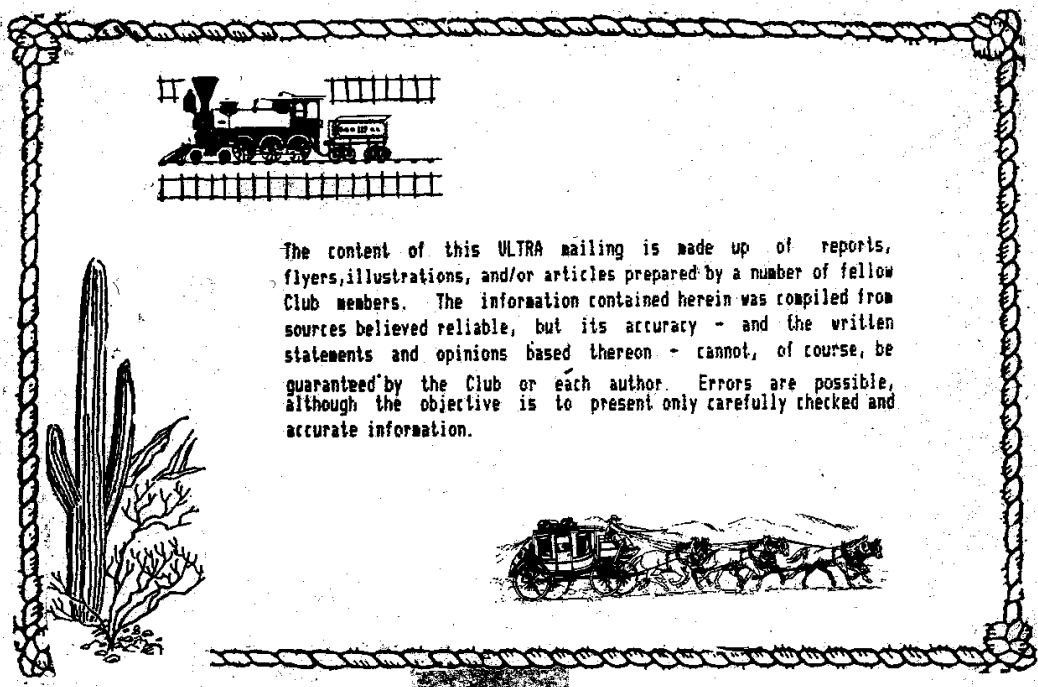
FALL Newsletter  
1992



Maybel Griggs, Secretary  
626 Brookfield Avenue  
Cumberland, Maryland 21502

ULTRA VAN MOTOR COACH CLUB, INC.

THINK WESTERN



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 Tekaad, #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

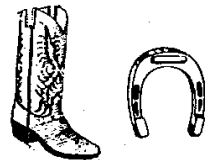
The "BIG ONE" is about to hit, and I'm not talking about the expected earthquake in California. I'm talking about our National Rally in San Antonio, Texas, Sept. 23 to Sept. 29, 1992. It would be appropriate that our largest attended National Rally be held in the largest state in the lower 48 states.

The Eastern Rally Committee, headed by Norm Helmkey, has worked hard and long to make this rally one of our best yet. They have found a fantastic rally site with all the creature comforts (swimming pool, hot showers, full-hookups, air-conditioned meeting room), to make your stay as enjoyable as possible, for only \$11.00 a night!!! Norm says; "Come early and stay late same rate." They have also planned activities and field trips to fill your days and nights, to make this RALLY a memorial one.

The largest rally in our Ultra Club history was held Jan. 29,-31, 1971 at Lion Country Safari, sixty-six (66) Ultras attended that rally over 20 years ago. It is about time we broke that record. If you attended that rally we'd all like to meet you and hear your stories. If you haven't attended a rally and would like to be make history, this is the "ONE" to come to. It is close to Sea World and another theme park in San Antonio.

I want to meet a lot of new faces at this years Rally. I want to hear, "Remember The Alamo Rally", for many years to come.

THINK WESTERN



See You All There

*Leonard Tekaad*  
Have a Safe Trip



Upcoming Rallies

September 23-29, 1992 NATIONAL RALLY, San Antonio, Texas. See Flyer

November 7-20, 1992 Joshua Tree, California--see flyer

January 25-28, 1993 Las Vegas, Nevada--see flyer

March 17-21, 1993 Knight's Trail Park, Laurel, Florida

April 1-4, 1993 Wickenburg, Arizona

July ? 1993 in Sechelt, British Columbia--hosts, Ryersons

Directory Changes:

Page D-12 (new member) David & Rosemary Browne #T-2003  
1000 Paul Street  
Easton, Pa. 18042  
Ph: 215-258-8978

Page D-13 (new member) Ron & Linda Clark #524  
P. O. Box 519  
North Plains, OR 97133  
Ph: 503-647-2349

Page D-11 (new address) Gladys Bell #546  
117 W. 17th Avenue Apt. 106  
North Vancouver, B. C. V7M1V5 Canada

Page D-30 (address change) Roma Smith #A298  
3325 W. 38th Street  
Salt Lake City, UT 84119  
Ph: (801) 965-1425

ULTRA VAN MOTOR COACH CLUB, INC.

Quarterly Treasurer's Report- Second Quarter, 1992

Balance April 1, 1992		3272.80
Receipts	Dues	60.00
	Benham (interest)	12.00
	Tech tips sold	63.00
Total Receipts		135.00
Expenses	Print Newsletter	177.84
	*Mail Newsletter	136.10
	*Mail Tech Tips	7.73
	Mail Tech Tips	24.66
Total Expenses		359.33
Balance June 30, 1992		3048.47

**Ultra Van Club  
26th Annual  
National Rally**

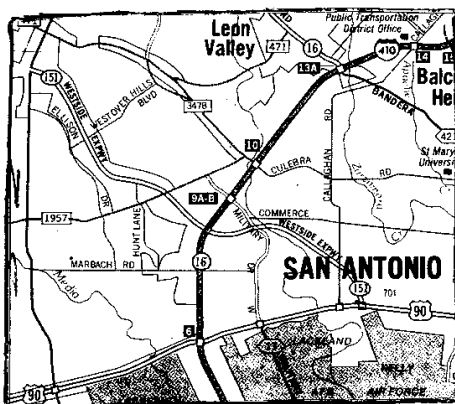


**San Antonio  
Sept. 23-29,  
1992**

**ADMIRALTY PARK  
1485 NORTH ELLISON DRIVE  
SAN ANTONIO, TEXAS  
1-800-999-7872**

**GO WEST OFF LOOP 410 AT EXIT 9 A-B,  
TURN LEFT ON ROUTE 1957 TO ELLISON DRIVE**

- \* ONLY \$11.00 PER NIGHT
- \* SAME PRICE FOR BEFORE OR AFTER CAMPING
- \* EVERY SITE PAVED WITH FULL HOOK-UPS
- \* AIR CONDITIONED MEETING & GAMES ROOM
- \* LAUNDRY, SHOWERS, POOL, ON-SITE STORE
- \* SHUTTLE BUS TO DOWNTOWN AND SEA WORLD



ARE YOU ALL READY FOR THE 1992 NATIONAL?

YOUR FRIENDS WANT TO SEE YOU AT ADMIRALTY PARK  
IN SAN ANTONIO, SEPTEMBER 23 TO 29, 1992

SOME OF THE THINGS WE'LL DO.....

- \* YANKEE SWAP
- \* SILENT AUCTION
- \* IDENTIFY OLD TV SHOWS
- \* FAVORITE BUMPER STICKER CONTEST
- \* CRAZY HAT CONTEST FOR BOTH LADIES AND MEN
- \* LADIES CRAFTS AND A LADIES ONLY TECH SESSION
- \* TECH SESSIONS AND HOW TO DO IT SEMINARS FOR THE MEN

on arrival, a prize if you know the secret message. Remember, we  
all want to see you at San Antonio, the two of us shall meet only once  
a year and old friendships need a boost once in a while, so here is



"Did you find the  
TEXAS map, Honey?"

an opportunity to travel some day and visit San Antonio. The natives say San Antonio, notice there is no "ee-oo" on the end. It is the most popular tourist city in Texas. We hope to do a two-mile walk along the Paseo del Rio. There is a Soledad River that flows about twenty feet below the street. There are many bridges crossing the river which has ancient cypress trees on the banks. Along the walk there are ice-creameries, restaurants, bars and boat rides to tickle your fancy. If you are on the Paseo del Rio, with its soft lights, stately trees and humpback bridges, doesn't charm a visitor out of his snakeskin boots, he must be a terminal grouch. To refresh your history, the Alamo was a lot of 6 missions begun in the 18th century. The Alamo is famous because of a battle in 1836 when 189 Americans from 21 states held out for 13 days against thousands of Mexican soldiers who finally, on March 6, captured the mission when the last defender including Bowie, Crockett and Travis, were killed. Hope to see you there in September. Drive safely.

# 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

4<sup>TH</sup> DAY SHRIMP!! LUNCH MOBILE ALA. - YUMMY!

4<sup>TH</sup> NITE GULFPORT MISS. ——— SEPT-20

FIVE STAR R.V. RESORT

5<sup>TH</sup> 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.

6<sup>TH</sup> NITE EARL McRARY - SHAVANO PARK - SEPT-22

1992 - NATIONAL - RALLY - SEPT 23 - 30

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



# HIGH DESERT MINI RALLY



JOSHUA TREE, CALIF.

When: November 7 thru 20, 1992

Host: Jim and Marlene Craig - #549

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

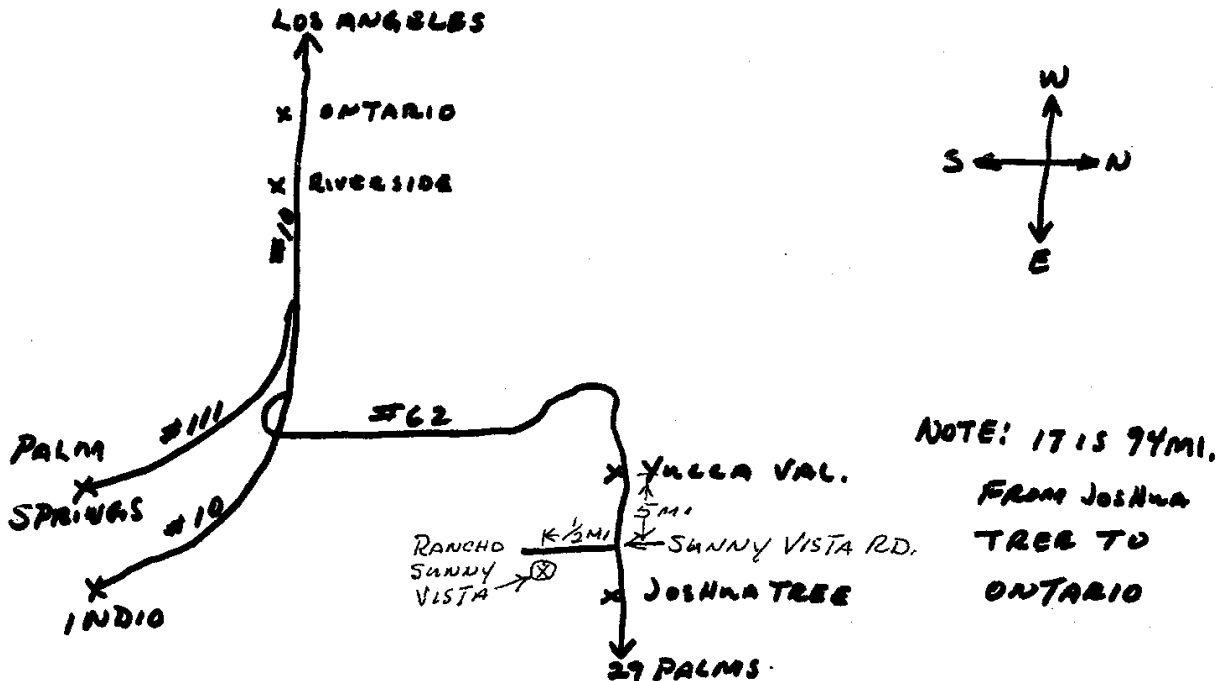
The event will be held at the host's homesite.

This is an open rally time for those of you that would like to enjoy some pleasant weather in the high desert area (3,200') 45 miles north of the Palm Springs area. The rally will be held prior to and after the annual Corvair Fan Belt Toss held at Ontario Airport Red Lion Inn, Ontario CA, on November 13-15, 1992.

Tours of the local area points of interest are available, in addition to the usual potlucks, games and tech sessions and etc. (Engine teardown and aluminum repair are planned)

Plan to come before or after the Ontario event or the whole time, as your schedule permits.

NOTE: Contact Debbie De Luca, (714) 993-2808 for additional information on the Ontario event. We had 32 Ultras and families at Indio in 1991. Can we top that this year? Let's try!



JANUARY 1993

WHEN: January 25th thru January 28, 1993

WHERE: Las Vegas, Nevada - Circusland RV Park

COST: \$10.80 per night

There are no facilities in the park for meetings, so, no craft, tech or general meetings are planned. It will be a "do your own thing" get-together. Information about places to go and things to see will be available.

Circusland requires that group reservations be turned in at one time. Therefore, the following form and a check for \$10.80 (deposit) made out to Circusland RV Park must be sent to the Hoffmans between November 1 and December 20, 1993.

The deadline is December 22, 1993 for checks and forms to be turned in to Circusland.

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MAIL TO: Claire or John Hoffman  
3890 So. Nellis # 286  
Las Vegas, NV 89121

---

NAME:

ADDRESS:

CITY, ST, ZIP:

ARRIVAL DATE: 1-25-93 TIME:

DEPARTURE DATE: 1-28-93

LENGTH OF VEHICLE:

TYPE OF VEHICLE?

PETS OR CHILDREN?

---

Anyone wishing to come earlier or stay longer may call Circusland at 1-800-634-3450 and make their own arrangements.



Our deepest sympathy to: Marie Valdisera, on death of her husband, Robert in April, 1992; Hal Honer, on death of his wife, Simone in June, 1992.



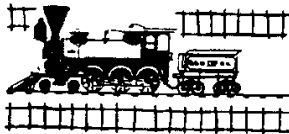
Coaches for sale:

#348 1968 Ultra Van, corvair powered. As is, where is. Charles Smith \$3995 if sold by September 10, 1992. Phone 614-397-0243.

#374 1968 Ultra Van Chevrolet 283 C. I. V-8 engine. Original owner. Asking price \$5000. Extras: CB - Radio - tape deck & Tapes, 2 30 gallon gas tanks, 4 new tires, 2 new batteries, Thermix Catalytic Heater, Burglar alarm - A/C 110, sofa converts to double bed, etc. Emil Miller, 4935 1/2 Briggs Avenue, La Crescenta, California 91214. Phone 818-248-1082.

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

For Sale: 1969 complete running gear as removed from #467. 2,000 miles after complete overhaul, with 140 heads and 110 heads. All cooling fins cleaned out, 3.89 gears with ring gear mounting modified to accept 6 or 9 bolt ring gear. \$895/offer. Jerry Dute, 15544 Whitehead Rd., Lagrange, OH 44050 Ph: (216)355-4101.



Rally Report--Kings Canyon, California July 1, 1992 8:48 AM.

President Leonard Tekaas opened our meeting with all singing "America the Beautiful", led by his granddaughter Kelly.

Those present were Leonard Tekaas, Jim & Marlene Craig, Mel & Millie Dinesen, Dan & Betty Reinhardt, Bob & Roberta Franz, Al Polus, Mory & Esther Snyder, Warren & Nobia Suckow. Guests: Amy & Kelly Bradshaw, little Dan Reinhardt, Sherry & Matt -----, with Geritt & Blake.

Welfare report: Edna Newhouse has shingles, & is recuperating from heart surgery. So sorry to hear that Simone Honer had passed away. Barr Musser has recovered. Has sold everything. His wife is in a rest home. Roma Smith moved to Salt Lake City, Utah. Jerry Zeaman sends his regards.

Financial statement: Millie Dinesen reported \$303.13 left in account to go to next rally.

Old business: National Rally starts September 23, 1992 in San Antonio, Texas. January Rally will be in Las Vegas with Hoffmans hosting. Send in your reservations. Refer to last Newsletter. April Rally will be held at Wickenburg, Arizona April 1-4, 1993. Hosts: Reinhardts, Threasa, & Suckows. Please let "Whales on Wheels" know the right timing.

Merchandise Chairman: Mory Snyder would like volunteer for take over. Jim Craig volunteered for after the National Rally.

New business: Nominations: Vice President, Norm Helmky; Secretary, Maybel Griggs; Treasurer, Louis Griggs; Western Director, Jim Craig. Committee for planning for National Rally, 1993: Christy Barden, Bob Franz, Jim Craig, Dan Reinhardt; others may help.

Meeting adjourned. Submitted by Nobi Suckow.



Business meeting--Smoke Run, Pennsylvania July 13, 1992. 7:30 PM.

Eastern Director Norm Helmky presided. He announced that the campground fee for the National Rally will be \$11 per night; come early, leave late, same price. He needs eleven more people to sign up for CPR training.

The Harveys are the Eastern Merchandise Chairman.

Margie Fitzgerald is the Eastern Rally Chairman. The Spring, 1993 Rally will be held at Laurel, Florida on March 17-21 (Wednesday-Sunday); same place as 1992 Rally; campground fee will be \$8.00 per night.

The following nominations were made for the upcoming election: Vice President, Norm Helmky; Secretary, Maybel Griggs; Treasurer, Louis Griggs; Eastern Director, Bill Welle.

A proposed amendment to the By-Laws naming Technical & Safety Coordinator as a Director will be circulated. (see later in this Newsletter)

Wagonmaster Clyde Stanton reported 23 units, with 18 Ultra Vans, two in cars. By origin: 8 Ohio, 3 New York, 2 Michigan, 2 Maryland, 2 New Jersey, 1 Arizona, 1 Ontario, Canada; 1 Louisiana, 2 by car.

The meeting adjourned at 8:15 PM. Submitted by Louis Griggs.



## Smoke Run Rally, July 12 to 18

We knew it would be a great rally when we left I-80 and headed south on Pennj53. There were printed Ultra arrow signs at every change of direction or change in highway number. The mountain roads were spectacular and kept you on your toes to keep the revs up on the engine, even so, in many places you had to drop down into low range.

Though the rally wasn't scheduled to start until July 12, five early birds arrived July 10th, the Bosos, Stantons and Hodges in Ultras, Howard Boso's brother in a Brand X and the Smiths in their VW camper. Gord Harvey had cleared a neat two level parking spot from the woods on their property that he thought would handle about 12 coaches. In the end, with a persistant wagonmaster (Clyde Stanton) over 20 coaches, vans and cars were jammed in.

The Browns in their Tiarra arrived for their first rally on the 11th to be followed by the Helmkeys and the Dutes. On the 12th, five more Ultras rolled in, the Richards, the Hunters, the Griggs, the Walthers and Wildmans (their first rally). Also on the 12th, four more arrived in Brand X's, the Rowlands, Deckers, Cohens and the Fitzgeralds, who travelled 300 miles from home and decided to turn around and come by Buick (we'll learn why at San Antonio). Ruth had a surprise soup supper for all the weary travellers. On the 13th, two more Ultras arrived, first Howard Sproul and finally the Potters, who limped in the last 50 miles from State College on just an emergency brake. Later, the Joys arrived by car and Norris Houck in his Brand X. A surprise on the 14th was the arrival of the Hulls, Betsy, Ed, Doug and his wife.

Friday, Saturday and Sunday were relaxing days to sit and talk to old friends. The Harvey's ran a fantastic bus service throughout the whole week with their van and Chevy Nova getting everyone where they wanted to go, which began on Monday with a trip to Surplus City in Altoona. About 20 men descended on the "junque collection" like locusts, coing and awing at every bin or barrel. The sales were so good, the owner declined to take Gord's money since he brought in so many customers. The original plan was to be back in time to let the ladies go in the afternoon to their part of Surplus City, but the men spent so much time there, the ladies trip had to be re-scheduled for Tuesday.

Monday evening saw everyone sit down to a famous Ultra Pot-Luck supper which was followed by the EMU business meeting. I'm sure it will be reported elsewhere. The ladies as usual, arranged coffee and other goodies every morning. Ruth had the coffee ready by 6 am every day.

Late Monday night and early Tuesday morning the heavens opened and it poured buckets with a tornado watch to boot, but by daybreak peace again took over in the mountains with a hazy mist.

Tuesday was the ladies tour day, first to Surplus City and then to an outlet store where they found the shirts they needed for crafts the next day. The men gathered under the trees for the tech sessions with Pat Fitzgerald leading the discussion on Critical Parts. Norm Helmkey talked about and showed the Compliance tags which Ultra and Belco used in late production that were attached on the lower left windshield post for easy inspection and vehicle identification.

A late morning seminar on Corvair starters proved beneficial to many who discovered from the Ultra Manual there should be an assist spring on the armature. Louis Griggs conducted a "practical" tech session on paint removal for anyone who wanted to tear a strip off his coach.

On Tuesday afternoon, Howard Boso and Norm Helmkey got into serious work to solve the brake problem on the Potter coach and Gord used his local autoparts contacts to find the parts needed to get 394 mobile. Luckily, Howard had all his brake tools with him. Tuesday evening, the regular euchre game was hardly interrupted by the All Star Baseball game which quite a few watched while consuming bowl after bowl of popcorn. Olive Hunter was the most disappointed as her Nationals lost for the fifth straight year.

Wednesday, the ladies had the luxury of working on their crafts in the air conditioned lower walk-out level of the Harvey home, so the men took off for another visit to Surplus City and the local railway sites which included the railway museum and famous Horseshoe Curve. At one time it took 20 days to go from Philadelphia to Pittsburg by wagon and this was cut to 4 days in the 1840's when the railroads solved how to get through the mountains with the Horseshoe Curve near Altoona.

By now some of the early arrivals had to leave and our wagonmaster had quite a chore moving and relocating coaches to get them repositioned. Some others who had to leave on Thursday were moved to places nearer the road in the afternoon before getting ready for the big banquet at the "Alley Popper".

In the railroad hayday, trains that ran through the valley near Smoke Run were called "Alley Poppers" and while the trains have disappeared the memory is preserved by a restaurant of the same name. In the early 1900's two trains collided on a trestle bridge near Smoke Run and in the fifties, Hollywood recreated the scene on an abandoned rail bridge behind the "Alley Popper" restaurant, so it has become a famous eatery.

The Harvey's planned a memorable night for everyone at a banquet beyond description. Over forty sat down together with live piano music all through the meal. After dinner, the local S.P.E.O.B.Q.S.I.A.I. group provided us with many barbershop harmony renditions. For those who heard Ed Hull tell stories for the first time, it was a hoot. First he told the story of the Snake family and their pit, then all about Cinderfella. Finally, he had four of us help him with "My Uncle Negy Died". A few others in the group told their favorite story and an old time resident came by to answer any questions on the railroad.

Getting forty or so people from the Harvey's to the restaurant and back was no mean feat, but it was accomplished in short order with a few trips back and forth with the van and a couple of cars. Gordon told us the story of his friends the Joneses, lifelong residents of Smoke Run who run a building supply salvage center and antique car operation. Gord took us to see the Jones estate which has over 37 acres of grass. The main house is 185 x 165, with a nine car garage and fourteen foot ceiling in the basement. At the salvage center we saw one of nine 1939 Slope-back Chevrolets made and one of 37 fibreglass cars which Gord and his partner made, based on a Volkswagen convertible. Also stored there was a 1911 Little, the car which eventually became Chevrolet. Finally, the ultimate, a Chev pickup truck customized to look in every way like a scaled-down Brockway tractor complete with sleeper cab and all.

Sadly, other commitments saw a few depart on Thursday, but all agreed, it was a great rally and can hardly wait to make another "Smoke Run".

Friday brought more people to the "Rally in the mountains," including an Ultra from Long Island, N. Y., and a car, also from N. Y., the Howards. Saturday was a day of visiting and catching up on unfinished Crafts. The hosts gave us, the ones that stayed to the end of the Rally, a home made Chili supper with hot rolls. By the end of the Rally there had been 27 units attending. What a great rally it was!

Maybel.



TECH TIP "BOOKLETS"

Upon receiving the computer print-out of TECH TIPS from Norm Helmkey, I was both quite amazed and also pleased by the scope of the project. That was one Helluva good job and took SKADS of time.

During and after compiling the ULTRA MANUAL Edy and I always had a niggling thought ... "How will this MANUAL be kept up to date as new and additional information becomes available?" and "Who will tackle the huge job of putting it all together in a useful and practical manner?"

As with lots of "Ultra Problems", out of our roster of owners, has come people with amazing abilities to fill the needs and take action. So it is, that we all owe Norm Helmkey one heck of a lot of THANKS & APPRECIATION for picking up the ball and running with it. How many of you out there can visualize the hours and hours and hours of time spent to put this data together?

I, for one, can and do fully realize how much effort and dedication went into this project and can only say, "THANKS, Norm, for a swell job done that puts into our hands that "FOLLOW-UP" the MANUAL needed so much" Again, thanks, Norm.

Len Ryerson



Ultra Van Motor Coach Club, Inc.



Agenda Item Number one.

Proposed amendment to By-Laws:

Purpose: To add one Director to Board of Directors, giving this additional Director certain areas of responsibility.

1. Change Article VII Section E to read "seven" positions.
2. Appendix G-Change position Description to "Technical and Safety Director."
3. Appendix G Paragraph 1B-Add sentence "Vehicle and maintenance safety will be emphasized."
4. Appendix G Paragraph 2B. Insert words "and safety" ahead of word "sessions".
5. Appendix H Paragraph 1A change "six" to "seven"
6. Appendix H Paragraph 2 add line "C": Technical and Safety Director is elected for one year, with no term limit.

Secretary hereby affirms that this Agenda Item Number One has been duly signed on July 15, 1992 by 13 members in good standing; it has been referred to the President, as required by the By-Laws, and assigned Agenda Item Number One by him. It will be presented to the membership for vote at the National Rally in San Antonio, Texas.



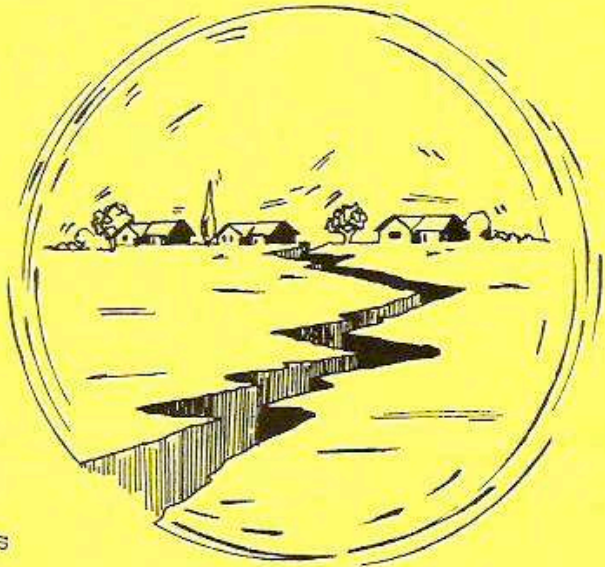
# ULTRA POSTSCRIPTS ★★★★★

August 1992

DO UNTO OTHERS---: We all know that it is virtually impossible to please everyone. But--one of the very best constraints for any industry, for any organization, for any private endeavor, has ALWAYS been the GOLDEN RULE. Since it is the rule many members abide by and has been our lifelong business and personal policy, it also became Ultra Club's FOUNDING SLOGAN. Not too many know this. The Club's success continues under that "group of words"---unsung---to helping each other, to honesty, truth, and excellence. Nearly everyone agrees that activities practicing the "Golden Rule" will always be successful. There are few exceptions. Tell us if you know any.

GOOD SURVIVAL IDEAS: No one likes to think or write about disaster. It is more fun to discuss GOOD than bad, but there is request for helpful suggestions in event of catastrophe. Experts tell us HOW to cope: Tornados, wind storms, hail, flood, drought, earthquakes, insurrection, strikes, riots, fire, or disease epidemics, financial panics...ALL can and do happen without much notice. Often the result is despair when it need not be. It does not cost much to try to be PREPARED for unusual eventualities. They say we should be SELF-protected, even tho a large % of us will never experience such problems. A cyclone or tornado can suck the walls in and lift a house from its foundation. Earthquakes, or riots, or a flood can be equally destructive. POINT: Keep calm, always be ready. Ruptured gas pipes are a

particular hazard. Have a wrench ready to turn gas off at meter. Drinking water is of utmost importance. If underhouse pipes are broken and water is leaking unchecked, fill bathtub or other large receptacles, then turn off water at meter. This water may be used for drinking only if treated with twelve-drops chlorine per gallon...or BOIL for two minutes minimum. The water in the tank of the throne, as well as that in your Hot Water Heater should be usable also. Keep--bottled chlorine always on hand (Clorox or any brand of Household Bleach), plus store water in one-gallon plastic milk jugs, and store up canned or dehydrated food, just in case. All the above is based on advice from LA's Office of Emergency. Have a BATTERY RADIO too.



Greedy Politicians have given us the best Congress MONEY can BUY! Keating?

THANK YOU, THANK YOU: You have been kind to suggest too many items for discussion, so some will have to wait until the next issue. Will there be a next? Well, retirement from all writing has been contemplated for some time. Anyway, here is our thousand thanks to those who took the time to call or write...including P.W. for his good calls which started our study of pig valves. And--Management wishes to thank EVERY MEMBER just for belonging to Ultra Club. It is a most remarkable association of people who love to TRAVEL and enjoy the great OUTDOORS. The special ROOMY Motor Home that sparked forming the corporation, also provides a bond between owners. Appreciation is extended to the Officers and Directors, and to the Program and Committee people, as well as Rally Hosts and all the OTHERS who volunteer their time and talents year after year. These good folks make things HAPPEN! Please keep sending ideas. Hope to see all of you at the Ultra National Convention, September 23rd, at San Antonio, Texas. Why not mail your Voting Ballots to the Secretary ahead of time. Be sure to VOTE!

SO PEOPLE CAN PLAN: Will the recession grow worse later this year? That's another question asked. NO, the analysts we study do not expect it to get any deeper (although a number of factors point that way). We look for a slow economy the balance of this year, with greater deterioration in 1993 and 1994. Many things are very similar to conditions back BEFORE 1929, the first year of the last big bust. Overburdening Federal and Corporate debt, the speculative fever, the slow (but certain) retail price increases, the "all-or-nothing" and "I'll be damned" philosophy, all these reek with the flavor of the early 1930s. Those of you and myself who lived through it, can sense the daring crime wave....danger lurking in dark corners, the near-loss of CONFIDENCE in government. The "New Covenant" and the "New World Order" are, to date, mere words. Most anything could touch off a violent firestorm. People must "guard" themselves against inflation, deflation, devaluation, repudiation, or a crash. Economists do NOT expect significant trouble this election year. They advise taking precautions against 1993-94.

She thought an education was EXPENSIVE until she paid the PRICE of ignorance.

ARTICLES OF INCORPORATION: Most members have read the Club's BY-LAWS. Not all, perhaps, have seen the As of I. It might be good to once again mention that the club's PURPOSE, besides travel, fun-rallies, and fellowship, as stated in the Articles of Incorporation, include these words, "to...promote the general WELFARE and PROSPERITY of the members, and to IMPROVE by any and all lawful and HONORABLE means their status and CONDITION." Therefore, the Officers and Directors are obligated to and always have included the good will and welfare of fellow members in all Newsletters, Reports, and rally plans. Who has not seen the Articles of Incorporation? We bring the Club's Legal Book to each rally attended (including Neosho, Missouri last Fall). Take time to study it. It tells EXACTLY what your Club is all about. Maybe, if there is room, our good Secretary might print it in the next News.

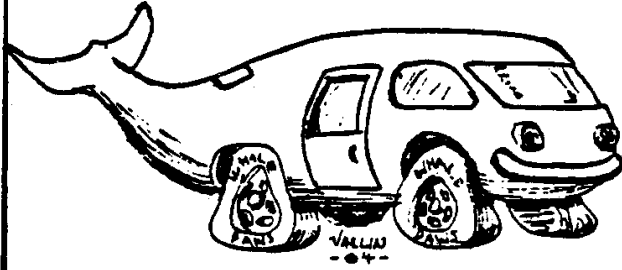
LETTING OUR HAIR DOWN: Now and then people "unpin their pony tails" to self examine themselves. Philosophers say it is a wise thing for everyone to do. So now, let's analyze me: 5'11" tall, of rather ancient vintage (an early model) with only standard equipment (no overdrive)....about as dumb, and CERTAINLY just as stupid as any other male human. Also, like a few others are, sometimes very opinionated. How about ATTITUDE? One aim is to try to be "himself" to fellow-beings anywhere, also to care about the BEST club in the world (well, at least in this Country), plus enjoy --- and do just a little bit occasionally --- ok ?? to keep healthy the GREATEST nation on earth (good old U.S.of A.). Now--comes YOUR turn to self-analyze; What does your resume' reveal? Meanwhile, let us COMB those thinning strands back up.

WILD PREDICTIONS: It is deemed unwise to delve too much into Political matters; doing so can lead to arguments sometimes. But, a most interesting PREDICTION just came our way from an active member (like your family MD, we never violate confidences). What he said is not confidential....QUOTE: "If Bush finds his popularity slipping, he will create a war before election time; probably invade Cuba, in order to strengthen his chances for a second term." WOW! Would Bush do that? Let me throw out another wild one: If Bush sees NO HOPE AT ALL for winning, he will suddenly become ill (probably an assumed stroke) rather than suffer the "humility of defeat", thus saving honor for himself and retire from running. This will leave the gate wide open for Dan Quayle to accept the GOP nomination. Thus Quayle might win the Presidency (maybe through the Electoral College). What a scenario!!

POWER OF ATTORNEY: Many writing..do nothave this; they should...husband to wife and wife to husband, plus one for a trusted relative or friend in case of a common accident. You do NOT need a lawyer to fill out the form. Your P of A must be DURABLE to be effective, so the person you name as your agent can speak for you if you become too sick to make your own decisions. Tell that person your exact desires, or better, write-them-down NOW while you are still healthy. A "common" P of A is powerless if you are comatose.

Until next time, *Edmark*

## TECHNICAL WHALE TALES



"Technical Whale Tales are a collection of technical tips submitted by Ultra Van Motor Coach Club members. While these tips have been reviewed for content and are believed to be both acceptable and workable, there is no guarantee implied that they will work correctly, nor is any liability assumed by the Ultra Van Motor Coach Club, the Technical Chairman or the author for any problems that result from the use of these tips." Forward all Technical Tips to: Norm Helmkey, 73 Sargent St., Haines City, FL 33844

Summer is nearly half over and many of us have been to rallies in Kings Canyon and Smoke Run, hopefully all made it safely. How important it should be to make sure when you start each trip that all systems in the coach are in good working order, especially the brakes. Please take time to look at the four page Safety Check List in the back of the Tech Tip Reprint. This list is not new, it was first compiled and published in March 1973 by Len Ryerson and Ed Martin. Even back then, safety was an important issue.

If you are driving a coach with a single master cylinder system, I urge you to consider changing to the dual system as described on pages 22 to 28 of Section 11 of the Ultra Manual.

Once again we have a nice collection of tips, but they are nearly all from just a few people. Sorry to say, the ladies have let me down. In the last newsletter, I challenged them to match the tips sent in by some of the ladies in the club's earlier days. Hopefully, the ladies will respond to the challenge in areas of their expertise, like: curtains, blinds, bedding, storage, decore, recording, upholstery, etc.

If you think you can't write, just send me your idea and I'll wrap the words around it. More tips (not asparagus) please!!

Louis Griggs tells me the Tech Tip Re Prints are nearly gone. If there is enough demand to go to a second printing, perhaps it can be arranged while we are in Florida during the coming winter.

Len Ryerson and a few others have made comments on the Tech Tip Reprint to highlight changes and omissions. I plan to cover these all in the next newsletter, so if you find something which needs improving, please let me know well before November 15. Len also points out we lose tips which come up in rally tech sessions because we don't have a good way to capture them. I have used a cassette recorder but this only gets the audio and if any people speak together it is hard to understand. Perhaps those with video cameras could set up their camera on a tripod and tape the sessions they attend, then send send these tapes to an "Ultra Tech Session Library" we could establish as part of the Ultra Archive. Any other ideas?

Reminder, we would like to break the record of 66 coaches that attended the Lion Country Safari way back in January 1971. Twenty one years is a long time to go without breaking a record and back in those days it was a "No Hookup Camp", my how times have changed.



Several years ago at the National Meet in Louisiana, I was asked if it would be possible to do a tech-tip on re-wiring a coach. Since then I've had an opportunity to look at an incredible combination of wiring systems in our coaches, some good, most bad.

Generally, wiring in our coaches is 22 or more years old. The rubber insulation and rib or bulkhead grommets have in most cases deteriorated to the point where many owners have had short circuits, luckily most are minor, but all potentially serious fire hazards.

Most Ultras were built in three sections, each with its own wiring harness joined to the other through a multi-pin connector. Over the years, these connectors have been a constant source of trouble, often corroded or burned up. In my own coaches (356/486/547) and at least four others I have worked on, all had high resistance joints causing trouble and in some cases melting of the plastic of these connectors.

The point of all this preamble is to have you understand that if you have been plagued with continuous electrical troubles, a rewire is likely the best solution. If you decide to tackle it, there are a number of things to consider that will make it easier and more durable for the future.

Wiring like walking, is easy, taken ONE STEP or ONE WIRE at a time.

To begin, you need a plan and above all, if you make changes from the original, a new set of wiring diagrams.

Make a separate drawing for each part of the wiring system, this makes it easier to trace problems in the future. Also, use unique labelling for each wire so you know at a glance which circuit each wire serves. Be sure to put copies of your new diagrams in your Ultra Manual and with the your coach legal papers so the next owner will know what was done.

How many circuits do you have in your coach? Quite a few. These may be divided into the two groups we could call the "automotive" and "living" functions. Just off the top of my head, there are the following:

Automotive	Living
Starting	12 volt Lights
Charging	115 volt Lights
Ignition	Outlet Receptacles
Instruments	Air Conditioner
Lighting	Refrigerator
Wipers/Fans	Furnace (option) Furnace (option)
Accessories	Accessories
	Battery Charger

If you use letters in your identification system, avoid the letters: I, O and Q as they are easily confused with 1 and 0.

For example: You may use 1 for the Starting Circuit.

- 1-A Wire from Bus to Starter Selenoid
- 1-B Wire from Selenoid to Dropping Resistor
- 1-C Wire from Start Switch to Selenoid

2 may be the Ignition Circuit

- 2-A Wire from Bus to Ignition Switch
- 2-B Wire from Ignition Switch to Dropping Resistor
- 2-C Wire from Dropping Resistor to Coil
- 2-D Wire from Coil to Distributor

Always use stranded wire for mobile applications. Solid wire is not unacceptable, it does not have the flexing capability needed for vibrations. Also, tin coated stranded wire is better than plain copper since it will not oxidize as easily. This is especially important in high humidity or high air pollution areas.

Use the smallest size wire to do the job without overheating or going over the maximum voltage drop (.5 volts in a 12 volt system) between the battery bus and the electrical device.

For circuit protection, circuit breakers are OK, as long as they are not the automatic reset type. The automatic reset type will recycle until either the wire burns up (a fire hazard) or the battery is exhausted. Place fuses or breakers where they are easily accessed and be sure each is labeled. If you've had to change a fuse in the fuse block behind the driver's seat or under the counter at night, you know what I'm talking about. Spare fuses and fuse puller should be close-by.

#### STRANDED COPPER WIRE CURRENT CARRYING CAPACITY AND FUSE SIZE

WIRE SIZE	SINGLE WIRE AMPS	LBS./25 FT.	FUSE SIZE
20	11	.14	5 amp
18	16	.21	10 "
16	22	.26	10 "
14	32	.43	15 "
12	41	.61	20 "
10	55	1.04	30 "
8	73	1.83	50 "

What circuits should be protected? In theory, one device, one fuse, but in practice grouping devices like cabin lights, etc is more practical. One end of the fuse should be supplied by the battery bus and the other end goes to the switch or device. If the supply line shorts, the fuse will blow and protect the wire which is often buried in a wall or behind a cabinet. Don't put the fuse in the return or ground line.

Single overload protection is a must for the following:

- LIGHTS - IGNITION - INSTRUMENTS - ELECTRIC FUEL PUMP
- WIPERS - RADIOS AM/FM/CB - MICROWAVE - TOILET (IF ELECTRIC)
- FURNACE - PUMPS - REFRIGERATOR - AIR CONDITIONER

Every joint in a wire is a potential trouble source so try to keep them to a minimum.

Switches should be of the snap-action type to ensure fast opening and closing of the contacts. The rating of a switch is the closed contact limit and switches designed for DC current have different ratings than those designed for AC, make sure you use the correct switch.

Install switches so handle is UP for ON and DOWN for OFF. Rocker type switches should be installed so pressing BOTTOM will turn it ON and a press on the TOP turns it OFF. If expense is no object, lighted handles are nice. Don't line-up a bunch of switches in a row, it might look impressive, but when your trying to find a switch in the dark it may be a problem. Try to group switches for similar functions together.

For example: (Wipers - Wiper Delay - Washers)  
(Headlights - Driving Lights - Clearance Lights)  
(Heater - Furnace - Fans)  
(Fuel Pump - Ignition)

Install a Voltmeter instead of an Ammeter, there is less fire hazard and it is a better indicator of the electrical system.

Crimped terminals are more desirable than soldered wires as the wire becomes solid where it is soldered and is more subject to vibration failure. Heat shrink tubing around a joint or terminal will both insulate and strengthen the connection.

Mark both ends of the wire with the same identifier and always add a few extra wires for future use.

Wherever possible, use a return or ground wire. Using the aluminum hull causes galvanic action and aluminum is only 60% as good a conductor as copper. Never use aluminum wire or connectors.

Use different color wire and keep one specific color for grounds (Black is standard in DC circuits). If many grounds come together, a ground bus is a good idea (like behind the instrument panel). If several ground wires are joined together, make sure the main return wire has the capacity to handle the combined current of all the wires joined to it.

When running wires through bulkheads, ribs or any metal panel, the wire must be protected with a rubber grommet, plastic tube or similar device.

Where wires are bundled together, tie them every 6 inches or wherever a wire exits the cable with nylon slip ties or similar device. Don't wrap the cabled wires with tape, the more open the bundled cable is, the better the cooling. Also, if a wire overheats and discolors, its much easier to spot if the cable is unwrapped.

Looking for a nice wire clip to make all your wiring neat, yet very flexible so you need no tools to add or remove a wire?

The starter strip used for vinyl house siding may be just what you're looking for. It comes in long 10 or 12 foot strips with holes already punched for easy attachment with screws or pop-rivets and can be cut into whatever lengths you wish for wire clips. At a cost of only 30 cents or so a foot, you can't find a much cheaper clip.

TECH TIP NO. 92-16 SUBJECT V8 Rear Spindle Parts Update #549  
UV MANUAL SECTION 9 PAGE 9-97 AUTHOR Jim Craig

Change your Ultra Van Manual and also the parts listed in the "Winter 1991 Ultra Newsletter"

Reference Ultra Manual Page 9-97

Item #	Old P/N	New P/N	Description
35	3794006	1407942	Seal, Outer
34	7450700	457052	Bearing, Outer
8	7451202	9417784	Bearing, Inner
15	3820643	348103	Support, (Hub) L/H
15	3820644	348104	Support, (Hub) R/H

Reference Newsletter Page 22 & 24

	3820643	348103	Support, (Hub) L/H
	3820644	348104	Support, (Hub) R/H
*	7450630	457052	Bearing, Outer
	7451202	9417784	Bearing, Inner

\* Note: This number does not relate to the manual parts list on page 9-97. Also, note the part number above that one on page 24 is the same, but the "New Departure" number is different.

TECH TIP NO. 92-17 SUBJECT AC Generator Speed Adjusting #513  
UV MANUAL SECTION 16 PAGE 16-04 AUTHOR Len Ryerson

The speed of an AC generator determines how close the frequency will be to the 60 cycle standard. AC generators usually are run by gasoline engines controlled by an adjustable governor.

To test the governor adjustment, plug in a 110 volt AC clock with a sweep second hand, as the TEST clock. Using a second clock (stop watch, wrist watch, etc) as a MONITOR, measure a full minute and notice where the sweep second hand of the TEST clock is at precisely one minute.

If the TEST clock runs slow -- increase engine RPM.  
If the TEST clock runs fast -- decrease engine RPM.

When the TEST clock sweep for one (1) minute matches the MONITOR, the generator output frequency is exactly 60 cycles per second.

NOTE: The frequency of a device like a VCR is more critical than the voltage, since like many clocks, it uses a synchronous motor which runs the same speed regardless of voltage (within reason, plus or minus 10%) as long as the frequency (usually 60 cycles) is correct.

TECH TIP NO. 92-18 SUBJECT Memos On The Road #547  
UV MANUAL SECTION 18 PAGE 18-06 AUTHOR Norm Helmkey

Everyone has ideas which pop into mind while travelling down the road. It may be some aspect of the trip, the route or things you intend to do. Often when you stop, you have forgotten what it was you intended to write down when the thought first came to mind.

Try a little palm sized mini cassette recorder to capture these ideas without having to write it down.

TECH TIP NO. 92-19 SUBJECT Propane Tanks...Testing & Stamping  
UV MANUAL SECTION 7 PAGE 7-04 AUTHOR Len Ryerson #513

After much research and questions posed to many operators of Propane Distribution Businesses, it seems there are no specific California laws requiring propane bottles to be tested, stamped or certified.

Carry-in bottles for trailers, Bar-B-Ques and industrial use must be re-certified at five year periods. However, even that information was only verbal and no documents were found to substantiate the DATA.

We suggest each Ultra owner check in their own state or province to determine what laws or regulations are applicable.

Note: Superior Propane in Ontario checks for a valid government approved inspection of all carry-in tanks within ten years. Inspection includes valve replacement costing about \$16.00. Their advice in the case of the 20 lb. bottle is a complete new tank costing only a few dollars more. There is no specific time rule in Ontario for in-situ or permanently installed tanks.

TECH TIP NO. 92-20 SUBJECT Halon Fire Extinguishers  
UV MANUAL SECTION 17 PAGE 17-14 AUTHOR Norm HelmKay #547

As some know, the Halon fire extinguisher has been the choice of many for some time as it is so efficient on all types of fires. One of the best features was there was no residue to clean-up as was the case with both soda/acid (heaven forbid one was ever used in a coach) and dry chemical. Carbob Dioxide (CO2) extinguishers are similar to Halon in that they also smother the fire leaving no residue.

Unfortunately, the Halon type have been withdrawn by most retailers as they are thought to be ozone depleaters. These units can be recharged by qualified people until about 1999, so if you find any for sale, it might be wise to buy them. Undoubtedly, a replacement is in the development stage, after which the current Halon types can be disposed of through a program set-up by the re-charging companies.

TECH TIP NO. 92-21 SUBJECT Master Cylinder Repair Kit  
UV MANUAL SECTION 11 PAGE 11-09 AUTHOR Louis Griggs #334

The Raybestos Repair Kit MK 234 includes the following parts needed when rebuilding the single piston master cylinder.

- |                   |       |                 |
|-------------------|-------|-----------------|
| Reference Numbers | 4.649 | Piston          |
|                   | 4.654 | Cup Assembly    |
|                   | 4.654 | Cup (Secondary) |
|                   | 4.655 | Spring Assembly |
|                   | 4.656 | Ring Clip       |
|                   | 4.657 | Washer          |
|                   | 4.657 | Valve Assembly  |
|                   | 4.659 | Boot            |

After much thought, it seemed appropriate to file this tip under the General Specifications on Page 1-3 of UV Manual Section 1.

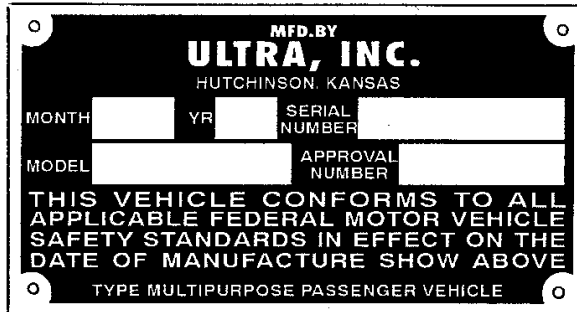
If you have ever had to deal with a State Motor Vehicle Agency or Title Department over the short three or four digit serial numbers Ultra used on Ultra Vans & Tiara Coaches, you will understand my reason for trying to introduce a standard type serial number plate and where to locate it on our coaches. Trying to prove to a law officer or state official that the aluminum foil tag on the hinge side of the entrance door is a real serial number tag is a frustrating exercise, especially when they are schooled to expect the serial number to be longer than seven digits and the tag to be located in a more visible place.

Some jurisdictions have minimum Vehicle Identification Numbers which range in length upwards from 7 characters and/or numbers. Serials of less than the minimum length can sometimes be approved by just adding a prefix zeros, but a completely new number may be assigned by the state.

To add confusion, around 1970, laws were passed to standardize where a VIN was to be located. This made it much easier for law officers to verify the VIN during a routine vehicle check. The standard place for the VIN plate in North America, is the lower left windshield frame.

Most of the Ultra Vans and Tiara Coaches built in late 1969 and early 1970 have a square or oval Serial and Compliance tag in the lower left windshield area. All of the V-8s I've seen have the plate attached two inches up from the bottom of the left windshield post. This is where I suggest all our serial plates should be located.

Using the 1970 Ultra Serial and Compliance tag as an example, new tags have been reproduced to replace any lost during body repairs, painting, modifications or by other nefarious activities.



Notice from the above representation, there is a place for month & year of manufacture, serial number, model and approval number. On 547, all with the exception of the approval number are filled in. Month is 04, Year is 70, Serial is Y0908TAJ and Model is 547. Approval numbers are issued in some places if exemptions were granted for special vehicles that were not required to meet current emission and safety standards at time of manufacture. An example of this is California HPH 82.1 (see Ultra Manual Section 17, Page 17-21 & 22).

These aluminum tags have the corners punched for 1/8th inch pop rivets and will be available at a very reasonable price through your regional merchandise chairmen, but you have to come to a rally to get them.

Note from Norm Helmkay... Len has for some time been concerned to find a way to tie-in newsletter TECH TIPS to the 1978 Ultra Manual which has for many of us become our Ultra "Bible". In this tip, he suggests a way which I believe is an excellent way of combining the two sources of information together. Also, as a result of Len's "How To Use" idea, I am considering publishing an updated index page for each section of the original Ultra Manual which would include any Tech Tips related to that section.

Here is a suggested method to tie-in TECH TIPS to the Ultra Manual:  
Use a yellow highlighter pen to mark the main facts of each and every tip as is in the box:

TECH TIP NO: 82-11 SUBJECT: Alternator Warning Light

UV MANUAL SECTION 15 PAGE: 15-80 & 15-83

Then in your Ultra Manual, on the appropriate page(s) using RED INK make notes to draw attention to the fact a TECH TIP exists ON THAT SUBJECT.

Example: Using RED INK (so it stands out)

On Page 15-80 under DWG 15-DR, write-in whats in the box, using RED INK.

Tech Tip 82-11 Alternator Warning Light, Page 15-83

Then on Page 15-83 below DWG 15-ED, write-in everthing in the box.

Tech Tip 82-11 Alternator Warning Light, Page 15-80

By using RED INK, every notation of a TECH TIP will stand out vividly to INSTANTLY draw the eye to the fact a TECH TIP exists on THAT SPECIFIC SUBJECT whenever the Ultra Manual is used for a GIVEN subject. Write in RED as close to the subject involved as possible. You might also use RED to underline a word, drawing or phrase to pin-point the item involved.

SPECIAL NOTE #1: To make room in a 3 ring binder for the additional Tech Tip Reprint pages, Corvair Ultra owners may elect to leave V-8 data at home, likewise, V-8 owners may leave a lot of the Corvair data behind.

SPECIAL NOTE #2: While "synchronizing" the TECH TIPS to the UV Manual, we are pretty certain most owners will find the reviewing of both TECH TIPS and Manual will trigger a great many areas/subjects that say:

"I sure need to do that job" or "There's one I missed and will get to it right away" or "Will have to do that at the next major service job/time" or "Now that I made that change, it worked out pretty well, I'll write a TECH TIP on that change" or "I'm not sure of the details on how to do it, so I'll call or write the author for more information."

At least the "REVIEW" will trigger lots of ideas, comments, memories, stories, feelings, research.....?? And, ABOVE ALL: an appreciation of how long and how far these DANG ULTRAS have taken us!!!

HAVE A DARN GOOD TRIP!!

Page Twenty Two

August 1992

Have you ever wanted instruments that are pre-set to let you know when thresholds have been reached so you could take some appropriate action?

MNM Products Inc. now are offering such instruments at relatively low cost for the RV and Marine fields which previously were only available for aviation applications.

One particular instrument, Model 25/4T which sells for about \$200 will provide four temperature probes ranging up to 350°F with a stepping feature to check each probe every 5 seconds. If any of the probes rise to its pre-set value, the instrument locks-on to that probe and sounds an audible alarm or turns on a light to warn you.

Want to monitor both batteries, alternator output and AC line voltage all at the same time? They have a combination Model 25/1AC3DC that lets you do it for around \$150.

For \$20 they also have a neat Turn Signal Alarm with a volume control and on/off switch.

If your interested, write or phone for their catalog:

MNM Products, Inc.  
3700 Osuna NE, Suite 601,  
Albuquerque, NM 87109  
Phone (505) 344-4922

Many Ultra Vans were equipped from the factory with 6 gallon Atwood Propane water heaters. Hydrotherm Inc. have come up with an electric heater element called the "HOTT ROD" for retrofitting into the Atwood water heater to provide hot water when you have electric hook-ups at a campsite.

Since the two units are completely independent, the electric "HOTT ROD" does not effect propane use when electricity is not available. While the unit is designed to be a total substitute for propane, a feature allows both propane and electric to be used at the same time if faster recovery is desired.

This after market unit is made of stainless steel for long life and has a guarantee for as long as you own your RV.

The wattage is 475 watts drawing only 4 amps, which is important as it keeps the current draw low, a significant benefit when using a shore line at a campsite or on-board 115 volt electric generator.

Hydrotherm estimates the use costs when on electric, to be only a third the cost of propane.

Step by step instructions are provided for the Do-it-yourselfer.

For more details, contact: Hydrotherm Inc.  
Box 1395, Hemet, CA 92546



Corvairs for sale

*Marie Valdisera*  
*5468 Cloud Way*  
*San Diego, CA 92177*

'69 Ultra Van Motor Home #463 47,000.00 miles  
all original (\$10,000.00)

'62 White Rampside - everything there - good condition.  
Engine problem (\$800.00)

'62 Red/White Rampside - automatic - new engine, new paint  
Needs minor things done such as wipers on, glove compartment  
door replaced (\$3,200.00)

'62 Greenbrier - automatic new engine (\$1,200.00)

June 2, 1992 '62 Orange Rampside - new tires, new engine, needs  
bodywork/painting (\$1,000.00)

All kinds of Corvair parts - call 275-0259 (H) 265-0641W

Robert Franz  
220 W. Fourth Street  
Antioch CA 34509

Dear Bob,

It is with sorrow that I report the passing of Robert J. Valdisera on April 4, 1992 due to cancer. We found out that he was terminal on February 4, 1992. It certainly was a shock and will be for some time. Please report this to the necessary persons.

I need your help!!! I've enclosed a listing of Corvairs that Robert had that I must dispose of as soon as possible. Please have this list published in the Ultra Van newsletter. All prices on the Corvairs are negotiable.

I found your name in the 1991 membership directory and realize you may not be president now, but I would appreciate it if you would direct this information to the proper person/persons. Also do you know of any other places I might place this ad.

Thank you for your assistance in this matter.

Sincerely,

*Marie Valdisera*

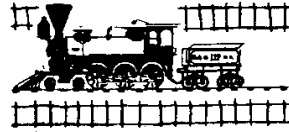
Marie Valdisera

Cut

THINK WESTERN

THINK WESTERN

THINK WESTERN



ULTRA VAN MOTOR COACH CLUB, INC. OFFICIAL BALLOT, 1992 ELECTION

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

Completed ballots must be mailed to the Secretary (address on outside of Newsletter) by September 5, 1992, or brought to the National Rally. Ballots received after the National Rally will be destroyed unopened. Mark envelope on lower left corner "ballot". Envelopes so marked will be opened only by the Elections Committee, appointed by the President at the National Rally. Ballot envelopes must have a return address.

All are reminded that dues for the Ultra Year 1993 are due at the National Rally. Please save your Treasurer the burden of having to send out reminders about back dues. 95 people were late last year.

His Vote

nominee

Her vote

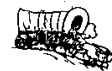
nominee

Vice President	Norm HelmKay	Vice President	Norm HelmKay
Secretary	Maybel Griggs	Secretary	Maybel Griggs
Treasurer	Louis Griggs	Treasurer	Louis Griggs
Director, West	Jim Craig	Director, West	Jim Craig
Director, East	Bill Welle	Director, East	Bill Welle
Ernest Newhouse Award		Ernest Newhouse Award	
His Choice _____		Her Choice _____	

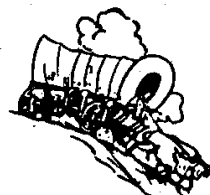


Ballots not mailed by September 5 to Cumberland address may be sent, up to September 24, to: Maybel Griggs, Secretary

c/o Earl McCrary  
115 Fawn Drive  
San Antonio, TX 78231



WESTERN HO!!!



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.