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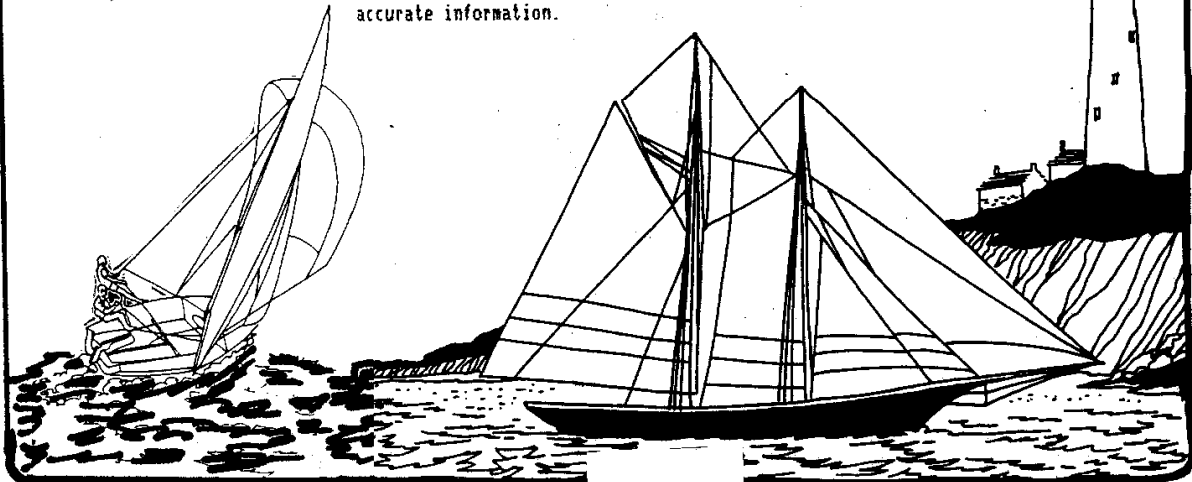


Summer 1993 Newsletter

Maybel Griggs, Secretary  
 626 Brookfield Avenue  
 Cumberland, Maryland 21502

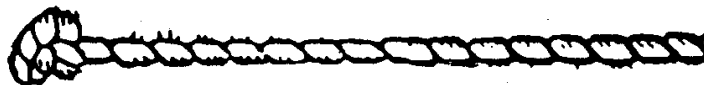
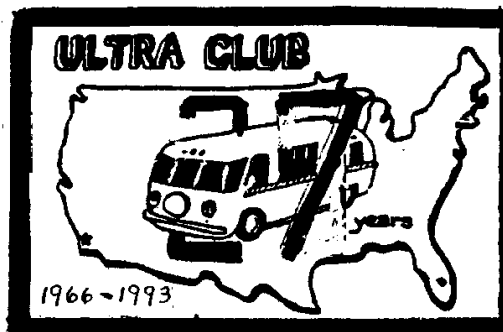
ULTRA VAN MOTOR COACH CLUB, INC.

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.



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# ULTRA VAN MOTOR COACH CLUB, Inc.



## Officers, 1993 Ultra Year:

President, Leonard Tekaas, #220; Vice President, Norm Helmkey, #547;  
Secretary, Maybel Griggs, #334; Treasurer, Louis Griggs, #334.  
1992 Ernest Newhouse Award Recipient, Warren Suckow. 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 top and sides, and 3/4" on bottom of copy (to make room for page number), 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. (same address) Save yourself postage--inputs to Secretary and Treasurer can be put into the same envelope. Material for the Newsletter can be folded. Technical tips are to be sent to the Technical Coordinator--use winter Florida address. Amendments suggested to the Club By-Laws are to be sent to the President. Deadlines for Newsletter inputs are: February 15, May 15, August 1, and November 15.



## PRESIDENT'S MESSAGE

Summer is upon us and I hope everyone is in good health and enjoying life to its fullest.

It has come to my attention that there are members that feel the contents of the President's message in the spring newsletter was inappropriate.

I felt when I was writing my spring message, that it would be of general interest to the membership that their president was seeking election to the California Senate and why I was doing it. How many times has that happened in the Club's history? The message also informed the membership as to why I couldn't attend the Las Vegas Rally and if they wanted more information, how to obtain it.

If any member feels that they have a problem with anything I write or say please contact me. I am more than willing to discuss it with you.

We will soon be having our National Rally in Colorado, Cristy Barden, and Jim Craig are working hard and long to make this a joyous occasion. Lets all work to that end. The Club was created for the enjoyment and betterment of it's members. May we all participate in that spirit.

Sincerely, Your President.

A handwritten signature in cursive script that reads "Leonard Tekaas".

Upcoming Rallies

July 11-17                      Smoke Run, Pennsylvania - see Flyer  
July 28-August 1                Welcome Beach, British Columbia - see Flyer  
  
September 13-23                NATIONAL RALLY - Rocky Mountain National Park -  
see Flyer

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Help! Your Secretary has a few requests. Any material that you want copied directly into the Newsletter should be single spaced typed, not double space. Please leave 3/4" space, or more, at the bottom of your copy so we can get the page number there. According to the present By-Laws, Secretary must publish everything submitted by members. However, if you find a goodie marked "Copyrighted, all rights reserved", save your postage; it will not get printed. Your Secretary plans to leave home August 13, or as soon as the August Newsletter is mailed. I intend to ask Christy Barden to use his address for a mail drop for mailed-in ballots.

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There seems to be some confusion in the Club about what constitutes the "Board of Directors".

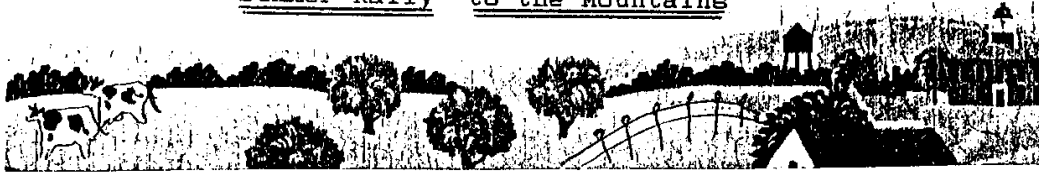
The Board of Directors currently consists of the following:  
*By-Laws Art. VII Sect. 3*

Ernest Newhouse, Executive Director  
Edna Newhouse, Executive Director  
Leonard Tekaat, President--term expires at National Election in 1993  
Norm Helmkey, Vice President--term expires at National Election in 1993  
Maybel Griggs, Secretary--term expires at National Election in 1993  
Louis Griggs, Treasurer--term expires at National Election in 1993.  
Glen Moen, Director--term expires at National Election in 1993.  
Clyde Stanton, Director--term expires at National Election in 1993.  
Millie Dinesen, Director--term expires at National Election in 1994.  
Doug Taulbee, Director--term expires at National Election in 1994.  
Jim Craig, Director--term expires at National Election in 1995.  
Bill Welle, Director--term expires at National Election in 1995.

According to Roberts' Rules any Board of Directors meeting would need to have a majority of these above named present. Any other meeting is a "Club Business Meeting". Items appropriate for a Club Business meeting would be nominating individuals for office, discussing and initiating proposed amendments to By-Laws, organizing future Rallies. At no regional rally should major changes in Club direction be committed. This is a prerogative of the National Rally.

L. Griggs

Summer Rally--to the Mountains



Smoke Run, Pennsylvania July 11-17, 1993

Hosts--Gordon & Ruth Harvey

Where--Hosts' homesite

Primitive site in oak grove, but water and dump station available; some electricity

Yankee swap--items for Yankee swap should have value around \$5

Dinner out one night

Pot luck one night

Visit to surplus City

Visit to famous Horseshoe Curve, museum, perhaps cave visit

Attention: Ladies:

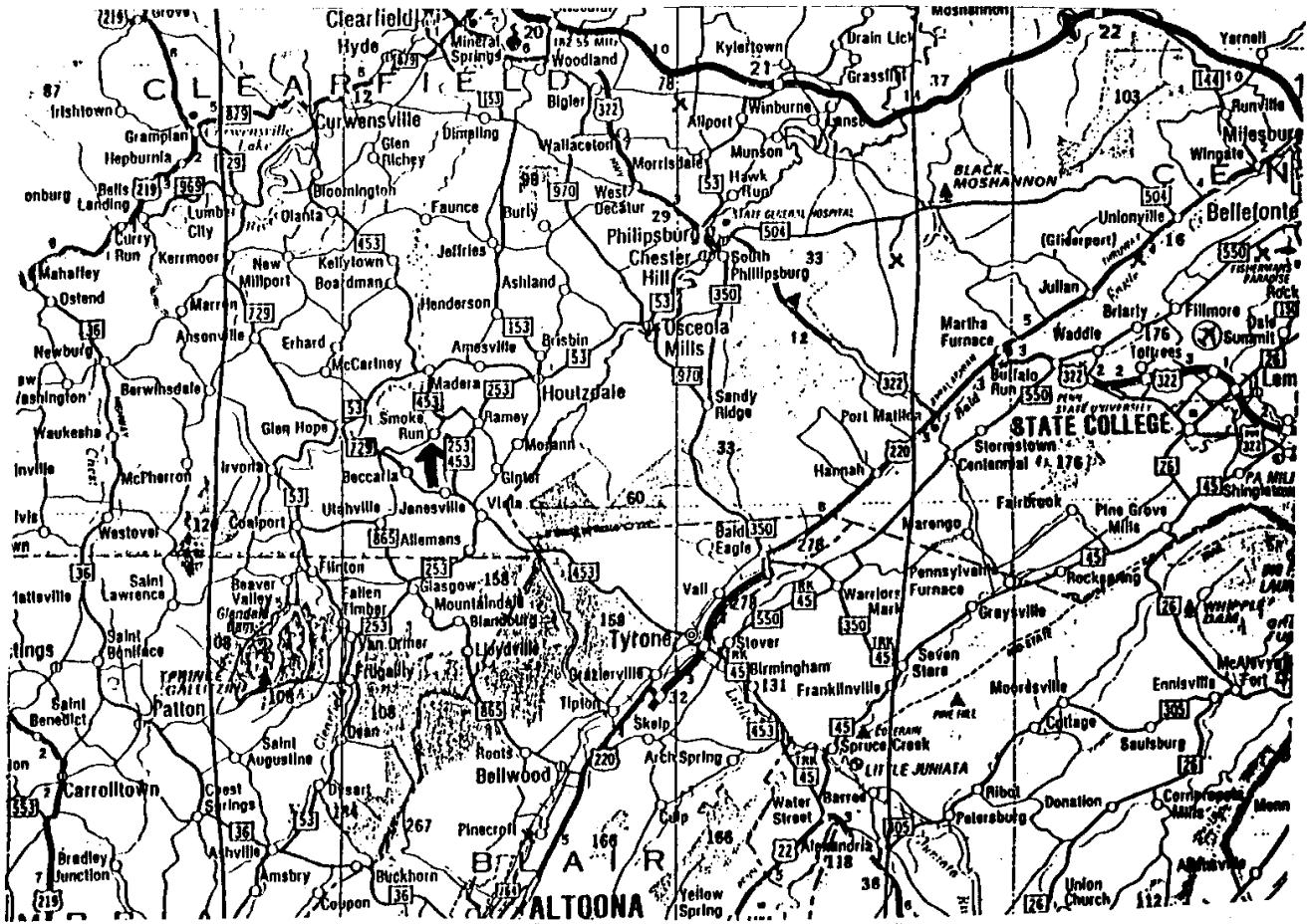
Things to bring to Smoke Run so you can make this craft:

woven basket--1 yard material 45" wide cotton or cotton blend, plain or small print

Paper twist--2 colors of your choice, 5 yards of each (total 10 yards)

Glue gun, if you have one

scissors





# BEAUTIFUL BRITISH COLUMBIA

THE LATCH IS OFF THE HOOK and the fresh air and clear skies beckon you to head north to visit us. It might be, the eagle will be atop a tree waiting for visitors to arrive. If we are quiet you might catch a glimpse of a curious deer or two.

THIS IS AN R & R RALLY TRULY UNCOMPLICATED ...there are few "haftas". You can sit under the conifers and enjoy your morning cup of coffee and nibble on the goodies that the ladies will provide at 9:00 AM sharp. Nothing will prepare you for the beauty and tranquility of this forest by the sea. You MUST come, even if you haven't sent in the flyer tab!

Incidentally, there are a few more places on the boat trip, if you should want to go, let me know as soon as possible.

Since this has been a very dry year, no open campfires are allowed, but we are going to try to get a permit for a controlled fire. If you take a walk up in our woods you will see huge tree stumps that were burned in 1906. We surely don't want any more of that.

PLACE: La Piedra d' R. at Len & Edy Ryersons'  
8401 Redrooffs Road Welcome Beach 1-605-885-2875  
(Map on Reverse side)

DATE: July 28 thru August 1, 1993

INFO: Parking FREE No matter how many days you stay

Registration: \$2.00

Rally Fee : 5.00

Water is available but come with an EMPTY holding tank

There is a dump station in the Provincial Park

Propane and Gasoline are very expensive--suggest you fill up in Bellingham, WA or at least before you cross the border.

Buy your film in the USA --- Shopping Center in Sechelt Mall

★BRING: Leveling Blocks Your Camera and Binocs  
Table & Chairs Warm Jacket for evenings

SCHEDULE: Tentative Sea Cavalcade is supposed to be July 23, 24, 25.  
Held in Gibsons (near Ferry Terminal)

28th: Greeting Day, visiting, roaming, no plans - on your own

29th: B-B-Q...Hamburgers, Weiners, Buns & Spreads = furnished.  
Bring a salad or dessert....Coffee Supplied.

30th: Usual ULTRA POTLUCK Coffee Supplied

Prepare an Ultra Story--everyone talks -- there's a prize

31st: Old Fashioned Picnic on "The Sunset Watch"

Each couple will receive a number & Tables will be numbered

Make a picnic supper for your table only.

Maybe we will have a sing along. Hang on to that No. for late

Aug. 1st: There will be some services today--not yet planned

If you wish to come early and go to the Sea Cavalcade you are welcome to stay on our grounds. Gibsons is about 23 miles south of us.

For more descriptive details of area re-read the early flyer.....

CANADIAN ADVENTURE on The Sunshine Coast.

Page Four May 1993

Len & Edy Ryerson - La Piedra d' R.  
 8401 Redrooffs Road  
 Welcome Beach, B. C. VON 1Y0  
 604-885-2875

AT HORSESHOE BAY:

Take ferry to LANGDALE  
 (approaching Terminal  
 bear to right)

Pay at Toll Booth..\$40.00 prox  
 This is round trip fare,  
 Tell them your coach is 20!  
 Ferry trip is 40 minutes.

Leaving LANGDALE terminal  
 Turn LEFT --thru Gibsons to SECHELT  
 Or after turning left you can bear RIGHT ON NORTH ROAD  
 This will intersect HWY 101 at the north of Gibsons.

Follow HWY 101 thru Sechelt for prox 4.3 miles  
 Look for sign REDROOFFS ROAD...bear left onto Road.  
 Go along Redrooffs Road prox 4 + miles SLOW DOWN

Look up on RIGHT you'll see the Welcome Beach Community  
 Hall....STOP!! Ryersons' driveway is directly across  
 the road. There will be an ULTRA sign.

Drive down thru the woods...our house is 800' from the  
 main road. We have had semis down this road..it is  
 safe and lots of room at the house.

Now if you have arrived at Half Moon Bay you went too far!!!

FERRY SCHEDULE: Leaving Horseshoe Bay

7:30 AM	3:30 PM
9:30	5:30
11:30	7:25
1:15 PM	9:15

NOTE:  
 Week days are the best during  
 summer months. Fridays, Sundays  
 & Mondays, there can be a two  
 ferry wait.

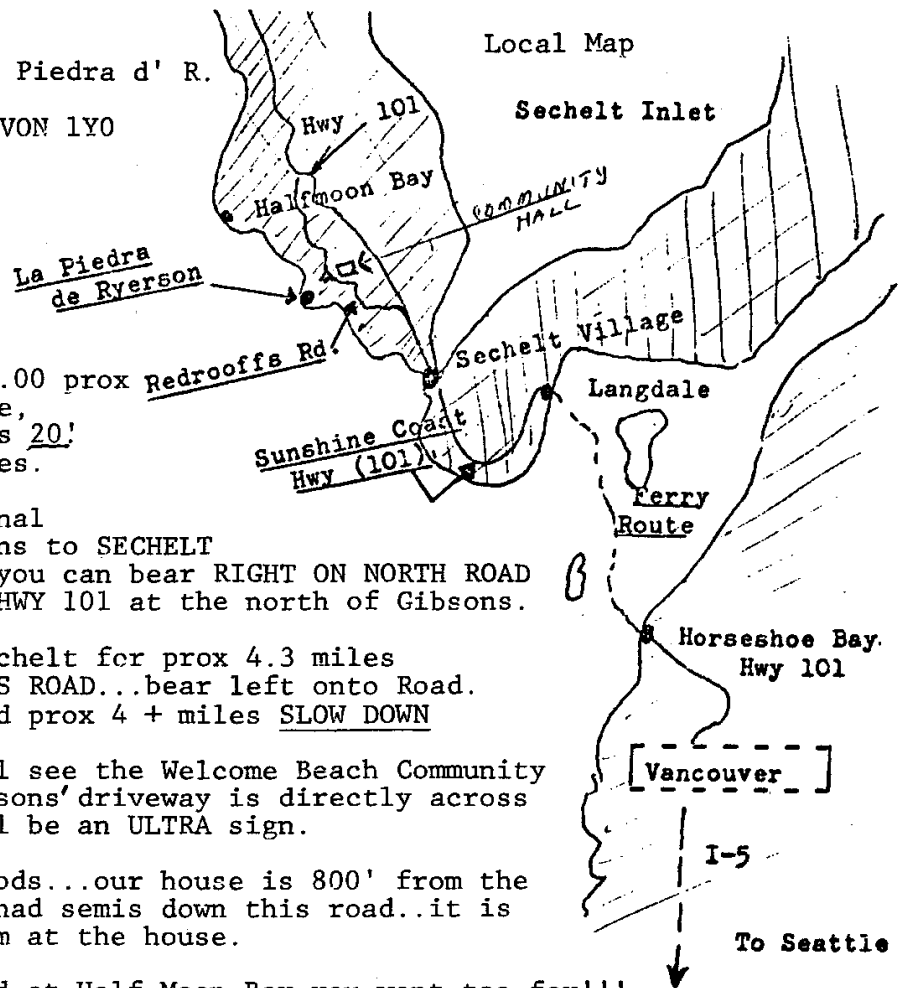
Ask for Schedule at Toll Booth

NOTE: Please do bring a folding table...we do not have enough to handle  
 a large group. Of course we travelers always have our chairs with  
 us.

IF you get lost please call us and we will guide you to your  
 place at the ROCK!

I don't have a real firm date on boat trip but "The Captain"  
 says (as of this date) he thinks August 2, 1993. For all of  
 you who have sent in reservation, when I get the firm date I  
 will let you know. Edy

Local Map



# Rally to the ROCKIES

U.U.M.M.C. National Rally Site

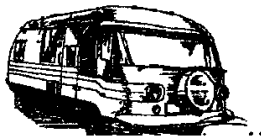
**SEPTEMBER 15 - 22 1993**

**ULTRA VAN comfort in the Rocky Mountain National Park**  
(Located just 68 miles north of Denver)

Full Hook-ups (including 30 channels of cable TV) at the Park entrance (7,600 feet elevation) located on the Big Thompson river, for \$15.00 a day. Bring your sweaters. Trout fishing at the lake and free miniature golf in the RV park. Just over a foot bridge across the river are markets, restaurants, and liquor store. Free shuttle into Estes Park (1 mile) to more restaurants, shops, movie, golf and sightseeing.

- ⇒ The annual Longs Peak Scottish Highland Festival is held in Estes Park the week-end before the rally, September 9 - 12.
- ⇒ Fort Collins is a short distance away with Oktoberfest September 26th in the Old Town Square, tour of the Anheuser-Bush brewery, The Lincoln Center home of the Open Stage Theater Company, Swetsville Zoo (metal menagerie of real and mythical creatures.) The Balloon Festival September 20-25.
- ⇒ New gambling casinos in Central City, just 30 miles west of Denver.
- ⇒ Gathering before and after the rally at W. Christy Bardens place in Boulder, just 30 miles north of Denver, home of McGuckins' hardware store. General repairs can be made at his place.

Rain, snow or shine the dates and place are firm. If it snows, it will be a heavy wet snow and be gone in a day or so from the sun that follows.



# National Rally Schedule - Ultra Week - September 15 - 22 1993 Estes Park, Colorado

The rally site is the Spruce Lake R/V Park, Mary's Lake Road off Route 36, Estes Park, Colorado 80517. (303) 586-2889. Owners are Ron and Char Robinson.

The week before the rally September 9th - 12th are the Highland Games (Scottish activities) held in Estes Park. This is a well attended affair by Colorado folk. You can stay at the Spruce Lake R/V Park for the same rally price of \$15.00 a night. There will also be a pre-get together before the rally at Christy Barden's, 5537 Pioneer Road, Boulder Colorado. 80301. (303) 530-1288.

## September 15th - Wednesday

Registration: At the Hosts Ultra (Craigs). Pay the campgrounds fee at the camp office and get an assigned space. Great and visit with others.

## September 16th - Thursday

9:00 - 10:00 Coffee and Snacks and visit.  
10:00 - Noon Ladies crafts and Men's Technical sessions.  
2:00 - 3:00 Silent auction (Chance to sell your spare parts)  
Evening: Ranger talk, Rocky Mountain National Park.

## September 17th - Friday

9:00 - 10:00 Coffee and snacks and visit.  
10:00 - Noon Ladies Crafts and Men's Technical sessions.  
2:00 - 3:00 Board of Directors Meeting  
4:30 - 6:00 Pot Luck Dinner.  
Free Evening

## September 18th - Saturday

9:00 - 10:00 - Coffee and Snacks and Visit.  
10:00 - Noon Ladies Crafts and Men's technical sessions.  
1:00 - 10:00 Tour of Fort Collins and Dinner Out in Ft. Collins.  
(Fine Arts and Crafts Fair in Estes Park all day)



**September 19th - Sunday**

Morning Church

Noon - 5:00 Colorado Springs and Rocky Mountain Corvair Clubs will be visiting us. Free refreshments for all.

Free Evening

(Fine Arts and Crafts Fair in Estes Park all day)

**September 20th - Monday**

9:00 - 10:00 Coffee and Snacks and Visit.

11:00 - 1:00 General Meeting.

2:00 - 3:00 Financial Meeting.

4:00 - 6:00 Ultra Stew - All contribute.

Free Evening.

**September 21st Tuesday**

9:00 - 10:00 Coffee and Snacks and Visit.

10:30 - 6:00 Bus trip of the Rocky Mountain National Park.

7:00 10:00 Dinner Out in Estes Park and Officers Installation.

**September 22 - Wednesday**

Departure Day. All are invited to gather at Christy Bardens place in Boulder Colorado (30 Miles away).

Some of the most scenic walking trails will be at your back door.

Directions to the Spruce Lake R/V Park. From Denver come north on Interstate 25, from Cheyenne come south on interstate 25. Take exit number 243 and proceed west on Highway 66. At Lyons Highway 36 joins Highway 66. Stay on 36 to Mary's Lake Road (about 1 mile west of Estes Park) turn left and the R/V park is just across the river.

Directions to Christy Barden's in Boulder Colorado. From Denver proceed north on Highway 36 (Boulder Turnpike), south of Boulder exit on the Foothills Parkway and proceed north. The foothills Parkway empties onto the Diagonal Highway. The first stop light is Jay Road. Continue north east on the Diagonal Highway for one long block and the next right turn is 55th street. Turn right, go over the railroad tracks and the next street is Pioneer Road. Turn left and its the second house on the left. (You will see other Ultra Vans in the back yard). If you don't like the sounds of freight trains you might make arrangements to stay elsewhere. You can fill your water tank on arrival. There is only one dump station in Boulder, the Texico station on 28th street. Of course you can dump for free at the Spruce Lake R/V Park in Estes Park.

Rally Report, March 19, 1993. Laurel, Florida



Business meeting: Clyde Stanton chaired the meeting, which opened at 10 AM with 27 members present.

Louis Griggs reported that Christy Barden has checked out Spruce Lake RV Park for this year's National Rally. (In Colorado). The \$400 deposit has been paid. A flyer regarding Spruce Lake was placed on the bulletin board for all to see.

Norm Helmkey introduced a motion that a host must accept fees for rally expenses. There was discussion concerning a host's choice, and concern for taking advantage of a well-intentioned host. Gordon Harvey said that money collected for the Smoke Run Rally was donated back to the Club (EMU) by him. The motion passed. The host is still free to donate back to the treasury, if he wishes.

The Randles volunteered to host a rally at Reelfoot Lake after the National Rally. (must be 30 days after, according to the By-Laws). Jean McMasters stated that Glann Lee would like to host a rally in Virginia in 1994.

Eastern members of Ultra will host the rally next year. Jean McMasters will investigate possibilities of Hutchinson, Kansas; Pat Fitzgerald Minden, Nebraska; Margie Fitzgerald Merrimac, Missouri. All findings will be presented at Smoke Run rally. (July 14-18)

Bonnie Granger has assumed the (EMU) historian position. She brought photo books, and requested assistance (more pictures)

Walter Davison presented a concern with the Spring '93 Newsletter. The concern being the political statement by the Club President in that letter flaunting Club policy even after this concern was presented at the last National Rally. He made a motion "the President shall be censured for the President's message in the Spring 1993 Newsletter. It does not apply to the Ultra Club in any way." Pat Fitzgerald seconded the motion, and the discussion began. Maybel Griggs suggested that individuals write letters to the President expressing their concern. Many agreed that something must be done regarding this problem. The vote was taken: 9 for the motion, 5 against, 13 abstained. The motion passed.

Pat Fitzgerald made a motion, seconded by Bonnie Granger, that the Club Secretary send a copy of these minutes to all of the Ultra Board members now. Richard Badstibner said that it is important for all board members to have this information now before these minutes do reach the entire membership in our next National Newsletter.

Wagonmaster Clyde Stanton reported 15 Ultra coaches present; no brand X. There were 9 Fl., 1 N. J., 1 PA, 2 OH, 1 MD, 1 MI.

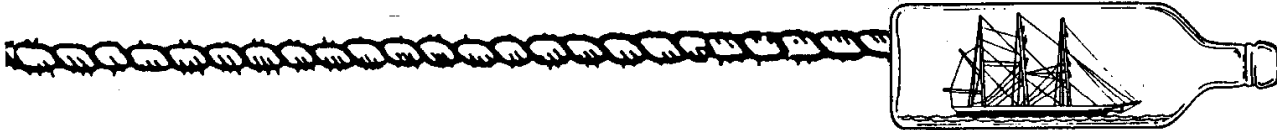
Sheriff Jim Foust reported fining 4 individuals for no ID. Not all coaches were flying their state flag, only a few violations, and only one individual gave him a bad time (and got fined).

Numerous places were suggested for next year's Florida Rally: Lake Wales Lions' Camp, Suwanee, Fisheating Creek at Palmdale, Kissimmee, Guthrie Grove, etc. The Spring date was discussed again. Since no one has a firm suggestion on location or time, it was decided to try to settle this at Smoke Run in July.

Bill Welle thanked the Chairman for presiding at the meeting. All present thanked the hosts for another enjoyable rally. Hosts were: Fitzgeralds, Welles, Randles.

Showing up by car were: Jim Ash, Gordon & Beverly Main.

Respectfully submitted,  
Marilyn Davison, Secretary pro tem.



Laurel, Florida March 17-21, 1993 regional Rally.

Our Florida Spring Rally of 1993 started out with falling weather. This created small lakes within our circle, but soon penetrated into the earth, leaving us high and dry. Must say this condition certainly didn't dampen our spirit for fun.

Our Pot Luck was a success, and was held on Thursday evening, with, as usual, good food and very few duplicates. Friday our group--those who wished to go, went to Sarasota to the Flea Market and Book Store. When we parked our coaches we all headed for a place to eat instead of the market. Pat Fitzgerald led all 16 of us to a delightful little restaurant for delicious sandwiches and salads. We filled the place for a while. Great food and service. Afterwards everyone went their separate ways, to buy or browse through the big underroof flea market. By 4:00 or 4:30 PM most everyone was back to camp, for time to rest before going to the Club House for games and socializing.

Marge Fitzgerald and Maybel Griggs brought mind-boggling puzzles to task our minds. Margie's was completed first, then Maybel brought hers out to do more damage. "Murder, She Wrote", was without any clues to put it together, not even a picture. It was completed at 11:45 PM. Maybel had a few helpers, but she was more persevering than most of us.

Saturday, due to bad weather, our plans for a boat ride down the river were cancelled. Instead, we had a weiner roast, much to our delight. Marge, Mary Faust, Marion and Pattie went shopping for the supplies. They came back with a tall tale which put us all in stitches of laughter. When you get those four ladies together, can't you imagine what a scene they created? Ask them for details; you'll laugh yourself silly.

Just one last note--our facilities required everyone to walk through a horse lot to get to the Club House. Now, these horses, being tame, wanted attention, especially from some of the ladies. For some unknown reason, they wanted to favor two ladies: namely, Holly, and Kay Stanton. I'm sure there were others the horses wanted to nuzzle up to, but we don't have the facts on them. Just wonder what caused the attraction? Ha!

Well, our time was drawing nigh for departure. So, on Sunday morning we had our devotional, which was led by a most able person, Clyde Stanton. He spoke from "Our Daily Bread" devotional book, I believe. The message was heart warming, and was food for our souls. A job well done. Thanks, Clyde. We then dispersed to say our goodbyes to one another, with the expectation of seeing each other down the road in Denver, Colorado at the National Rally.

Respectfully submitted, Tennie Randle



## Western Rally Report

Our Spring Ultra Rally was held in the historical old mining town of Wickenburg, Arizona April 1 to 4 (1993).

We stopped in Quartzsite the day before, and met six other Ultras--we spent the night there, and left the next morning for our rally site. Several coaches were there when we arrived, parked under huge shade trees on the ground of the Community Center, located in the middle of town near the Hassayampa River. We had the use of the very nice center for our pot-luck, coffee hours and other activities.

Thursday was check-in day, and the Arizona ladies put on a delicious spaghetti dinner for us--with great salads and strawberry shortcake for dessert. Later, we had many tables of games going. One popular game at this rally was Mexican Dominoes, enjoyed by the ladies and men.

Each morning during coffee hours a drawing was held for nice prizes. Jane Harrison was so happy when she finally got that yellow cowgirl hat. Friday was our fabulous potluck--then after, our famous "People Bingo". Threasa brought her rig full of prizes for us to win--believe me, there were no losers.

Saturday was a free day to do whatever pleased us. Lots of the people shopped, or looked the town over. There was an interesting walking tour of the old buildings and points of interest. The Desert Caballeros Museum is noted to be one of the finest in Arizona. Another interesting site was the "Jail tree". From 1863 to 1890 outlaws were chained to this tree for lack of a jail--escapees were unknown. Saturday evening was our dinner out at the "Golden Nugget", where we enjoyed a good roast beef meal. For our dessert, those Arizona ladies brought in a beautiful cake, and served us as we sang "Happy Birthday" to honor Nobia Suckow and Millie Dinesen.

It was nice to see Edna Newhouse back and feeling better--also Gladys Bell, who helped with the ladies crafts each day. Jim Craig had a big crowd for his tech sessions.

At our General Meeting we discussed the President's letter that was in the Spring Newsletter--also the letter from Norm Helmkey, regarding censorship in reference to the above mentioned Newsletter. A motion was made that requested a vote of confidence in the President's reference to the news article. A vote of 41 for and 0 against.

Sunday was Church services and goodbyes. Our sincere thanks to Betty and Dan Reinhardt, Nobia and Warren Suckow, and Threasa Vandersteeg for having another great rally. Wagonmaster Mel Dinesen reported: 27 vehicles--18 Ultras, 9 Associates; 11 California, 7 Arizona, 2 Colorado, 2 Ohio, 1 New Mexico, 1 Oregon, 1 Idaho, 1 Nevada, 2 Canada. Mary & Manuel Fontes were guests of O'Mara's.

Those attending were: Lester Bell, Binney's, Howard Boso, Boydston's, Craig's, Dinesen's, Donaldson's, Franz's, Harrison's, Keith's, Roy Muranaka, Reed's, Dan Reinhardt's, Bob Reinhardt's, Snyder's, Suckow's, Len Tekaat. Assoc. Newhouse's, O'Mara's, Rowland's, Smith's, Threasa Vandersteeg. Came by car: Christy Barden, Gladys Bell, Evelyn Shepherd, Hoffman's, Hal Honer and Jerry Zeaman.

Respectfully submitted, Evelyn Donaldson



# ULTRA MOTOR COACH CLUBS, INC.

— A NON-PROFIT CORPORATION —



## WESTERN DIRECTORS MEETING

Wickenburg, Arizona

The meeting was called to order at 1:45 p.m. on Friday, April 2, 1993 by our President Leonard Tekaat.

Those present: Millie Dinesen, Jim Craig, (Western Directors), Ernie and Edna Newhouse, (Executive Directors), Leonard Tekaat, (President) Christy Barden, (National Rally Chairman), and Visiting Secretary: Nobia Suckow.

Old Business: Christy brought us information concerning the National Rally to be held in Colorado, Sept. 15 - 23, 1993. He would like to solicit help from all who will participate. The campsite is confirmed. There are 40 spots reserved with water and electric. The cost will be \$15.00 per day for full hookup. You may arrive early and stay after at the same rate.

New Business: P.A. system: Discussion of selling the old one. Suggestion was made to keep the old one until the National Rally.

Discussion was opened on the President's Message in the last Newsletter. The Club and Executive Directors present voted unanimously that the President's Message in the Spring 1992 Newsletter was in complete accordance with the guidelines set up in the Articles of Incorporation and the Club By-laws: Article 17-Sec. 4 (in particularly the last sentence). It was agreed that this vote was to be presented at the Western Rally business meeting and a vote of confidence taken of the members present.

The July Rally was discussed. Hopefully all will go well.

Discussed nominations for new officers for 1994 Ultra year.

The meeting adjourned at 2:15 p.m.

Sent to:  
Glen Moen...W. Director  
Clyde Stanton...E. Director  
Millie Dinesen...W. Director  
Doug Taulbee...E. Director  
Jim Craig...W. Director  
Bill Welle... E. Director  
Norm Helmky...Vice President  
Maybel Griggs...Secretary  
Ernie and Edna Newhouse...Exec. Directors.

*Respectfully submitted  
by Nobia Suckow*



# ULTRA POSTSCRIPTS ★★★★★

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

THOUGHTS WHILE PICKING ORANGES: Anyone with extensive EXPERIENCE in any line of endeavor (mechanical, medical, industrial, financial, business, crafts, etc.) should be "shepherding" those who can use such expertise to their advantage. No one is a sheep, but pouring out casual experience or advice (without hope of compensation) to folks willing to accept assistance, is doing GOOD in the world. There is not enough such attitude around these days and helping all fellow-individuals in every field mentioned above, needs to be encouraged.

SURPRISE: Who was FIRST to reply with a correct answer to the Chicken Puzzle last quarter? Christy Bardon #603/228 was the Early Bird. Congratulations. We should have offered a prize for the first DOZEN answers.

PREVENTATIVE MAINTENANCE: Like the crude patched-gown Surgeon chopping away with his hatchet on the "gassed--out" patient would indicate (see our humorous sketch), removing a cancerous length of colon, replacing a defective heart valve, undergoing by-pass surgery (and the like) can prevent greater health problems from developing. Good Preventative Maintenance can prolong one's life and the enjoyment of it. Motorhome and car owners, too, have learned that the best way to enjoy carefree TRAVEL is to carefully check and correct any minor problems before an extended tour. From ACTUAL experience many of us have found that taking good care of our vehicles at home - before starting out - helps eliminate difficulties along freeways. Let's vow to keep our precious rigs well-maintained, that engine, etc., plus well-painted and polished outside.



"Idleness is the curse of Senior Citizens. SENIORS should always keep busy."  
-- Holmes

COACH NUMBERS: Every member family of Ultra Motor Coach Club is entitled to a set of NUMBERS for their "home on wheels", both front and rear. These #s are FREE as a benefit of membership. This used to be mentioned on the Club's Application Forms. One Ultra at Wickenburg was without. The numbers are available only at Rallies -- from the Club Merchandise Chairmen.

LOVE STORY FOR A LAUGH: Has everyone heard this parable of unrequited love (sent to us recently)? An elderly couple in the Mid West was sitting on their porch; you know, their rocking chairs, his corncob pipe, she busily knitting. Suddenly--she turned to him saying, "Will you hold my hand?" He reached over and did. Then, "Will you kiss me on the cheek?" He planted a loving kiss. "Now, will you nibble on my ear like you used to do?" He got up and started walking away. She called, "Where are you going John?" His slow reply, "I'm going to get my teeth."

ARE WE NEXT? A good member's question, "Are we next?" arrived shortly after the Soviet Union collapsed. We've been sitting on it ever since....being reluctant to even discuss the question. No conservative should predict ruin. We don't EVER want to blow anyone's doors off. Saying that, let's analyze, belatedly, some facts. Could the U.S.A. fail? Unless matters change (and think-tank analysts mean for the better, not the way Washington is still doing things) we just could be next. They say, "check HISTORY." (see over)



HISTORY REVEALS: The once-powerful Inca Nation ruled most of South America. It bit the dust. The grandeur of the Roman Empire fell. The strong Aztec Federation crumbled. Once rich and magnificent Egypt is but a skeleton of its pyramid days. Famed Greece, with its scribes and philosophers, exists in name only. Hitler's Germany faded away. There are virtually DOZENS of other strong-examples of nations that failed. Governments (of ANY type) expire for similar reasons. The Soviet "Evil Empire", hopefully, will never rise again. Most spread themselves too thin, over-expanded their territories or their protectorates. Whenever citizens become too complacent - neglect to SEE or communicate their concerns - a nation can fail. When corruption and crime and debt-load become intolerable, collapse nears. Countries that become morally depraved, that over-tax or over-regulate their citizens, or that lose control of their borders, always fail. History teaches that civilizations come and go. America will NOT bite the dust if we, its citizens, wake up.

"ALWAYS do what's right" said Mark Twain....  
"This will gratify some and ASTONISH others."

HEADLIGHT TIP: New chrome Headlight Rims are difficult to locate now. If yours have become pitted or corroded from years of outdoor weathering, one EASY WAY to make them look OK and very presentable again, is PAINT 'EM. Some ULTRA owners have already done this. If your chromed Rims have become unsightly, simply remove them, then sandpaper smooth the roughness and scratch the old remaining chrome so the paint will adhere well. Flat BLACK seems to be a favorite color on new cars these days, or WHITE or the color of your coach, are other choices. One can of spray acrylic or latex does BOTH Rims several coats. Of course, there are Re-Chroming Shops, too, in most cities.

**THANK YOU, GOD, FOR LITTLE THINGS**

Thank you, God, for little things that often come our way.

The things we take for granted but don't mention when we pray.

The unexpected courtesies, the thoughtful kindly deed.

A hand reached out to help us in the time of sudden need —

Oh make us more aware, dear God, of little daily graces

That come to us with "sweet surprise" from never-dreamed-of places.

—Helen Steiner Rice

PRESIDENTIAL HUMOR: You asked for it! There were plenty who replied OK--to our question on this subject; but not a single "Nay". So here goes a parable as submitted: President Clinton to a citizen, "THANK YOU for voting for me." Citizen, "I DIDN'T vote for you! I'm praying for you."

FORMULA FOR HARMONY: Ultra Club was founded as a mutual benefit, good fellowship, recreation-travel association. No one should be too preoccupied with exact protocol. Keeping our coaches in good mechanical condition is VERY important! Some members have done a terrific instructional job in that area, for which another SPECIAL "Thank you, fellows." is perhaps long past due. Organizing the Corporation also carried much wider directives. These include BROADENING member's interests, plus fostering educational and social relations, improving the standards and promoting betterment for all of us (this is all spelled out in the "Articles of Incorporation"). Therefore Club mail may offer pertinent material that can help promote a friendly spirit, broaden thinking, or improve member status and conditions. Much of what has been written in Postscripts or as a free-lance-author over the years, was AIMED at encouraging family and group fellowship and good will. Maybe our feeble efforts have NOT always been accomplished, BUT WE'VE TRIED. Philosophy teaches that anyone having a problem with a fellow-being should take the matter up with THAT individual PRIVATELY...if done at a group meeting or mailing, it is apt to disturb organizational harmony. Yes...I've been guilty of not preaching LOUD ENOUGH that we need to promote the GENERAL WELFARE and prosperity of all the members; HALF of Club members are women! We should be assisting --mechanically and in other areas (see "PICKING ORANGES" overleaf).

HOW ABOUT 29 CENTS? Columnist Paul Harvey wrote that line recently. He says "Presidents have NOT been our problem; CONGRESS has." He suggests we need write to Congressmen and Senators. Spend 29¢ (maybe every week).

Wishing our Ultra friends a joyous Spring.

*Ernest*



A LETTER FROM YOUR  
EXECUTIVE DIRECTORS

Dear Ultra Friends: We say friends because you are all special to us. We have known many of you for 20 years or more. We hope to enjoy your friendship and good will for many future years.

Of late we learn that a few members are interested in what goes into the Club's mailings. Others may be concerned about group Restaurant meals (at rallies), or about Sunday services, or complete coach hookups, dates for the National convention, certain kinds of sightseeing, on and on. One wants this---another likes that. There will always be persons with varying opinions and/or desires, and that is GOOD: If we all bought FORDS, how could Chrysler, or General Motors, or the many Imports, survive? Common decency and the law dictates that nothing may be published that might disparage a member or disrupt or liable the Club.

It is virtually impossible to satisfy everyone. But---let's stop a minute to consider this: Why did Edna and Ernest Newhouse found the Club? Why did we incorporate it? Have we been asked? Let's answer the last main question first: Unless incorporated, a couple of members or an individual can be liable in case of an accident at a rally. At Law School it was taught that no one should want to be associated with any organization that is not thus legally protected. Now---the first question: We formed the association to enjoy the fellowship of you honorable PEOPLE. You were folks interested enough--to invest in an Ultra Van machine (Motorhome). Families displaying the foresight to note the advanced qualities in this "hunk-of-aluminum-on-wheels" (that is streamlined, roomy, and light weight) just had to be special. The Club was not founded to promote only the MACHINE. However, we were thrilled with both our brand new #228 and #603. They carried us to 47 states and two foreign countries and brought us you friends from coast to coast with mutual admiration for your Ultras.

The Spring Newsletter carried some 14-pages of mechanical-type assists, from Water Heaters, to Coach painting, to Headlight adjusting. That is all good! But---what about the ladies who never read those pages? Have we forgotten what makes a Club? Maybe we need to get back to basics? Has the Club lost a few members because it has become too technical the past few years? Those are questions, not answers. You are the Club; YOU need to supply the answers. The Club Charter (Articles) direct the corporation's actions and spell out what it must do, not what a few of us might wish 26 or 27 years later. As everyone knows, the recorded Articles over-rule the By-Laws, but they too can be changed.

Perhaps it is time to spruce up our machines, broaden our visions a little more, and spend some effort towards good friendship and human needs. Let's all be less critical about what another member says, or does, or wants, or what goes into the mail. No one should restrict good information. At rallies during early years (and in mailings) there were articles and discussions on Safety, Health, Trusts, Crime, even classes by Attorney member Dick Baker (on the Law), Dr. Bob Franz (on Podiatry), special meetings on Coach security, and so on. The Club flourished! We learned many things. This is not to support or to condemn anyone for their views. Many opinions spell a viable Club.

Your Friends,

*Edna & Ernest*



RR #1,  
Carrying Place,  
Ontario, Canada  
May 3, 1993

Mrs. Maybel Griggs  
Secretary, UVMCC  
626 Brookfield Ave.,  
Cumberland, MD

Dear Maybel,

As you are aware, there has been considerable controversy in the last 18 months over a few things published in the newsletter which had no relevance to the Ultra Van or the UVMCC.

I personally wrote Len Tekaak about his President's Message in the February newsletter, as in my opinion it fell into the category mentioned above and also thought the advertisement for his book had no place in the newsletter. My letter sparked more debate when it was included in a package sent to all the Ultra Van Club directors.

After two phone conversations with our President Len, and re-reading the Ultra Bylaws, specifically Article 17, Section 4, I realize that anyone in the Ultra Club may have just about anything published if they believe another club member would have the slightest interest. In that regard, all of the controversial things published in the period in question are obviously within the current club rules.

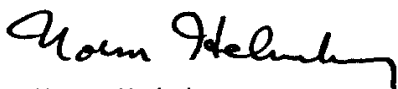
I am personally opposed to such open by-laws. Under these rules, the Ultra Club newsletter can become an outlet for political, religious, social or any other non-Ultra related cause or view that a member thinks will interest or sway other members.

There are widely divergent views in the east and west on club objectives. Many in the east believe as I do, that the club should exist mainly for the improvement and enjoyment of the Ultra Van and everything published should in some way be relevant to the Ultra Van or the UVMCC. There are nearly as many Ultra Vans in California as in all of the east, so perhaps for western members, they want the club focused more on the social than on the technical. By the sheer weight of numbers, the west has a majority of the votes with which they can maintain the status quo position.

However, if the current membership decline continues, the club future may be academic. There has been a marked drop in membership in the last two years. Why have so many not renewed? Some coaches have been sold and a few members have died. I'm sure most of these Ultra Vans still exist. Where are the new owners of these coaches?

As you know, until mid-April, it had been my intention to stand for nomination as UVMCC President, but under the circumstances have decided for the time being to decline. If asked, I will continue with the jobs I am currently doing and will do what I can to change and improve our organization to cope with and plan for the future.

Yours Truly,



Norm Helmky

DIRECTORY CHANGES

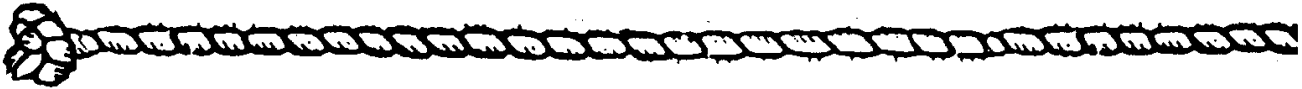
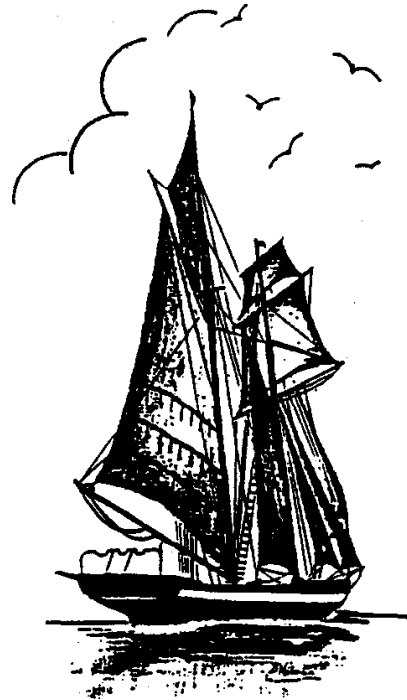
Page D-14 new address: Dinesen  
P. O. Box 1485  
Overton, NV 89040  
Ph: 702 397 8608

Page D-20 new member: Jim Howell #216  
P. O. Box 5942  
Knoxville, TN 37928  
Ph: 615 687 3113

Page D-23 new member: Robert D. Larkin #276  
3706 Carroll Drive  
Edgewater, MD 21037  
Ph: 410 798 1274

Page D-25 new address: Moen  
P. O. Box 321  
Deer Park, CA 94576

Page D-29 new member: Garry Saylor #391  
16250 Ave. Florencia  
Poway, CA 92064



Concerning the membership decline in Ultra Van Motor Coach Club referred to in Norm Helmkey's letter, I wish to present the following facts:

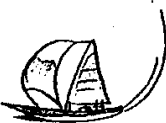
list #1--members who dropped out of the Club by failing to pay their 1992 dues (2 A members left off list) coach numbers shown--

#412 Driggers	Travelon Farrar	Travelon Lamond
#202 Gilbert	#354 D. Harrison	#217 Olivier
		#308 Schroyen

list #2--did not pay dues for 1993 (left off 3 A members, 2 died, 1 resigned)

#419 Alling	#266 Gaskell	#479 D. Mitchell
#313 Bates	#488 Hemstreet	#515 Olson
#236 Britton	#252 Krapelien	#495 Ramirez
#293 Coddling	#464 Kruckenburg	#431 Schehl
#499 Cloud	T-? Lomazoff	#510 Simmons
#538 DeCamillis	#411 McDonald	T-2019 Strange
		#463 Valdisera

All on the listed names have been notified twice of their dues delinquency; I have no address for Lomazoff; Kruckenburg has a rubber check outstanding. Louis C. Griggs, Treasurer



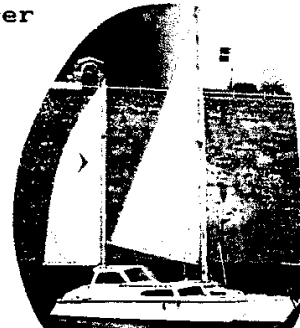
Ultra Van Motor Coach Club, Inc.  
Treasurer's Report--First Quarter, 1993:

Balance, January 1, 1993:	3890.83
Receipts: Dues	820.00
Benham Interest	8.52
Al-Gar FCU Dividend	19.11
Total	4738.46
Expenses: Postmaster--mail Newsletters	140.94
Maybel Griggs--craft materials at National Rally	87.22
CORSA magazines for merchandise chairmen	55.00
Print Newsletter	208.00
N. Helmkey--balance of National Rally expenses	5.36
Advance deposit for 1993 National Rally	400.00
Total expenses:	896.52
Balance March 31, 1993:	\$3841.94

Respectfully, submitted, Louis C. Griggs, Treasurer

Rally Reserve Funds:

Western region- \$188.13 in custody of the Ryersons  
 Eastern region- \$547.42 in custody of L. Griggs.



SPECIAL NOTICE TO MEMBERS:

Your Secretary and Treasurer plan to cooperatively produce a new Directory; this book will be available at the National Rally in Colorado. If you can't make it to the National Rally, contact someone who will be there to bring it back for you.

This Directory will be the biggest ever; it will contain the names and addresses, phone numbers of every member of the Club; a list of Coach numbers with names of the last known owners, whether members of the Club or not; a listing of every Ultra Rally ever held; a geographic list of members; and a copy of the By-Laws.

Do we have your correct address and phone number? Deadline for input to this Directory will be July 1, 1993.

Your Comments

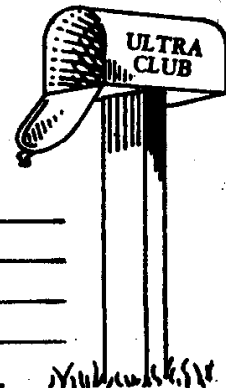
*Thank You*

Why not send in a comment, suggestion, tip, or idea to the Club? Might prove useful to all the members. Practical ideas received will be forwarded to the proper editor for inclusion in a future bulletin or newsletter.

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_



From \_\_\_\_\_ Member # \_\_\_\_\_





#### COACHES FOR SALE

#391 Ultra Van. Corvair, Powerglide. Hank Yakel's old coach, bought new by him. New Motor/trans, much more--drives perfect, many updates--spares. \$5750 or \$6500 with two new windshields in the box. Garry Saylor, 16250 Ave. Florencia, Poway, CA 92064 Ph: (619) 566-3047.

#463 1969 Ultra Van 47000 miles, all original \$6000. Marie Valdisera, 5968 Cloud Way, San Diego, CA. 92777. Phone: day 619-265-0641; evening 619-275-0259.

#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. No phone.

#530 Ultra Van. Very low mileage. 350 CI V-8 engine, A/C, 110 v generator. New paint, new carpet, new windshield, new mattress cover. Big bed, other accessories. Ready to go anywhere. Asking \$8900. Warren Suckow, 3129 W. Hayward, Phoenix, AZ. 85051. Ph: 602-841-0911.

#549 1970 Ultra Van. 307 CI V-8, Powerglide 2 spd. trans, excellent condition throughout. Five new Goodyear H. D. tires, front steering rod end bearings replaced, new steel bellcranks installed, new metallic brakes on front, new steel calipers on rear, new brake hoses, lines and master cylinder, new rear axle shafts, new shocks (4). New style 3 way refrigerator (Dometic), new 6" foam rubber mattress, engine gets 1500 miles to the quart, 12-15 mpg, paint v/good, v/g tinted windshields, others Mylar tinted. Recently completed 4500 mile trouble-free trip. Excellent mechanical condition, ready to travel anywhere. Photo available, delivery available. \$5900. Jim Craig--Ph: (619)366-9104.

#### Other Corvairs:

'62 white Rampside- everything there - body in good condition - engine problem \$400.

62 Orange Rampside - new tires, new engine, needs bodywork. \$500.

For these Corvairs see Marie Valdisera, above.

In Memoriam. Gerald Hutton, who formerly owned Ultra Van #508, passed away in Boise, Idaho on April 29, 1993.

REFERENDUMS TO BE PUBLISHED AND THEN ACTED UPON AT THE ULTRA VAN MOTOR COACH CLUB ANNUAL MEETING, SEPTEMBER 15-25,1993, AT ESTES PARK, COLORADO.

#1

RECOMMENDED ADDITION TO APPENDIX J OF THE BY-LAWS, PARAGRAPH 2, NEW ADDITION TO BE ENTERED AS SECTION "G".

"THE VOTE COUNT FOR THE ERNIE AWARD SHALL NO LONGER BE REPORTED. THE ELECTION COMMITTEE SHALL SIMPLY REPORT THE WINNER TO THE PRESIDENT."

Reason: The undersigned feel no purpose is served by the publication of the results and may cause unhappy feelings.

Robert Franz #472	Len Ryerson #513
Roberta Franz #472	Edy Ryerson #513
Jim Craig #549	Lester Bell #546
Marlene Craig #549	Gladys Bell #546
Mory Snyder #489	Evelyn Shepard Associate member
Esther Snyder #489	
Art Eller #364	
Millie Eller #364	

#2

ADD TO APPENDIX J OF THE BY-LAWS, PARAGRAPH 2, New addition to be TO BE ENTERED AS SECTION "H".

"THE WINNER OF THE ERNIE AWARD MUST HAVE A MINIMUM OF 25% OF THE VOTES CAST."

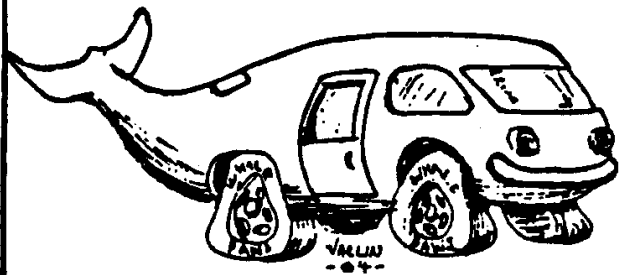
Reason: There may be periods of time when no one has accumulated the amount of outstanding service to the Club in the tradition that has made it a singular honor and further tribute to the Club's founder, Ernest Newhouse and his esteemed wife, Edna.

Roberta Franz #472	Edy Ryerson #513
Robert Franz #472	Len Ryerson #513
Marlene Craig #549	Evelyn Shepard Associate member
Jim Craig #549	Gladys Bell #546
Esther Snyder #489	Lester Bell #513
Mory Snyder #489	
Millie Eller #364	
Art Eller #364	

Note: Original wording and signatures attached.

Approved  
Leonard Shepard  
President 4-26-93

# 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

At last our ladies have have responded to the challenge with a tip or two. Are we ever pleased to see them, it was beginning to look like the Tech-Tips were a "male-only" bastion.

\* - \* - \* - \* - \* - \* - \* - \* - \* - \* - \* - \* - \*

Half of the tips in this newsletter are from other members, which is much better than last time. As I said in the last newsletter, my own backlog is very low, so again I'm appealing to you....please get busy and write up the neat things I've seen at the rallies over the last year.

In the last newsletter, I mentioned I had found poor copies of drawings made by Bill Helander on adding a dual master cylinder and wondered if any club members had duplicate drawings. So far, no response, so again if anyone has good copies, please send them to me.

\* - \* - \* - \* - \* - \* - \* - \* - \* - \* - \* - \* - \*

More on dual master cylinder installation, in 1978, Art Merrifield engineered a method (Tip 78-06), which is in the Ultra Manual (pages 11-22 to 11-28). Art's instructions are very complete and SHOULD have been widely used. However, this past year, I looked through many Ultras and was appalled at how few Corvair powered Ultras have dual systems.

Everyone thinks the dual brake system is a desirable safety improvement, but the average do-it-yourself owner seems to shy away from trying to do it, if any welding or metal bending is needed. I've developed a way to do the conversion without welding, bending or machining using regular shop tools and a standard 1967-69 Corvair master cylinder (still stocked by many regular auto parts stores). The installation was completed in late February. If my tests are satisfactory, I'll publish how-to-do-it instructions in the August newsletter. You can see the real thing at the Smoke Run Rally in July or the National Rally in Colorado in September.

Dick Granger installed dual brakes in his coach using a 1968 Chev master cylinder and a drop-in bracket which he had made locally in Florida. This bracket requires the welding-on of a pivot for the brake pedal arm which was part of the original single master cylinder. Paul Rowland sent a drawing of the bracket but the measurements for locating the pivot had to be added (the reason for delay in publishing). When doing my change, I was able to take the pivot dimensions from the old master cylinder I removed and have added these to Paul's drawing for Dick's drop-in bracket. This drawing will also be in the August newsletter.

During our Spring Ultra Rally, we visited the Sarasota flea market and then a huge discount book store which had a used book counter. At this counter I found a first edition copy of "Unsafe At Any Speed" and a 1991 Amateur Radio Relay League handbook at give-away prices. In browsing through the AARL handbook, I noticed a chart on bolt sizes which for the first time made me realize how often a tap calls for a drill size which is not in every workshop.

Its hard to believe, but more than half of the standard machine screw and bolt taps up to 1/2 inch call for a drill that is not a fractional drill bit size.

Nearly every time you have to drill a hole for a tap up to 1/4 inch the correct size drill bit is a number drill.

Tap	Drill	Dia.	Tap	Drill	Dia.
2-56	50	.0700	10-32	21	.1590
3-48	47	.0785	12-24	16	.1770
4-40	43	.0890	14-24	3	.2130
6-32	35	.1100	1/4-20	7	.2010
8-32	29	.1360	1/4-24	4	.2090
10-24	25	.1495	1/4-28	3	.2130

I've never used a 3-48 or 14-24 bolt, in fact, was surprised to see there were such sizes.

If you don't have a numbered or lettered drill bit, you may be able to chose a fractional drill from the following chart that is close enough to do the job.

Fractional		Num/Let		Fractional		Num/Let	
Drill	Dia.	Size	Dia.	Drill	Dia.	Size	Dia.
1/16	.0625	or 52	.0635	1/4	.2500	or E	.2500
5/64	.0781	or 47	.0785	17/64	.2656	or H	.2660
3/32	.0937	or 42	.0935	9/32	.2812	or K	.2810
7/64	.1094	or 35	.1100	19/64	.2969	or M	.2950
1/8	.1250	or 30	.1285	5/16	.3125	or N	.3020
9/64	.1406	or 28	.1405	21/64	.3281	or Q	.3320
5/32	.1562	or 22	.1570	11/32	.3437	or S	.3480
11/64	.1719	or 17	.1730	23/64	.3594	or T	.3580
3/16	.1875	or 12	.1890	3/8	.3750	or V	.3770
13/64	.2031	or 6	.2040	25/64	.3906	or W	.3860
7/32	.2187	or 2	.2210	13/32	.4062	or Y	.4040
15/64	.2344	or A	.2340				

Make a copy of this tip and hang it up in your workshop, it'll save a lot of frustration when you need that special drill you don't have.

TECH TIP NO. 93-15 SUBJECT Electronic External Voltage Regulator  
UV MANUAL SECTION 15 PAGE 15-42 AUTHOR Norm Helmkey #486

Our old Voltage Regulators (VR) are electromechanical devices and many have been reliable over the years, but they do frequently fail and if you have a CB or other radio, these old regulators can induce hash and other related noises as the points open and close.

The new internal regulated alternators like those introduced by GM in the early '70s, have in fact, electronic VRs inside which have many advantages over the old style mechanical VRs. They greatly reduce the hash and whine, have better temperature control, are usually more reliable over longer periods and best of all, have much better load regulation that is not effected by alternator speed.

In case you are not aware, you can buy an all electronic external VR for under \$10. These provide the same advantages as the internal regulator and are a direct plug-in replacement for your old mechanical unit. When you order one at your local auto parts store, the unit should be clearly marked Electronic Voltage Regulator on the package. Another tip-off is the light weight, they are less than half the weight of old style mechanical type (even Walt Davison has switched).

If you have a digital voltmeter in your coach, you might have noticed with the old style regulator, the voltage drops over a volt with the lights on. With an electronic VR, the drop is just a few tenths of a volt. The only problem with the electronic VR is they are not adjustable. To this end, I am investigating how to build an adjustable electronic VR. If this interests you, watch in a future newsletter.

TECH TIP NO. 93-16 SUBJECT Running Early Refrigerators Down the Road  
UV MANUAL SECTION 4 PAGE 4-5 AUTHOR Richard Badstibner #487  
Norm Helmkey #486

Do you have an early Dometic M-28 or M-28D two way (Gas-115 volt) refrigerator) Would you like to be able to use it running down the road with the gas turned off? There is an easy way.

While visiting in #487, I noticed how Rich Badstibner solved the problem and realized his method would be useful to those who have not switched to the later three way refrigerators (Gas-12 volt-115 volt).

Since the refrigerator is only supposed to draw about 120 watts, an inexpensive 140 watt 12 to 115 volt inverter can supply the power to run the refrigerator while on the road when the alternator is putting out ample current to handle the extra 10 amp load.

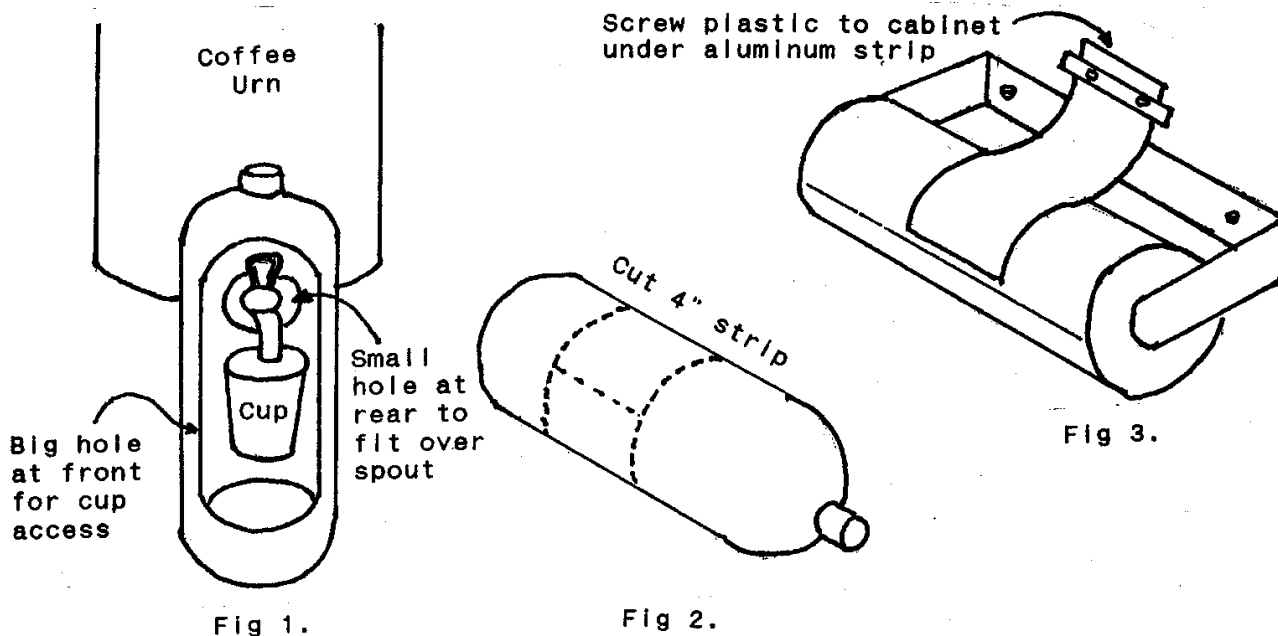
These tiny inverters can also run most electric drills, small (13" or less) television sets, so the special combination 12/115 volt models made for mobile/home use are not needed.

Two suppliers of these small inverters are: Heartland of America (a big mail order discounter) has a 200 watt model at \$69. and a 500 watt model at \$99. Radio Shack has a 140 watt model (22-132) that normally sells for \$99 but is often on sale at \$69.



When using any dispenser like a coffee urn, lemonade jug or parts cleaning solvent dispenser, the tap often leaks a drop or two when it is turned off. These drips on the floor can cause a mess or even an accident if one were to slip from the spill.

The problem is easily solved by cutting a 2 or 3 litre plastic soft drink container in such a way as to provide a catch basin under the spout, yet allow free access for cups or other containers to go under the dispensing valve (see Fig 1).



Sometimes travelling down the road, the paper towel roll mounted on the end of the cabinet by the door unrolled from the breezes or vibration.

The problem was solved by recycling a two litre soft drink bottle into an automatic paper roll brake. The reason this works so well is the natural tendency for a strip of the plastic taken from the cylinder part of the plastic bottle to curl into a tight little roll.

Cut off the ends of a bottle leaving a 4" cylinder (see Fig 2). Split the cylinder and screw or pop-rivet one end of the plastic strip to the upper cabinet over top of the towel holder using a 4" aluminum strip as shown in Fig 3. Now when the towel is on the holder, the plastic is looped over the top of the roll as a brake, preventing the towel roll from turning freely, yet it allows easy access if you want to pull a few sheets from the roll. The tendency for the plastic to curl causes the plastic strip to follow the towel roll as its diameter gets smaller. If the plastic loses its curl, it is easy to replace from a new bottle.

I know spring curtain rods have been around for a long time, but we had not thought about using them in the coach until I noticed some of the little thread-like loops over the plastic slides on the side bedroom windows had broken letting the curtain sag in a few places. The curtain had a good sized hem on the bottom which would let a curtain rod easily pass through.

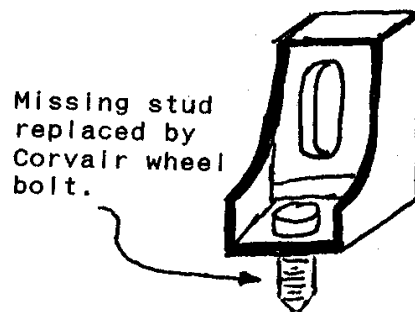
By cutting off all the loops over the plastic slides, turning over the curtain the other way and passing a spring rod through the hem, the same curtain fit the side windows without alteration and could easily be taken down for washing.

When the screen door was installed, access to the curtain in the door window was blocked and it was very inconvenient to use, as the curtain was trapped between the doors. The following improvement allows you to get rid of the outside door curtain altogether, giving the driver a less obstructed view through the door window.

Using a spring rod which fits between the two upper cabinets, I made a new curtain to fit the space between the top cabinets on the door side. When not in use, the new curtain slides forward and is held in the same curtain loop that holds the passenger side front windshield curtain.

Some of the front motor mounts on earlier coaches do not have pressed-in studs. With this loose bolt set-up it is difficult to align the mount, jack up the transmission and insert the bolt at the same time.

This problem is easily solved by salvaging two wheel studs from a Corvair by pressing them out with a vice, then file the hole in the motor mount to be a tight fit on the stud shank. The splined shank at the bolt head can be pulled into the motor mount with a wheel nut and a stack of washers. Once done, you no longer need three hands to put the motor mount back into the transmission bearer.



I shouldn't take credit for this tip as it comes from a seminar that Hal and Penny Gaynor do at RV shows as part of mobile Safety Clinics.

Does the following conversation ring a bell?

Woman: "I smell gas"

Man: "I don't"

Woman: "I've been smelling it in our rig for a long time"

Man: "I've checked every connection with soapy water, there's no leak"

Woman: "I don't care, I still smell gas"

Man: "It's your imagination"

The fact is, many women have an extremely keen sense of smell and are often quick to detect the odor of propane. Generally, when a woman says she smells gas, you can bet she really does. Hal Gaynor cautions men at his seminars and says "If your wife tells you she smells gas, go check it out, you guys can't smell, respect her for alerting you."

In all the years the Gaynor's have been on the road, they say they have never seen an RV pull into a campground and check over the propane system for leaks before lighting the fridge or stove, yet the majority of leaks develop as a result of the vibration and working of the pipe connections going over the road. Can you imagine the time it would add to each set-up if you had to check every joint with soapy water every time you stop.

Actually, the soapy water method is poor at best. Tiny leaks may escape detection with this method. There are commercial products designed to do this job better. If all else fails, have a dealer with an electronic leak detector check out the propane system.

Also, if you install one of those under \$20 safety gauges at the tank and turn the propane valve off, the gauge will tell you if there is a tiny leak in the overall system. With all appliances off, close the tank valve, whatever pressure is trapped in the line will show on the gauge. If there are no leaks, when you turn on the propane the next time, look at the gauge, if the pressure is just about the same as before there are no leaks. If there is a tiny leak, the gauge will read zero.

There are three kinds of gauges you might consider. Northern Hydraulics lists all three types in their catalog. If you don't have their catalog just call 1-800-533-5545 and they will send one to you.

The best type of the three combines a regulator, a gas flow gauge and a flow monitor that shuts the gas off if a gas line were to break. No.172682 costs \$31.99. Next best, is a regulator with a gas flow gauge built-in, No.17268 at \$24.99. The last of the three is a gas flow gauge, No.17265 at \$17.99. Shipping is extra.

All of the above mentioned devices are UL listed.

In a study done on senior drivers by Columbia University and the AAA Foundation for Traffic Safety, they learned that we older drivers do a number of things to compensate for the physical problems brought on by age.

Some of the ways older drivers compensate is by driving less; at night, in bad weather, in heavy traffic and avoiding rush hours.

The data showed a positive correlation between driver age and the seriousness of the driving problem, especially between 75 and 79. Drivers in this group felt it would be difficult for them to cope after they reached 80 and most had decided to give up driving by then.

Nearly one-third reported they had not been informed by anyone of the influences of either over-the-counter or prescription drugs on their driving performance, particularly in combination with alcohol.

Based on the study, a number of suggestions were offered:

- \* Check with your doctor and pharmacist for possible side effects that any medication you are taking would have on your driving, ability to stay alert and awareness of hazardous conditions.
- \* Have regular eye tests for depth perception and night vision. Keep eye glass prescriptions up to date.
- \* Have regular hearing tests, as this sense is one of the first to be effected by age. Inability to hear wind rush of ajar doors, horns, sirens and emergency vehicles contributes to many senior accidents.
- \* Keep windshield, headlights and eyeglasses clean. Dirt or film on any surface interferes with vision, especially at night or in bright sunlight.
- \* Avoid left turns at intersections. Plan a different route or go around the block making only right turns. Accident records show a disproportionate number of older drivers have accidents making left turns.
- \* Keep up-to-date on traffic laws and watch for changes in traffic patterns. Older drivers assume they know the rules from experience and overlook the fact that laws and rules change. Lights on when raining is one of the most recent changes being introduced in a number of states.
- \* Avoid driving too slowly for traffic conditions. Driving too slowly is often as dangerous as driving too fast. One bumper sticker often seen in Florida states:

"When I get old, I'll buy a big motorhome, go north  
and drive very slowly, in the middle of the road."

- \* Finally, many older drivers don't see the use of wearing seat belts. Most with this attitude feel they have gotten along all these years without using one, so "why start now." Sadly, these could be their most infamous last words.

TECH TIP NO. 93-23 SUBJECT Insulated Drapes  
UV MANUAL SECTION 03 PAGE 03-07 AUTHOR Maybel Griggs #334

When replacing the drapes in your Ultra Van, use an insulating drape material. We found such a material which also has a white rubbery backing. It does a great job of keeping the coach warmer in the cold weather and cooler in the hot time of year.

TECH TIP NO. 93-24 SUBJECT Rear (Bedroom) Window Traverse Rods  
UV MANUAL SECTION 03 PAGE 03-07 AUTHOR Maybel Griggs #334

If you have drapery tracks that use a cord to open and close the drapes, make sure you change the traverse carrier pull cord over on one of the tracks so the drapes on both sides collect on the fixed window side (apparently this varies from coach to coach). This allows full screen opening in hot weather. Use pleated tape and pleated tape pins for these drapes so the drapes can be pressed flat.

TECH TIP NO. 93-25 SUBJECT Automatic Shift Cable Lubrication  
UV MANUAL SECTION 13 PAGE 13-29 AUTHOR Tim Verschuyf #250

When my gearshift lever broke off in my hand, I knew I had procrastinated too long. The slow progress of more difficult shifting had gone unnoticed until something had to be done. Was it too late?

Surprisingly, not. After lubricating the long cable between the dash and the transmission, as described below, it shifts as smooth as ----. The lever falls into each position with precision in spite of being the world's longest shift cable.

I used Petrochem "Cable Life Minus 70" lubricant for motorcycles and snowmobiles. It's made by Ashland Chemical Co., Sante Fe Springs, CA 90570. I bought it at a motorcycle shop some time ago. It comes in an aerosol can with a "WD-40" type nozzle head. It's a clear, frothy liquid, thicker than WD-40, thinner than engine oil.

But the trick is getting it into that long cable without disassembling everything. Here's how I did it: Disconnect the dash end. Clamp a foot-long piece of fuel hose (1/4 or 5/16" ID) to the end of the cable, clamp an air compressor hose or quick disconnect fitting to the other end of the fuel line and hold it up. Fill the lubricant (Cable Life is mostly froth). With a 4 gallon portable air tank and about 65# of pressure, hook up the tank to the fuel line fitting. In about an hour, 30# of air pressure remained. Repeat lubricant fill and 65# pressure again. Allow to sit under pressure again for one to several hours. Remove fuel line from end of shift cable and move cable by hand, very freely. The lubricant must be distributed along the entire cable. No bubbles or breaks occurred along the black plastic encased cable.

Reconnect the cable at the dash end, lube the dash mechanism, clean the neutral switch while you're there. Enjoy your easy shifter.

And, if you've waited too long as I did, you now get to design a better shift lever too. It shouldn't be too hard to improve upon the original.

I installed a Cyberdyne digital temperature gauge to determine what was happening in that little piece of machinery connecting the engine to the rear axle. Others more knowledgeable, say heat kills automatics and surely if any transmission is overloaded, our Corvair Ultras are a worst case. Knowing the Dextron fluid should not go over 175°F (for long fluid life), the digital gauge tells me the temperature back there. The fluid should be monitored at the torque converter, but its easier to install a heat probe in the pan. I'll concede the temperature there is an average, a bit lower than from the converter.

The transmission cooler on #486 is a regular 7 plate Corvair oil cooler (mounted in the right wheel well) which is quite small, so can it do the job? Also, this cooler was first installed with heavy rubber hydraulic lines which gave no cooling effect. When the engine was lowered 2" (to lessen the universal joint slip angle), the pipes were changed to 5/16" steel brake line. This increased cooling area dropped the temperature of the transmission fluid by about 5 degrees.

My observations are the transmission usually runs about 70°F over the ambient air at 50 mph. On a 95° day, the gauge shows about 165, still below my target. On very hot days, standing in traffic with no air passing over the cooler, the gauge seldom goes over 170. Each 5 mph over 50 adds 2 or 3 degrees rise, so if its really hot, I drop the speed.

Another heat maker is going up or down hills. The temperature rises significantly climbing hills, even on the worst hill, as long as we keep moving, the highest reading has been 185. A bigger surprise was to see the temperature rise coming down a long hill, until I realized, the torque converter makes heat anytime it slips, which it does when you go down a hill faster than the engine is turning.

As you travel, other things about the transmission temperature become apperent. When running on blacktop and change to concrete, a drop of a few degrees in transmission temperature will happen. If it begins to rain there is a dramatic drop in the gauge reading. When standing in neutral, the temperature goes higher than if left in Drive.

Driving into the wind also raises the temperature. Its hard to estimate how hard the wind is blowing, but by watching the vacuum gauge you can see how the wind effects the Ultra Van. I usually get 12 to 15 inches on flat ground with no wind at 50 mph. In a headwind, as the gas pedal is pushed down more to hold the speed constant, the vacuum drops. For each inch of vacuum drop the transmission goes up a degree or so. If I get down to 5 inches, its time to slow down or shift to low gear.

Based on my experience monitoring the transmission temperature, in an Ultra Van, for long transmission life, a transmission cooler is a must. A Corvair 7 plate oil cooler is just barely adequate, perhaps a 12 plate would do a better job. By using a transmission temperature gauge, I can monitor what is happening dynamically and hopefully catch a problem before any serious damage would be done to the transmission.

If you don't have a transmission cooler, the Dextron fluid need to be checked and changed much more often. To be safe, at least once a year. Checking for color and making sure the fluid does not smell burnt are good precautions. Next time I'll tell you how do more thorough checks.

The standard mounting of rear shock absorbers on Corvair powered Ultras is between the trailing arm pivot point and the wheel. It travels only 4 1/2" as the wheel moves about 7". The upper stem mount goes through the aluminum I beam offset from the centerline. As the shock and rubber mounts age, wheel travel dampening decreases, especially during the initial bit of suspension movement. This, plus the lack of a rear sway bar, helps contribute to the Ultravan's "twitchy handling".

By mounting the shock behind the rear axle (see drawings), the suspension travel is amplified as increased shock absorber travel. The Monroe Gas-Matic 5802 (about \$24 each) offers 8 1/2" of travel. The regular shock is retained to contribute some dampening and to limit suspension travel, as the 5802 is not designed to do this. The 5802 is gas charged (fluid is less likely to aerate when worked hard, e.g. Ultra on a rough road), has an "A" popularity rating (which means Monroe sells lots of them and they should be stocked for a long time). It has a 1 3/16" piston and was designed for use with 1970-'89 Buick full sized wagons (rear), 1985-'89 Fleetwood Cadillac, 1971-'89 Chevrolet, Olds and Pontiac full size.

The dampening rates for mid-range travel speed are 70# in compression and 210# in rebound. The stock Munroe 3027 is 75# and 200#. Because of the mounting position of the stock shock, forward on the trailing arm, only 64% of the dampening is "felt" at the wheel. 114% of the 5802 dampening is "felt" at the wheel. For both 5802 and 3027 together, mid-speed dampening "felt" at the wheel jumps from 48# (3027 only) to 128# in compression and 129# to 369# in rebound.

Using the two shocks together does not seem to dampen too much. The "ride" is still fine, but on quick back and forth turns or truck passing, the rear end feels much less "twitchy". By the way, the 3027 will only be offered by Munroe for one more year. The 5802 is guaranteed for life and should be available for a long time.

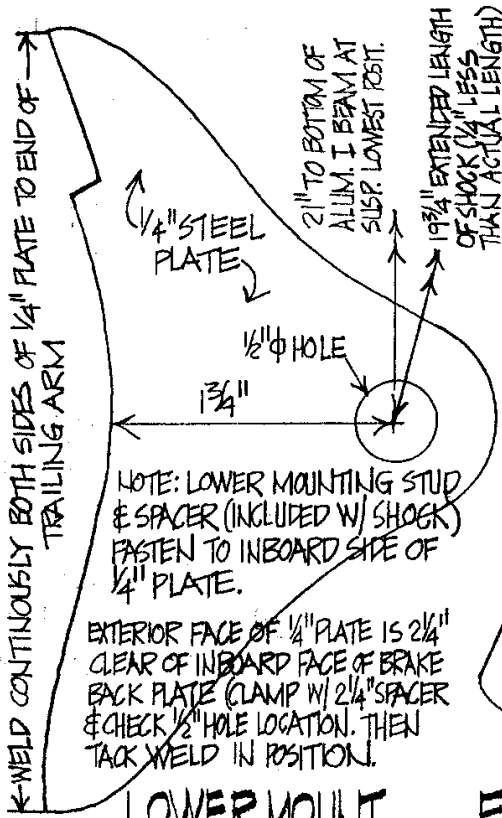
If you want a higher spring rate to allow for heavier loading (shame on you) or have tired springs, you can use a Monroe Load Levelor 54111 (with similar characteristics to the 5802) and a concentric spring that offers 28# of lift per inch compressed, or 100# of load carrying capability at mid compression (compared to perhaps 1300# with the stock coil spring). The 54111 has a 1" piston, is gas charged and has a lifetime warranty. As shown on the drawing, the mounting bracket should fit the 54111 and allow for clearance between the trailing arm and the Load Levelor shock.

Both the 5802 and 54111 come with cross pin upper and a loop lower mount (including a shouldered bolt and spacer to attach to the 1/4" steel plate lower mount). The lower mounting bolt should not be tightened completely until the suspension is in the normal riding, loaded position because the rubber bushing gives slightly to allow the shock to rotate about the bolt. The mounting bolt does not rotate inside the rubber bushing (it would wear out very quickly). The upper mount clamps to the aluminum I beam, directly in line with the center of the I beam, so no twisting.

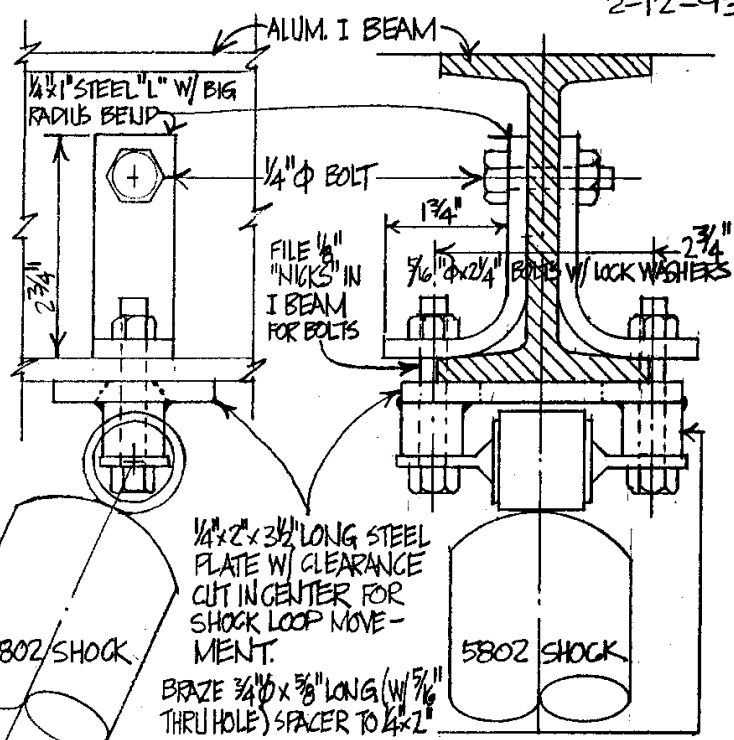
On Ultra #250, cooling air was routed through the very spots the new shocks occupy, so I'm sealing the engine compartment (it never was) and rerouting the cooling air. There will be a big NACA duct on each side to feed combustion and cooling air through the storage compartments behind the rear wheel wells. Someday, I'll share the results, if it works well.

# ULTRAVAN (CORVAIR) REAR SHOCK ABSORBER RETROFIT

2-12-93

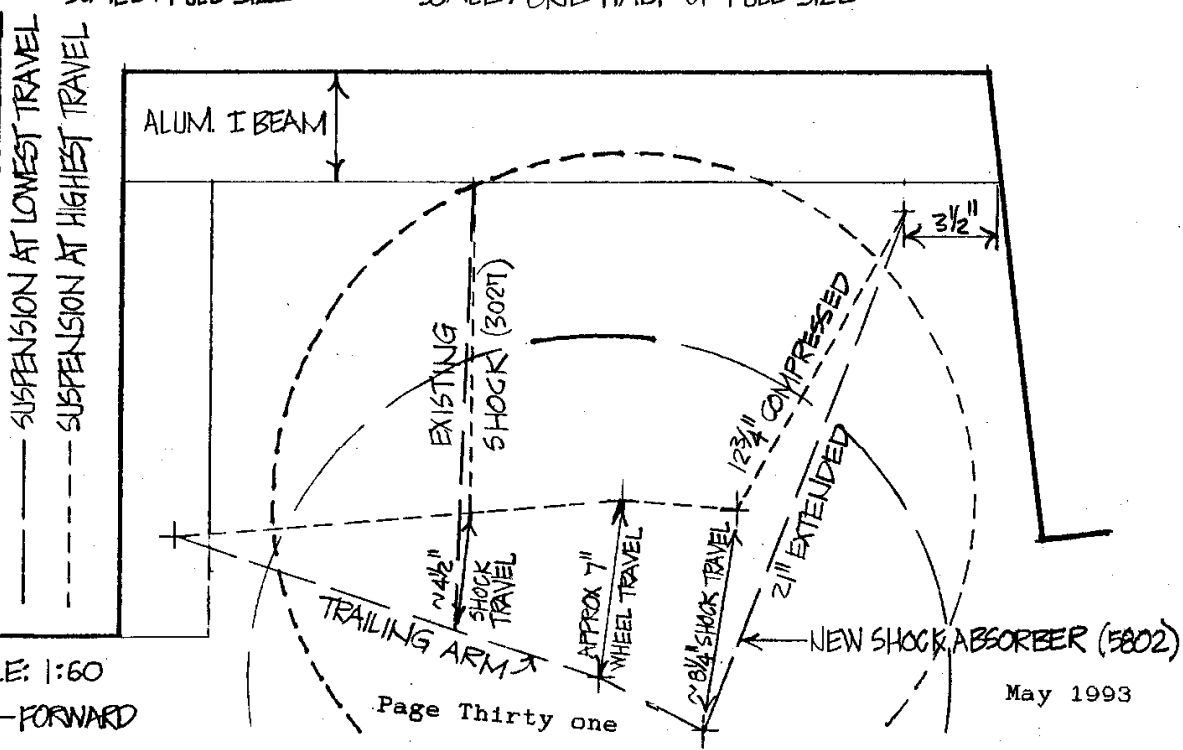


**LOWER MOUNT**  
SCALE: FULL SIZE



**ELEV. - UPPER SHOCK MOUNT - SECTION**  
SCALE: ONE HALF OF FULL SIZE

## ELEVATION - LEFT REAR SUSP.



SCALE: 1:60  
← FORWARD

May 1993



# STATE OF CALIFORNIA



CORPORATE  
# 534733

## DEPARTMENT OF STATE

THE ULTRA VAN MOTOR COACH CLUBS, INC.

To all whom these presents shall come, Greetings:

I, FRANK M. JORDAN, Secretary of State of the State of California, hereby certify:

That the annexed transcript has been compared with the RECORD on file in my office, of which it purports to be a copy, and that the same is full, true and correct.

In testimony whereof, I, FRANK M. JORDAN, Secretary of State, have hereunto caused the Great Seal of the State of California to be affixed and my name subscribed, at the City of Sacramento, in the State of California,

this \_\_\_\_\_ OCT 19 1967



*Frank M. Jordan*  
Secretary of State

By *W.P. Sullivan*  
Assistant Secretary of State

584733

ARTICLES OF INCORPORATION  
OF  
ULTRA VAN MOTOR COACH CLUBS


ENDORSED  
FILED

in the office of the Secretary of State  
of the State of California

OCT 19 1967

FRANK M. JORDAN, Secretary of State  
BY JAMES E. HARRIS  
Deputy

I

The name of this corporation shall be ULTRA VAN MOTOR COACH CLUB.  


II

The purposes for which this corporation is formed are:

(a) The specific and primary purposes are to unite fraternally and for mutual benefit, protection, improvement and association, persons of good moral character, interested in improving and promoting the use and enjoyment of travel trailers, pick-up campers, house cars, mobile homes and trailer parks, and to encourage safe and courteous highway travel.

(b) The general purposes and powers are:

(1) To foster and cultivate the social, educational, and business relations of the members; to broaden their interests in the pursuit of their occupations and professions; and to improve their standards of efficiency and productivity.

(2) To encourage among the members closer personal acquaintance and a friendly spirit of mutual cooperation.

(3) To gather, receive and disseminate such information as may seem helpful to the members and to interchange ideas in rendering mutual assistance.

(4) To forward and promote the general welfare and prosperity of the members and to improve by any and all lawful and honorable means their status and condition.

(5) To conduct and carry on trailer rallies and conventions and/or otherwise advertise and publicize trailer and camper living.

(6) To receive property by devise or bequest, subject to the laws regulating the transfer of property by will, and to otherwise acquire and hold all property, real or personal, including shares of stock, bonds and securities of other corporations.

(7) To convey, exchange, lease, mortgage, encumber, transfer upon trust, or otherwise dispose of all property, real or personal.

(8) To act as trustee under any trust incidental to the principal objects of the corporation and to receive, own, administer and expend funds or property subject to such trust.

(9) To borrow, contract debts, and issue bonds, notes and debentures and secure the same.

### III

This corporation is organized pursuant to the General Nonprofit Corporation Law of the State of California.

### IV

The county in this State where the principal office for the transaction of the business of the corporation is located is Los Angeles.

### V

The names and addresses of the persons who are to act in the capacity of directors until the selection of their successors are:

H. V. DOWELL	405 McKnight Rd., Newberry Park, California
PAUL DALE	8122 Belford Ave., Los Angeles, California
ERNEST J. NEWHOUSE	15239 El Soneto Dr., Whittier, California
EDNA H. NEWHOUSE	15239 El Soneto Dr., Whittier, California
WELMA DOWELL	405 McKnight Rd., Newberry Park, California
AROLVI DALE	8122 Belford Ave., Los Angeles, California

VI

The authorized number and qualifications of members of the corporation, the different classes of membership, if any, the property, voting and other rights and privileges of members, and their liability to dues and assessments and the method of collection thereof, shall be as set forth in the Bylaws.

VII

This corporation is a non-profit corporation and pecuniary gain or profit to the members thereof is not contemplated. It shall be a non-stock corporation and no dividends shall be declared to the members thereof. In the event of dissolution, all assets remaining after the payment of all its just obligations shall be divided among its members in accordance with their respective rights therein.

IN WITNESS WHEREOF, we, the undersigned original incorporators and directors of this corporation, have executed these Articles of Incorporation this 6-28, 1967.

H. V. Dowell Incorporator  
H. V. DOWELL, Incorporator

Paul Dale Incorporator  
PAUL DALE, Incorporator

Ernest J. Newhouse, Incorporator  
ERNEST J. NEWHOUSE, Incorporator

Edna H. Newhouse Incorporator  
EDNA H. NEWHOUSE, Incorporator

Welma Dowell Incorporator  
WELMA DOWELL, Incorporator

Arolvi Dale, Incorporator  
AROLVI DALE, Incorporator

STATE OF CALIFORNIA }  
COUNTY OF LOS ANGELES } SS

0 447 C  
Individual)

(TI)

commissioned

STATE OF CALIFORNIA }  
COUNTY OF Los Angeles } SS.

DOWELL

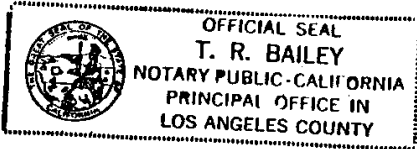
Articles

On 9-28-67 before me, the undersigned, a Notary Public in and for said State, personally appeared Paul Dale and Arolvi Dale, Ernest J. Newhouse and Edna H. Newhouse

\_\_\_\_\_ known to me

to be the person S whose name S are subscribed to the within instrument and acknowledged that they executed the same.

WITNESS my hand and official seal.  
Signature T. R. Bailey



County  
ifornia

T. R. BAILEY, Notary Public.  
State of California - Principal Office, Los Angeles County  
My Commission Expires Nov. 18, 1967  
10051 Wilshire Blvd., Suite 401, Los Angeles, Calif.

Page Thirty five

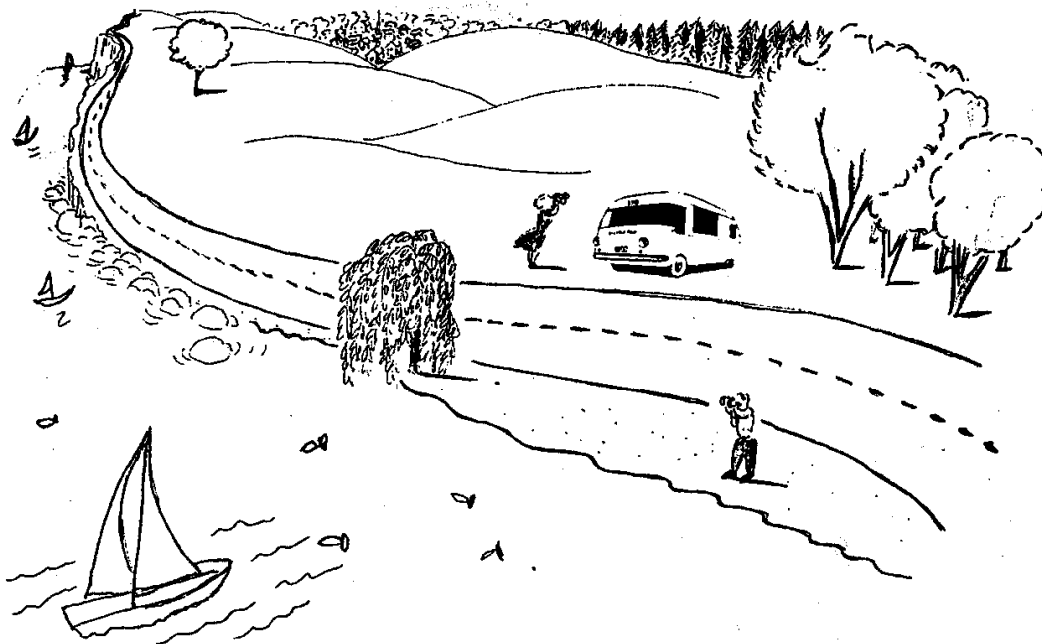
Signature Therese M. McAlister  
Therese M. McAlister  
Name (Typed or Printed)

(This area for official notarial seal)  
THERESE M. McALISTER - Notary Public - Cal.  
COM. EXP. DEC. 27, 1970 - VENTURA CO.  
1 W. Thousand Oaks Blvd., Thousand Oaks, Ca.

May 1993

The Articles of Incorporation  
of the Club, pages 32 thru 35,  
are reprinted at the request  
of Executive Director Ernest  
Newhouse.

SAILING  
 INTO  
 SUMMER  
 ULTRA  
 STYLE



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.