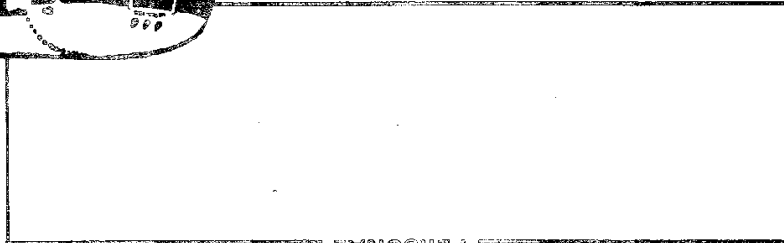


DATE MAILED



PERSONAL

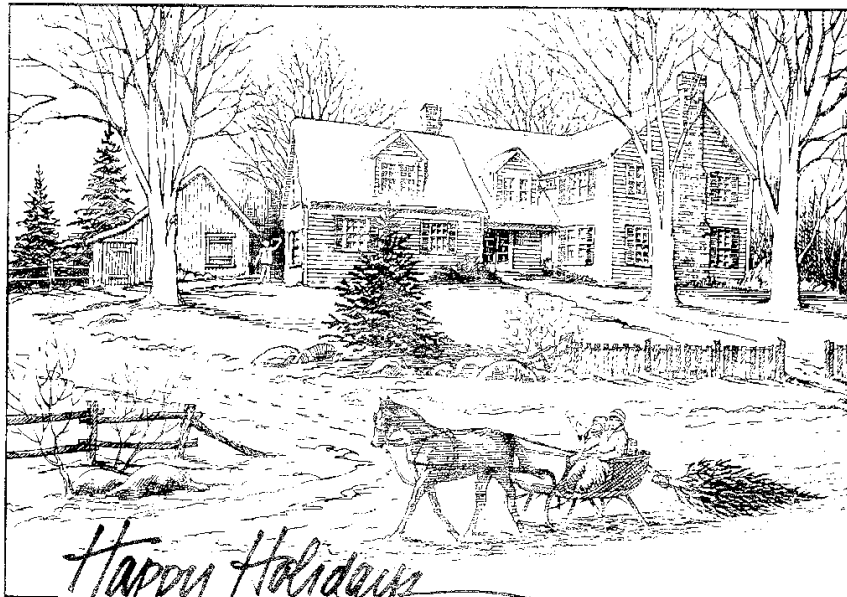
FIRST CLASS MAIL

Winter 1993
Newsletter

PLEASE
PLACE
STAMP
HERE

Maybel Griggs, Secretary
626 Brookfield Avenue
Cumberland, Maryland 21502

ULTRA VAN MOTOR COACH CLUB, INC.

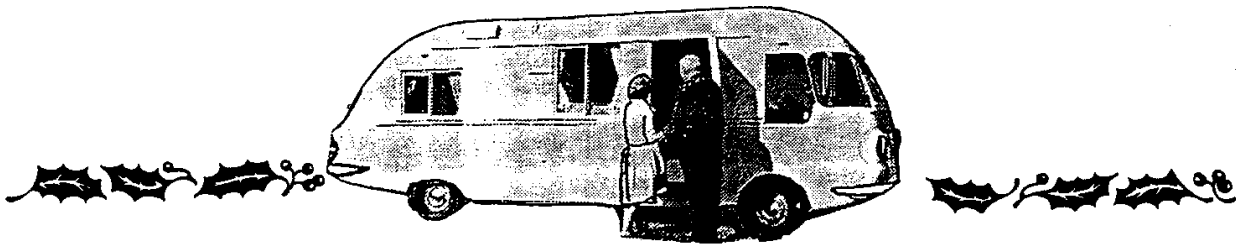


Happy Holidays

The content of this Ultra mailing is made up of reports, flyers, illustrations and/or articles prepared by a number of fellow club members. The information contained herein was compiled from sources believed to be reliable, but its accuracy - and the written statements and opinions based thereon - cannot, of course, be guaranteed by the Club or each author. Errors are possible although the objective is to present only carefully checked and accurate information.

ULTRA VAN MOTOR COACH CLUB, INC.

ULTRA VAN MOTOR COACH CLUB , INC.
— A NON-PROFIT CORPORATION —



Officers, 1994 Ultra Year:

President, Gordon Harvey 469,484,527; Vice President, Jean McMasters 330; Secretary, Maybel Griggs 334; Treasurer, Louis Griggs, 334. 1993 Ernest Newhouse Award Recipient, Bob Franz. Technical Coordinator, Norm Helmkey (Corvair), Len Ryerson, (V-8).

All reports of Regional Rallies, advertisements, or other input for the Newsletter are to be sent 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 address. Amendments to the By-Laws are to be sent to the President. Look at your address label--number after your name is last two digits of the year thru which your dues are paid. Deadline for Newsletter inputs are: February 15, May 15, August 1, and November 15.



President's Message

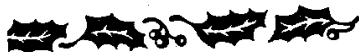
Fellow UVMCC Members

I sincerely thank you for the confidence you have placed in me as your new President and whatever happens in the coming year, be assured, with your help, I will do my best.

The UVMCC is facing trying times with maturing membership and significantly rising costs. I have appointed a committee to look to the future and bring us recommendations on how we can best meet the challenge.

As we enter the holiday season, Ruth and I hope you all have a bountiful Thanksgiving, a Merry Christmas and a Happy New Year.

A handwritten signature in cursive script, which appears to read "Gordon Harvey".



Upcoming Rallies

January 21-25, 1994 Miami, Florida-home of W. L. Guthrie
January 27-30 Scottsdale, Arizona--see flyer
March 20-27 Titusville, Florida--see flyer
June 20-25 Fort Chiswell, Virginia
September 14-21 NATIONAL RALLY--Wilderness Point
 Campground, Henderson, Arkansas

~~~~~  
A recent (November) development on our insurance problem: Ernest Newhouse contacted nearly every insurance broker in Los Angeles; finally contacted Al Callozzo, of J. C. Taylor Company, Upper Darby, Pennsylvania. J. C. Taylor specializes in insurance for antique car clubs. J. C. Taylor has been in business since 1929. They agreed to cover our liability for \$1,000,000 for a premium of \$300 per year. As this coverage is mandated by our By-Laws, we immediately sent them our check. Thank you very much, Ernie. Louis Griggs, Treasurer.

~~~~~  
Some notes from your Secretary:

Look at your mailing label. After your name is a number representing the last two digits of the year thru which your dues are paid. If the number is 93, you owe dues for the coming year. If they are not paid in time, you will not get the next Newsletter. These numbers come from the computer; it will be told not to print out any mailing labels next February with a 93 on them.

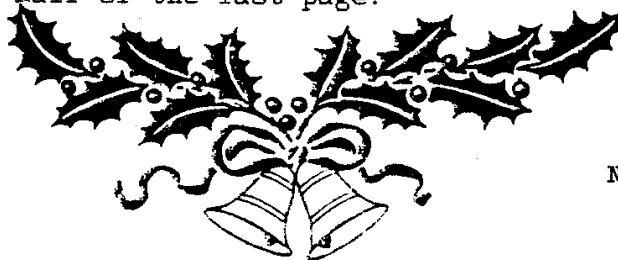
To our Canadian members: the Club does not charge extra for the additional postage to send to Canada; however, we cannot get Canadian cheques cashed here. A Canadian postal money order made payable in US dollars can and will be cashed at any US Post Office.

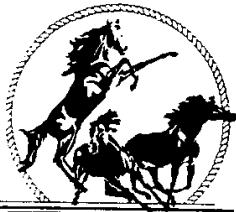
To all members: There is a possibility that your Secretary and Treasurer will be in the Southwest in Coach #334 during late January and February; anyway, we will try again. Please send all correspondence at least two weeks earlier than usual.

Mail sent to the following has been returned:

Marian Grootenhaar--long a member of the Club--where is she living?

On the last page of this Newsletter please find two cut-outs. Cut them out, and paste them into the 1993 Directory; one is for the first page, the other is the bottom half of the last page.





WEST WORLD
of Scottsdale

ULTRA MOTOR COACH CLUBS, INC.

— A NON-PROFIT CORPORATION —

16601 North Pima Road • Scottsdale, Arizona 85260
(602) 483-8800 FAX (602) 483-1883



ARIZONA

RV Rally
January 27 - 30, 1994

CHECK IN AFTER 8:00 A.M.

COFFEE HOURS - TECH SESSIONS - POT LUCK

DINE OUT - SILENT AUCTIONS

COWBOY STEW ON ARRIVAL DAY

WATER AND ELECTRIC WITH DUMP STATION NEAR ENTRY

EARLY ARRIVALS PARKING AVAILABLE AT REINHARDT'S CHURCH, OR CALL

ED AND JANE HARRISON # (602) 974-6373

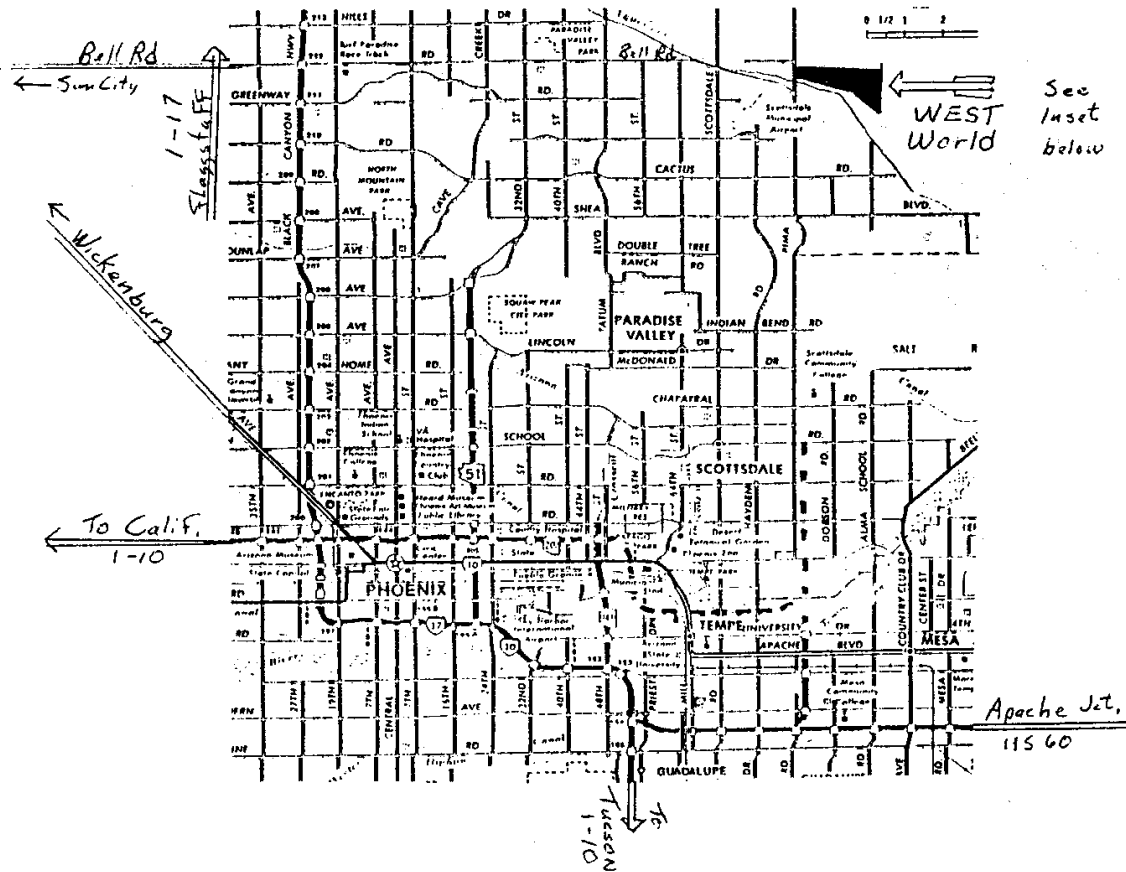
(Hosts)

(Suckows, Reinhardts and Vandersteegs, Assisting)

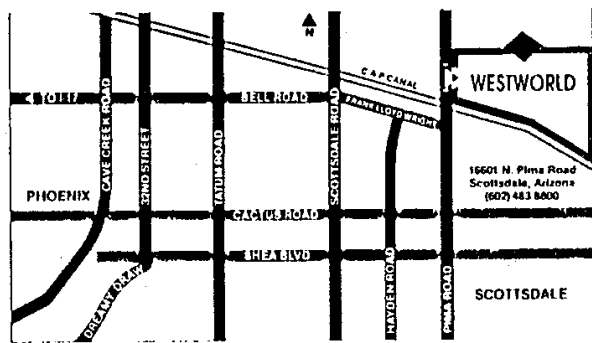
PARKING NIGHTLY AT WEST WORLD...\$15.00 + TAX

REGISTRATION...\$2.00

RALLY FEE.....\$5.00



See
Inset
below



ARRIVING FROM EAST- On #60 turn NORTH on Country Club Drive to McDowell Road. Turn right on Pima Road to WEST WORLD.

ARRIVING FROM SOUTH - From I-10 exit at #143 NORTH. Turn right on McDowell Road to Pima Road. Turn left to WEST WORLD.

ARRIVING FROM NORTH - From I-17 to Bell Road. Take Bell Road EAST, which runs into Pima Road. Turn left on Pima to WEST WORLD.

Arriving from WEST - On I-10 turn NORTH on I-17 to Bell Road. Turn EAST on Bell Road to Pima. Turn left to WESTWORLD.



EASTERN SPACEPORT RALLY

**MARCH 20-27
MANATEE HAMMACK CAMPGROUND
TITUSVILLE, FL**

Traveling south on I95

Exit E on Hwy 50 & SE on Hwy 405 to US#1

Traveling north on I95

Exit E on Hwy 407 & SE on Hwy 405 to US#1

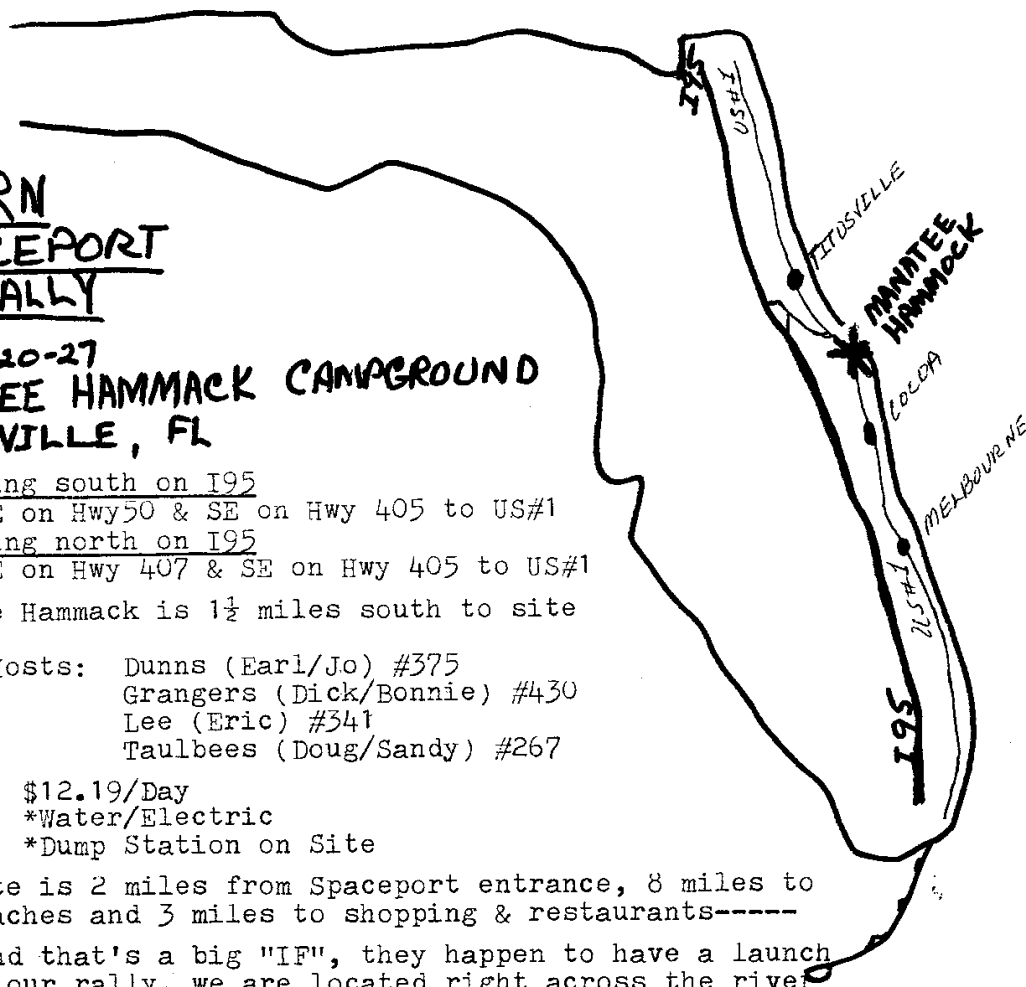
Manatee Hammack is 1½ miles south to site

Rally Hosts: Dunns (Earl/Jo) #375
Grangers (Dick/Bonnie) #430
Lee (Eric) #341
Taulbees (Doug/Sandy) #267

Price: \$12.19/Day
*Water/Electric
*Dump Station on Site

--- Site is 2 miles from Spaceport entrance, 8 miles to beaches and 3 miles to shopping & restaurants-----

"IF", and that's a big "IF", they happen to have a launch during our rally, we are located right across the river from lift-off.



WESTERN RALLY REPORT
BRITISH COLUMBIA, CANADA
July 28 - August 2, 1993

Len & Edy Ryerson graciously invited Club Members to come and celebrate their 52nd Wedding Anniversary with them at their summer home, La Piedra de R, Welcome Beach, B. C. on the Sunshine Coast.

The trip to their home took us to Horseshoe Bay, North of Vancouver where our Ultra Vans boarded a ferry for a smooth gliding 40 minute ride to Langdale on the Sunshine Coast. Beautiful high peaked mountains surrounded the ferry route, giving us a feeling of grandeur. The drive from Langdale took us through outstanding scenery, but nothing compared to what we saw when we arrived at La Piedra de R. Truly a paradise.

Their home is built on an outcropping of rock (La Piedra) jutting out into the straits of Georgia providing a breath taking 270° view of the waterways, high wooded mountains and a picturesque red-roofed Lighthouse on a near by island. The surrounding grounds are densely wooded with an abundance of ferns and moss giving one the feeling of being in a rain forrest.

Upon our arrival Jim Craig, the Wagonmaster, guided us to a beautiful meadow with wild flowers surrounded by woods. Several motorhomes were parked here and a few were closer to the house under giant Douglas Firs.

A total of 35 persons were at the Rally...4 from Oregon, 5 from Arizona, 9 from B. C. and 17 from California.

Maurice and Peg Hemstreet did a tremendous amount of work to get the grounds ready for the Rally. The Craigs and Franzs came early and spent many days helping the Ryersons prepare for this Rally. They cleared the garage(which has huge windows overlooking the water) so we could dine, play games and have crafts under cover. The men had their Tech Sessions and repair sessions in the large shop.

Maurice Hemstreet was "The Sheriff" and kept a close rein on "The Gang" as well as keeping us in stitches a lot of the time.

The Rally was relaxing and unstructured. Each day started with 9:00 AM Coffee and Goodies, followed by Tech Sessions and Crafts. Afternoons were filled with walks through gorgeous scenery, card games, visiting and working on vehicles. Evenings brought Bar-B-Que and Pot Luck Suppers with a general complaint of "Too Much Good Food".

The two dinners were followed by Guest Speakers. Alan Hemstreet spoke on Canadian Forestry and his work in logging. The next night Vic Walker (friends of Edy and Len) spoke on his early experiences as a Mariner and his service as a Captain on the BC Ferries. A Raffle was put on by Millie Eller to support the Club. There were eight items to raffle off, and there were eight happy winners.

On the third evening, following another great potluck, each person told a personal Ultra Story...all of them wonderfully told experiences with their Ultra. Prizes were given to the three best stories. Maurice Hemstreet was voted into first place and received first prize. Tim Verschuyt and his two sons were second with Len Ryerson taking third place. Everyone there cast a vote.

Warm fellowship was enjoyed by all at the Sunday morning outdoor Church Services led by Dan Reinhardt. Esther Snyder played the chord organ with other ladies in the choir helping to get the rest of us to sing under the canopy of green trees. A surprise ending to the Sunday service -- a large box of fresh ripe fruit from the Okanagan Valley appeared! No one was around but we later learned that it was furnished by Ryerson's neighbor. Um Um Good!!!

On Monday at 8:00 AM 27 of us were taken 28 miles by school bus to Egmont where we boarded the Malibu Papoos, a 50' Excursion Boat, which took us up the Price of Wales Reach into Princess Royal Reach through Queens Reach into the Princess Louisa Inlet. The fast waters of the Skookumchuck as we entered the inlet was spectacular. We cruised up the whole length of the Inlet and viewed Chatterbox Falls as well as other smaller ones, surrounded by a wilderness of very high cliffs covered with forest. On the return trip we stopped at the entrance of the Inlet to tour the Malibu Club Youth Camp... a summer resort for young people only.. The crew not only served us lunch but had snacks the whole day. The whole trip took about 8½ hours.

The weather held good for us throughout the whole Rally, even tho' a couple of mornings at coffee break we had a bit of a drizzle.

Special thanks goes to Len and Edy Ryerson who made this Rally possible and who were Terrific Hosts.

Written and Submitted by: John & Anita Shattuck





Business Meeting--1993 National Rally, Spruce Lake Campground, Estes Park, Colorado September 20, 1993

The meeting began at 11:02 AM, Vice President Norm Helmkey presiding. Treasurer Louis Griggs gave a report on the finances of the Club. (for figures see elsewhere in this Newsletter). Ron and Yvonne Hodges, as audit committee, reported auditing the Treasurer's books from August 1992 to June, 1993.

Robert Ackerman and Roberta Franz were appointed as election tellers.

Wagonmaster Mel Dinesen reported 29 families, all Ultras, 2 cars. 7 California, 5 Florida, 3 Colorado, one each from Pennsylvania, Arizona, New Mexico, Ontario, Maryland. Sheriff Ed Harrison reported fines (for not wearing badges) total \$1.50.

Vice President Helmkey reported that UVMCC has lost 28 members in 1992, but only received 12 new members. A committee of Norm, Pat Fitzgerald, and Maybel Griggs was appointed to send out a letter to members lapsed in the past three years to survey their reasons for dropping out. A postpaid addressed envelope is to be enclosed. (This letter has been sent--46 copies, dated 11/5/93)

The matter of Club liability insurance was discussed. State Farm Insurance Company, which has had this insurance coverage for the last 28 years, sent notice that they would no longer write this policy. The 1993 premium was \$418.00, with no claims against the Club ever. Ernest Newhouse has contacted other insurance companies; getting quotes of \$1500 or more. Out of state insurance companies apparently did not want to cover a California chartered corporation. Pat Fitzgerald originated a motion that the new President of the Club appoint a three member committee to look into the possibility of forming one Club under CORSA (Corvair Society of America), this committee to present a written report in six months. Motion carried.

Louis Griggs reported for the East that the 1994 National Rally will be in Wilderness Point Camping Resort, Henderson, Arkansas dates 9/14 thru 21/1994.

Voting was held on Agenda Items 1,2,3,4--revisions to the By-Laws. #1,2,4 passed. (these changes are printed in the Directory changes in this Newsletter).

Election tellers reported: Gordon Harvey, President; Jean McMasters, Vice President; Maybel Griggs, Secretary; Louis Griggs, Treasurer; Director, West-Nobia Suckow; Director, East-Ruth Harvey; Director, East-(one year term) Jim Foust. The Ernest Newhouse Award--Robert Franz.

A proposal to increase the National Rally from \$5 to \$10 was proposed by Bob Ackerman; motion was passed. This will affect future National Rallies.

Vice President Helmkey has been in contact with the Chamber of Commerce, Hutchinson, Kansas concerning a 1996 return National Rally there. The C of C is very interested. Expect further developments along this line.

The following 100,000 mile awards were given: Harvey-500,000; R. Ackerman 200,000; Honer 200,000. Other awards: best engine compartment, Jim Craig; best interior, Warren Suckow; best exterior, R. Franz; most bugs, Harvey; farthest miles, Granger.

The meeting adjourned at 12:40 PM.

Respectfully submitted, Maybel Griggs, Secretary

Maybel Griggs



THE NATIONAL RALLY - ESTES PARK, COLORADO

September 1993

The snow fell, the wind blew, the temperature dropped and the next day the sun came out and in twenty-four hours it was all gone and it was beautiful for the duration of the rally.

Wagonmaster, Mel Dinesen reported the following units attended: 20 Ultra Vans, 1 GMC, 1 Balboa, 1 Dodge and two cars.

Sheriff, Ed Harrison caught several people without their badges (some twice) and reported donations of \$1.50.

The following received 100,000 miles plaques:

Bob & Arlene Ackerman (Their 2nd for 200,000 miles - Wow)
Hal Honer 100,000 miles
Gordon & Ruth (500,000 miles-Holy Smokes)

Other awards that were presented:

Hard Luck - Pat & Marge Fitzgerald - burnt valve & etc.
Long Distance- Dick & Bonnie Granger - 2,186 miles
Best Interior - Warren & Nobia Suckow
Best Exterior - Bob & Roberta Franz
Best Engine Compartment - Jim Craig
Most Bug Splattered - Ruth & Gordon Harvey

The rally site was a real nice spot with a small lake and stream that produced some great trout for some folks for which a fish BBQ followed.

Several ladies craft sessions as well as technical sessions for the men were held. Each morning was visiting time during coffee and snacks, at which time many small gifts were given away. Most of these were donated by members and the owners of the campground.

Several tours were taken around the area which included: Trail Ridge Road, Fort Collins Balloon Glow and the Budweiser Brewery and the local Standley Hotel, and an auto swapmeet. Great fun!

On Monday after the general meeting a Stew Cookout was held and only about a dozen members came, but all reported that it was very delicious. So if you didn't make it, you missed something special.

The rally's final affair was the installation of officers at a local Mexican Cafe. Good food and fellowship. Several couples met at Christy's in Boulder the next day and enjoyed tours of the Celestial Seasonings Tea Plant and McGuckin's Hardware.

Thanks to Christy and others that made it all happen.

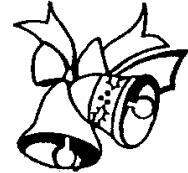
Jim Craig - 163



Christmas Greetings

1993 National Rally

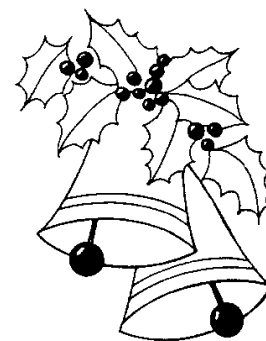
Expenses:	
T-shirts (7 left over, to E. & W. Mdse. Chairmen)	\$271.20
Trophy nameplates	36.07
Copies made (Rally schedules, etc.)	19.28
Staples--coffee, doughnuts, etc.	57.61
Mail to Christy	4.64
Canned sodas for Sunday (purchased by Christy)	8.00
Bread for stew	9.00
Total	405.80
Income:	
Registration fees collected	120.00
T-shirts sold	185.00
Total	305.00
Loss on Rally	\$100.80



Above submitted by Jim Craig, Rally Host

Ultra Van Motor Coach Club, Inc. Treasurer's Report 3rd Quarter, 1993:

Balance June 30, 1993:	\$3892.82
Receipts:	
Dues	560.00
Benham interest	17.42
Tech tips sold	9.00
Directories sold	6.70
From Merchandise Chairmen :	132.45
Sheriff fines at National Rally	1.75
Dividend, Al-Gar Federal Credit Union	14.16
Total income for quarter:	1141.48
Expenses:	
Postage (mail Newsletters, etc.)	204.30
Merchandise bought by Merchandise Chairman	425.29
Print Newsletter	177.84
Print Directory	420.00
Filing fee-Secretary of State, California	5.00
Loss from National Rally (see above)	100.80
Total expense for quarter	1144.73



	3892.82
	<u>+1141.48</u>
	5034.30
	<u>-1144.73</u>
Balance September 30, 1993	\$3889.57

Respectfully submitted, Louis C. Griggs, Treasurer.

ULTRA POSTSCRIPTS ★★★★★

Dear Ultra Friends: A story is told about three shoemakers along the same street in a town in Ireland. Above the entrance at one of them was the slogan, "BEST shoemaker in the WORLD"; above the door of the second was, "BEST shoemaker in the UNIVERSE"; while the third showed a more modest claim, "BEST shoemaker on this STREET". Question: Which of the three had the most effective slogan? Is ULTRA VAN MOTOR COACH CLUB the best in the world, or...the best in AMERICA? Maybe we should settle for it just being the BEST.

"Anyone who doesn't cultivate a sense of humor will see weeds growing on his disposition." -- Perkins

PLANTING SEEDS: Citizens of ancient EGYPT, as well as people in other countries of long ago, planted their fields of grain entirely by hand. Here in the U.S. we still do hand planting, but mostly in our home gardens. TODAY--large farm fields are all planted by tractor and fully mechanized equipment. Your CLUB is much like a field of grain. We renew our memberships early each year...then "reap the benefits" all year long. If perhaps someone has not yet renewed, now is still a good time to check the inside front cover of the Newsletter and mail it in. Like ripening fields of grain, we reap valuable friendships coast to coast, helpful information, Ultra Rally fellowship and good will all year long. This is just a friendly reminder to "plant" your seed (mail that check) now.



"Most banks have their PENS on a chain. How come we trust banks with our money but they can't TRUST US with their pens?"

VEHICLE ON FIRE: During breakfast hour each morning we often listen to KFVB, the 24-hour News Station in the LA area. Almost every morning the Traffic Reports include a truck, auto, van, or motorhome "on fire" along one of the freeways leading into Los Angeles. Some days there are several vehicles burning. What does this suggest? It would seem that each one of us should exercise a little MORE caution in this regard. Several years ago, my Uncle and family drove Interstate #10 to visit us. Upon arrival, he mentioned he could smell gasoline fumes on the way. Hours later, as they were leaving, we raised the hood of his late model car. He started the engine as we watched. A fine mist of gasoline sprayed out from a tiny crack in the hose leading to the carburetor from the fuel pump. If we hadn't checked and corrected the defect, no doubt there would have been fire or perhaps even an explosion on their trip home. Solid copper lines (as installed on most Ultra Motorhomes) are less apt to fail---but check the end connections with the engine running.

CONFUCIUS SAYS: "Age makes people wise." Most of us might think, "Not necessarily; rather, it is EXPERIENCE that makes people wise."

POSTSCRIPTS #2

THE NATIONAL CONVENTION: Reports indicate a great time was enjoyed by all at this Fall's Rocky Mountain retreat. A very sound and stable group of executives have accepted management of your Club. The Colorado general meeting announced Officers and Directors elected to serve for the 1994 Club year. Congratulations! Good things will happen. Keep tuned. We want to express our appreciation, too, to those who served so well the past year. Dr. Robert Franz was voted to receive the Newhouse SILVER MEDAL. Bob and Roberta have performed beyond the call of duty many times over the past decade. Our best wishes to them and all members. The new administration would appreciate volunteer assistance at rallies, as HOSTS for rallies, or other help. Those who get involved, receive the most BENEFITS. That has been our own experience; others say they agree.

"The bonds of MATRIMONY are like any other bonds--they mature slowly."

LIABILITY: Commercial liability insurance has become almost prohibitive in cost. Many small businesses are closing up shop because liability premiums cost all their profits. Doctors retire rather than pay up to \$70,000 annual-premiums. Today we are in a "sue-happy" climate. Months of investigation brought no satisfactory result for Ultra Club. Then the thought occurred to contact some of the Sports car and Antique car CLUBS around LA that we used to supply (many years ago) through our automotive businesses. Finally, obtained the phone number of an Insurance Broker in Pennsylvania that specializes in sports-vehicle and club-type coverage. Several locals use its protection for their frequent shows. After calls to Upper Darby and then receiving Forms to fill out, it looks as if Ultra might be on track. The Policy has not yet arrived; but it is expected.

APRIL FIFTEENTH: It doesn't matter if you are retired, or...if you are still climbing the ladder. Income taxes can be of concern. Several have asked for suggestions. There are a number of strategies one can accomplish BEFORE the year ends. Not one of us can escape the new higher gasoline tax. Top Estate Taxes have also been increased to 55%. Your properly drawn Will or Trust can reduce or eliminate this bite. Anyone who paid, say, between \$1,000 and \$30,000 to the IRS last year, should evaluate each point here to see if it applies to his or her situation. It doesn't matter too much, either, if you fill out your own #1040 Forms or...if you trust a CPA. No one can avoid trouble with the IRS by giving up deductions. Selling some equity AT A LOSS before 1993 ends, in order to "create" a good deduction could be wise for many taxpayers. Others study up on tax law to help avoid problems and get smart in such matters. The way we look at it, if someone has never had an audit, he probably is paying TOO MUCH tax. Often, it is said, those who OVERPAY do not receive a refund for sending the IRS more than required. Families that qualify might wish to put the very MAXIMUM into their IRA fund or 401(K) plan. The coming year will further jump the income tax take for most Americans. The best way to cope is to use every LEGAL deduction available when filling out your #1040 in April. Most CPAs are just too swamped to offer much personalized help in this regard. So it is up to each individual taxpayer to analyze his or her own situation, learn the rules, and point out areas where there may be a proper and perfectly legal deduction. Tell your CPA what to check. Good luck.

WHALES ON WHEELS: The Fall issue of "Whales" was just received. Christy Barden #603 is to be commended for his comprehensive articles and good editing. Many photos helped renew memories. Well done!

Merry Christmas and a Happy New Year to all

Ernest

DIRECTORY CHANGES:

Page D-6 Robinson Saint Louis, not Saint Charles

Page D-10 David Peterson also owns a Number 332; Ultra apparently made two coaches with this number.

Page D-17 address change James H. Amos
9830 E. Lemon
Arcadia, CA 91007-7931

Page D-18 reinstate: Ralph & Vicki Bates #313
2900 Six Mile Road
Athens, Mi 49011
Ph: (616) 729-4078

Page D-21: Clark --change P. O. Box # to 787

Page D-21 reinstate: Gordon & Irene Coddling #293
3724 John L. Avenue
Kingman, Az. 86401
Ph: (602) 757-4746

Page D-21 Coen Phone: (614) 593-5431

Page D-22 New member: Robert Craig
401 18th Street
Manhattan Beach, CA 90266
Ph: (310) 546-7929

Page D-22 remove Thelma Cook (deceased)

Page D-23 Dinesen Ph: (702) 397-8608

Page D-23 Eller Ph: (213) 660-3883

Page D-24 New member: Bob & Rachelle Ennis
13423 Laraway Drive
Riverview, Fl. 33569
Ph: (813) 671-4249

Page D-26 A. Greene Ph: (407) 795-1173
or (407) 795-1177

Page D-26 Elga & Hilda Green
Area code is now 310

Page D-29 Honer- city is Arvada

Page D-30 Ed & Betsy Hull have coaches #239, 249, 551

Page D-31 Keith --remove Wilfred (deceased)

Page D-32 New member: Robert & Mary Kimble #477
6235 Edna Road
San Luis Obispo, Ca. 93401
Ph: (805) 543-1449

Page D-33 address change Glann & Craig Lee
137 Brooke Elyse Lane
Max Meadows, Va. 24360
Ph: (703) 637-6839 (res.)
(703) 637-4244 (Church)

NOEL



Christmas Greetings

Page D-35 address change Moen
13995 Pineland Circle
Magalia, Ca. 95954

Page D-36 New member: William & Sunny Naumann
6722 N. E. 179th Street
Vancouver, Wa. 98686
Ph: (206) 573-8613

Page D-38 Potter-remove Marian (deceased)

Page D-46 New member: Lon & Joann Welch #336
P. O. Box 669
Connell, Wa. 99326
Ph: (509) 234-0811

Page D-47 (omitted before) Jerry & Pat Zeaman #337
4611 Monte Cristo
Glendale, Az. 85306
Ph: (602) 9338-1531

Page D-49 1974 May 16-19 Hiawatha Wildlife Kampground KOA

Page D-64 Art. XVII (at top of page)
Section 5 -- delete second sentence. (cross it out)



HAPPY
HOLIDAYS



We regret to report the passing of the following members: Thelma Cook #316; Wilfred (Bill) Keith #217; Marian Potter #394.

BILL KEITH MEMORIAL

Dear Edy & Len:

Would like to thank you and the others for the memorial to Bill. I gave it to the two things Bill donated to...The Childrens Village in Couer d'Alene (for battered and unwanted children) and to the PBS TV Station. He seldom watched anything else. Then I bought a tree! He didn't exactly like the tree I had in mind because it was messy! But I liked it and Bill is not here to complain and I can enjoy and think of his grumbling.

Thanks again, it was very good of all of you to think of him. He would have liked that.

Your Ultra friend,

Dee Keith

It is with deep regret that I report the passing of Thelma Cook -affectionately known as "Cookie" by many who knew her.

She ordered her Ultra from a catalog and waited eight months for completion. Then went to Hutchinson, Ks. to pick it up. She stayed a week, making sure everything was right before she left there.

She has been to many rallies -Eastern and Western, and mostly by herself -she also belonged to the "Loner's Club, as well. She's had so many experiences and stories to tell of her adventures along the way. I always told her that she should write a book about her travels -and she could have--she was a talented lady -has painted many beautiful pictures, did other art work, as well as being an excellent seamstress.

She wanted to make one last Rally so badly, and knew she wasn't able to drive all the way to Canada in her Ultra. She had purchased her ticket to fly there to see old friends at Ryerson's, but her health had been failing fast, and her tiny frail little body just gave out--but she was a fighter to the end. She was 86 yrs. We will miss her. Resume submitted by Evelyn Donaldson.



Thelma Cook of Lakeside

ULTRA COACH CLUB ARCHIVE REPORT #8 - November 1993
by Norm Helmkey #356/486/547

Its been a while since the last archive report, so here is the latest. There are eight 3 inch binders full of Ultra memorabilia. Quite a bit more has arrived in the last six months and over the winter, I hope to add several more volumes. For newer members, the archives began in 1989 and include UVMCC newsletters from 1966, letters to Ultra Inc. from owners and prospects, from Ultra Inc., bulletins, correspondence, sales literature, manuals, mailing lists, wiring diagrams, etc.

We are always looking for more and last spring Walt Davison donated several factory wiring diagrams. At the Colorado rally, Mel Dinesen provided a real early brochure from Oakland in which his coach #200 was featured. This ad is significant, as it specifically mentions the Chevrolet Step-Van windshields, the "GO-HOME" coach name and describes it not as just an RV, but also as a commercial vehicle with eleven typical applications mentioned. On one side of the ad, the length is 24 feet, on the other it is 22 feet. The price, just \$6,995. This ad is likely 1964 or 1965. I will publish it in a future newsletter.

The Master Roster mentioned in Report 7 was begun by entering current owners and regressing through old rosters back to 1966. Then, names from a 1970 Ultra Corporation mailing list were added. Dave Petersons original card file was borrowed from Christy Bardon and from it a lot of original owner information was added, along with delivery dates of many Ultra Vans. These helped identify many original owners and charter members. So far, there are now 1,077 names and last known addresses on the Ultra Van Motor Coach Honor Roll Of Owners.

At Hershey, there were again three Ultra Vans on the Green Field and many stopped to chat and ask about them. Each year there is more and more interest. I talked with or learned of several people who own Ultra Vans that do not belong to CORSA and did not know about UVMCC.

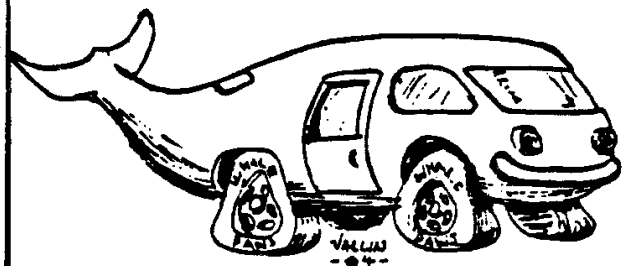
I met Mel Winters, who owns a welding company in York, Pennsylvania. The company specialty is ramp recovery trucks. He told an interesting Ultra story that only Dave Peterson can verify.

In 1964/65, Mel read an article on the Ultra Van and being an engineer, doubted the claims Dave Peterson was making for the Ultra Van. He phone long distance to California and talked to Dave at some length. After hanging up, he reflected on the conversation, still having doubts, he called a second time, to discuss aspects not covered in the first call.

Dave apparently was convincing and suggested Mel come to California to see for himself, offered to pay the airfare if the claims were false. Mel having nothing to lose and headed west. Dave met Mel at the airport in an Ultra Van (don't know which number). On the highway, Dave drove the Ultra like a sports car and over the next few days, Mel was so impressed, he placed an order for an Ultra Van.

After several weeks, Mel received a call from Dave, asking if he would testify as an expert witness, in a court case involving an Ultra Van. I'm hazy as to where it was, but Georgia sticks in my mind. Either a doctor or professor had sued Dave to get his money back, claiming the Ultra was not as advertised. A mutual agreement was reached and as a result, Mel took delivery of the coach in dispute. He remembered it as being #15 and Dave's file cards confirmed the number. Not being a joiner, Mel declined to become an associate member of UVMCC.

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

In the last newsletter we devoted quite a bit of space to brakes and the response was so positive, I've put a few more brake tips in this issue.

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

The tech sessions at the National were well attended even though we had to sit around a fire to keep warm. In spite of the chilly weather, I managed to sunburn my face and forehead because I forgot to wear a hat, but even more importantly, forgot that the sun is extra powerful at high altitude. If your skiing this winter, make sure you use a sun blocker.

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

On the weekend of the National, some of us went over to an old car meet at Loveland. In the East we call them old car "flea-markets", but out West I learned they are called "swap meets." It was no Hershey, but even in the rain, the same enthusiasm existed between sellers and buyers.

There were some bargains like a new NAPA electronic fuel pump for \$9 and a complete Chevy II disc brake set-up for \$150. Since it was late in the day and raining, the vendor took my \$100 offer. Now I had the problem of getting 100 pounds of heavy iron, back to the campsite, then 1,800 miles to Canada, then 1,500 miles more down to Florida. It probably would have been smarter to pay the Tampa auto wrecker the \$150, but in the heat of haggling, who could pass on such a bargain. Tip 93-35 covers the planning part of the disc brake conversion. I hope the installation is done by January so I can write it up for the February newsletter.

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

We've talked for a long time about publishing a list of specialists that members (especially new ones who have never been to a rally and don't know anyone) could contact to talk about their Ultra related problems. In Tip 93-34, I've taken a stab at producing such a list. Hopefully, it will be expanded in the future and be republished at least once a year.

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Tip 93-36 covers emergency recovery services and the need for a list of qualified repair locations. We have written to over 50 CORSA listed Corvair repair people to set-up a list of "Designated Repair Locations" which a recovery service needs to move an Ultra for repairs. The Corvair Doctor, Don Harrington from Hawthorne, California was the first to reply, he says it is an honor to be an official UVMCC Repair Location.

In the past year, many new owners have asked for a list of people they could call, to help resolve problems they have in their "new" Ultra Van. In addition, I always suggest carrying a CORSA Membership Roster which lists phone numbers of Corvair enthusiasts who may help.

Best of all, find and fix problems before you leave home. "Words of wisdom," from Dykes Motor Encyclopedias (the early bible of automotive repair). We should adopt the preface to Dykes as our motto:

"A minute of care is worth an hour of repair."

I've not asked all the people listed below if they will serve, but in the spirit of Ultra Vanning, know they will help or guide a caller to someone they feel can help. I know I've overlooked some, so please don't be offended, let me know, we need others on the list. The idea is to have help in each geographic area so long-distance charges can be kept low. Also, if you want off the list, tell me. It is my intention to revamp and re-publish this list frequently. Also, let me know what other categories you want covered.

Match number to name on list below

| | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 |
|------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Automatic Transmission | | | X | | X | | | | | | | | | |
| Brakes | X | X | X | | X | X | X | | X | X | | X | | |
| Corvair Driveline | X | X | X | | | X | X | | X | | | | | |
| V-8 Driveline | | X | | | | | | X | X | | | X | | |
| Toronado Driveline | X | | | X | | | | | | | | | X | |
| Electrical | X | X | | | | | | | X | X | | X | | |
| Graphics | | X | | | | | | | | | | | | X |
| Paint | X | X | X | | | | | | | | | | | X |
| Ultra Hull Structure | X | X | X | | | X | X | X | X | X | | X | X | |
| Sheet Metal | | X | | | | X | | | | | X | X | | |

- 01 Howard Boso 602-982-1596
- 02 Jim Craig 619-366-9104
- 03 Walt Davison 305-444-1937
- 04 Jerry Dute 216-355-4101
- 05 Art Eller 213-665-3457
- 06 Chance Fitzgerald 619-366-9104
- 07 Pat Fitzgerald 813-474-6468
- 08 Gord Harvey 813-541-3433
- 09 Norm HelmKay 613-394-3054
- 10 Roy Muranaka 818-366-9602
- 11 Morris (Randy) Randle .. 813-642-6610
- 12 Len Ryerson 818-349-5058
- 13 Len Tekaot 805-397-9189
- 14 Bill Welle 813-488-6435

Disc brake conversions types:

1. Front disc/rear drum, the easiest option.
2. Front drum/rear disc (standard on the V-8)
3. Front & rear disc, for some, the ultimate, but adding rear discs is not easy without going to another rear hub design.

I think the easiest option is 1, since the original Ultra had Chevy II front drum brakes and front disc brakes were optional on the Chevy II. The change is simplified by using the complete Chevy II spindle, rotor and caliper assemblies. Everything from a junkyard sells for about \$150.

There are a few problems to overcome. Ultra steering arms are shorter, but they can be switched by just unbolting and bolting back on.

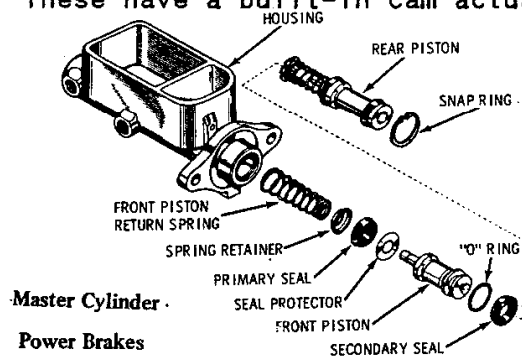
Standard Chevy II brake hoses are too short. One of the following hoses can be used: GM p/n 9758214, EIS p/n SP 5363, NAPA p/n 36675 or Wagner p/n F 86578. As these are only 22 inches long, the existing steel brake line outlets have to be moved to just behind the bell-crank opening.

Unfortunately, Ultra used an upper type ball-joint in both the upper and lower positions of the "A" arm. These have a smaller taper than regular lower GM ball-joints. A tapered adapter sleeve must be used to fill the gap to make the Ultra lower ball-joint fit tight in the Chevy II disc brake spindle. These are available at many hot-rod shops.

The correct master cylinder must be used. Notice, in Figure 1, (manual brake master cylinder) the large reservoir (used for the front discs), is closest to the pedal. In the power brake set-up (Figure 2), the large reservoir is farthest from the pedal. In the power type, the nose of the master cylinder is sealed into the booster. If the seal fails, it can suck the fluid out of the reservoir, which in this case would only cripple the rear brake circuit.

Finally, the left spindle has to be drilled to match the opening for speedometer cable assembly that exists in the original Ultra spindle.

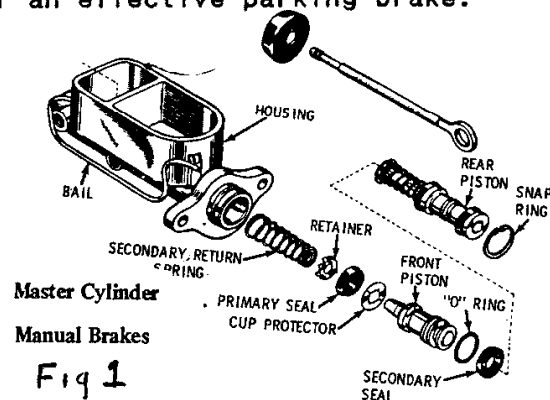
In the V-8, Ultra used the Corvette fixed caliper system (like 2) which incorporates a small drum parking brake in the center of the rotor that is useless. Luckily, the V-8 transmission has a PARK position so one does not have to depend on the terrible parking brake. Some Ultras have been converted to disc using Eldorado/Riviera hubs and disc assemblies. These have a built-in cam actuator for an effective parking brake.



Master Cylinder

Power Brakes

Fig 2.



Master Cylinder

Manual Brakes

Fig 1

There's been Emergency Road Service (ERS) from organizations in the USA (like AAA, All State, ACA, etc) and in the Canada (like CAA, DAA, NAL, etc.) for years, but ERS with recovery for motorhomes is relatively new. One reason for these new RV services is traditional servicers were often unwilling to recognize the ever increasing RV market. RVers needed more than the local tow truck when their big rigs broke down (common when the RV is only used a few weeks a year). Also, the old-line clubs added unreasonable extra premiums on top of the basic automobile charge for RV coverage. RV clubs like FMCA, Good Sam, etc. saw the need for a unique service that catered to the big RV and saw a nitch in the market which the auto clubs had left wide-open.

Club plans like FMCA, Good Sam, AAA, Coast to Coast, etc. require you to be a member and some plans limit the number of times the service can be used each year or have extra charges for long distance. At least one plan provides a discount if you sign-up for 3 years.

Roy Muranaka, discovered an under \$100 premium, saved a \$1,000 recovery charge, when he broke an axle on #603 and the coach had to be transported nearly 150 miles on a ramp truck. Magazine articles tell of rigs being moved over 400 miles to a qualified service location without extra cost.

Some plans include extras in addition to the basics of fuel delivery, towing/transporting, dead battery starts, lockouts, tire changes, etc. Examples are:

- * Every day car covered, optional extra cars
- * Unlimited distance to qualified RV service
- * Trip interruption coverage
- * Vehicle return if driver injured
- * Personal problem assistance

The chart shows examples of services offered. This is by no means a comprehensive listing. Call the number listed to get a package covering their particular plan. UVMCC does not endorse any specific plan.

AAA (contact local unit through phone book listing)
 Camping World, ERS, Box 9105, Boston, MA 02155 800-828-4258
 FMCA RV Assist, 225 Alcazar Ave, Coral Gables, FL 33134 800-443-4187
 Good Sam, ERS, Box 700, Agoura, CA 91301 800-234-3450
 RRR RV ERS, 275 E. Hillcrest Dr, Thousand Oaks, CA 91360 800-999-7505

| | annual ERS charge | multiple year discount | must be member | member-ship dues | extra vehicle charge | mileage and use limit |
|---------------|-------------------|------------------------|----------------|------------------|----------------------|-----------------------|
| AAA | \$111 | no | yes | in ERS | \$? | yes |
| Camping World | \$ 99 | no | no | none | \$20 | no |
| FMCA | \$ 75 | yes 20% | yes | \$25 | \$15 | no |
| Good Sam | \$ 99 | no | yes | \$19 | \$? | no |
| RRR RV ERS | \$ 70 | no | no | none | \$10 | no |

Initial UVMCC Designated Repair Locations

Corvair Doctor 13727 Inglewood Ave. Hawthorne CA 90250 213-COR-VAIR
 Larry's Corvair 12831 Cerise Ave. Hawthorne CA 90250 213-970-9233
 Howard Boso UVMCC Member see 1993 roster page D-19
 Craig's Corvair UVMCC Member see 1993 roster page D-22

If you're selling an Ultra Van, borrow or rent a video camcorder if you don't have one and make a "sales video." Its a great way to show a potential buyer the features and to avoid misunderstandings by making the vehicle condition apparent. In the advertisement, mention a video is available at nominal cost (\$5 or \$10) refundable when the video is returned. Mall containers are available at video stores.

Write a script and practice it several times before taping. Start by showing the coach driving into a nice location, perhaps a nearby park or at a beach. Slowly, do a walk-around, describing various aspects of the coach as you go. Mention the mileage up front, if high, comment these are virtually all highway miles which are relatively easy on the drivetrain. If the engine has been renewed, tell how many miles are on the new motor.

Turn the front wheels to the left as far as they can go as the coach is parked and during your walk around, comment on how sharply the Ultra Van wheels can be turned (50° and mention the turn-around circle is smaller than most pick-up trucks). The condition of the tires can also be seen with the wheels turned out. Remind the viewer that duals or heavy truck tires are not needed because of the light weight. If there is any body damage or corrosion, show it so there will be no comebacks later.

As you walk-around, comment on sliding side windows, the large windshield and side dining window. Point out the locking gas door (maybe here mention the tank size and miles per gallon) and the propane tank size and location. Coming around the rear, show the back door (mention it as an extra safety exit), storage compartments, wide body (8 ft 2"), length (22 ft), tanks sizes and how they are drained. Go slowly over improvements that have been done on the running gear, body, etc. (like big door window, screen door, new shocks, engine, wheel bearings, muffler system, dual master cylinder, brakes, air conditioner, 115 volt generator, etc). Pause for a moment to complete the details, then as you come to the door, mention the kitchen fan and water heater as you reach for the door.

While outside, don't comment on the inside, leave these until you are actually inside. As you enter the coach, comment on how low the step is, if parked by a curb, even better. Make sure the inside is neat and tidy, swing the camera from front to back and then back to the front, showing through the front window, commenting on the unobstructed view. Sweep across to the driver's position describing everything as you go, don't forget the defroster fans, radio, tape deck, front heater, extra gauges, CB (if applicable), and other nice improvements you may have made.

Its a good idea to also have a list of every improvement done to the coach. If new drapes or curtains or sun shades have been added, make sure you comment on them. As you go back, comment on each item the camera is focused on, the couch, table, bookcase, counter, refrigerator, range, exhaust fan, water pump, clothes closet, bathroom, shower, bed:

Don't forget to comment on the headroom and storage cabinets all over the coach and how well insulated it is against the cold weather. As you finish up, mention the price and how it will improve as the coach gets older, being it is a fairly rare collectable. Once more outside, have the vehicle drive by and scan across the vehicle as it goes off in the distance.

Most of us are aware of the importance of maintenance, yet the wipers are one of the most neglected items. Some don't even have wipers, relying on chemical dispersers like Rain-X.

The American Optometric Association, says over 90% of driving decisions are vision based, but a recent study showed 52% of wipers blades in service are bad. Washer systems were no better with 30% inoperative because they were out of washer fluid.

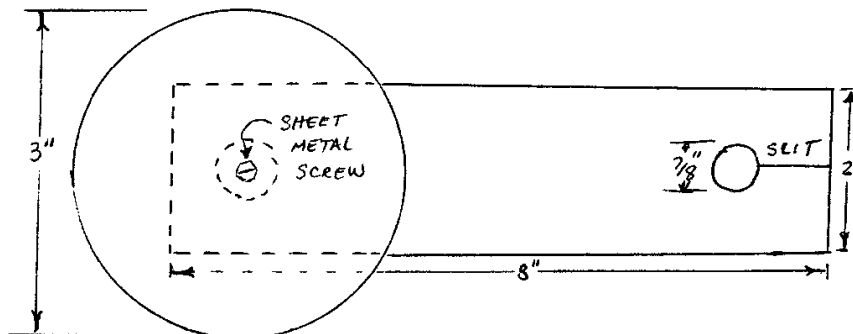
Natural rubber is used for wipers blades because of its squeegee wiping property and superior resilience, but it is destroyed by chemicals and exposure to the elements, especially the sun. Tests show wiper blades become ineffective after only six months on vehicles in Arizona, California, Florida, and Texas where over half our coaches are based.

Replacing the rubber part of the wiper is an easy maintenance task. Check the blade for tears or splits and the arm for a tight fit. Does the blade leave streaks or unwiped areas? Also, to supplement (not eliminate) the wiper blade try Rain-X or similar water disburser on the outside and a demister on the inside. Remember, when using propane appliances, they liberate a lot of water vapor which condenses easily on the inside of the windows. If its below freezing outside, this can cause instant frost inside and the defroster fans in most Ultra Vans are not too effective.

A mouse or snake can easily get into the Ultra hull through the hole where the Pitman arm goes thru the front wall of the wheel well. An easy way to fix this is as follows:

Cut a piece of aluminum 2 by 8 inches. One inch in from each end drill a hole the same size as the Pitman arm shaft. Slit one end and bend to allow the shaft to go in the hole, than bend back so the aluminum surrounds the shaft.

Next, cut a 3 inch circle of aluminum. Fasten it into the front wall of the wheel well through the other hole in the piece of aluminum with a short sheet metal screw. The circular piece keeps the 2"x8" piece flat against the wheel well, but lets it wobble around, as the Pitman arm goes back and forth.



TECH TIP NO. 93-40 SUBJECT Using Campground Electricity
UV MANUAL SECTION 04 PAGE 04-15 AUTHOR Norm Helmkey #486

With the high daily cost of campgrounds, some have asked if there isn't more on-board appliances that can use electricity brought into the coach through the shore-line.

Some companies like, R & M Hydrotherm, P.O. Box 1395, Hemet, CA 92546. (call 1-800-468-8763 for their brochure), have developed packages to convert some range top burners to electric elements. They also make an immersion heater called the "HOTT ROD" to thread into an existing hole in most RV propane fired water heaters.

Converting the top burner of a range should not be hard. Find a "Calrod" element, connector and switch from an old junked plug-in apartment stove. You must have a separate fuse or breaker and do not use any element which requires 220 volts or exceeds 1,200 watts.

Many building supply store sell lightweight instant in-line electric water heaters. A fairly new idea is the electric tea-kettle with a 1,000 to 1,200 watt electric element in the base of the kettle. These are so efficient they can boil water faster than a microwave.

Another idea is a small ceramic electric heater which stores many BTU's in a ceramic heat-sink. These units are light weight, usually have a fan-only option and can output upto 6,000 BTU's of heat while drawing only about 1,000 watts.

A small microwave oven is a great way to go for cooking in the campsite while hooked-up. One unsung microwave benefit is it works so quickly the inside of the coach is not warmed much, a very important feature in hot weather, especially if you don't have air conditioning.

Another great benefit of using electricity instead of propane. The windows fog up less as electricity produces dry heat, unlike propane which liberates vast amounts of water-vapor when it is burned.

TECH TIP NO. 93-41 SUBJECT Storage Containers
UV MANUAL SECTION 19 PAGE 19-03 AUTHOR Maybel Griggs #334

Small clear plastic containers like Tic-Tac boxes, some 35mm film cans are great for carrying spare E-clips, set screws, snap rings, paper clips, thumb tacks, drapery slides, etc.

TECH TIP NO. 93-42 SUBJECT Tank Repair Kit
UV MANUAL SECTION 05 PAGE 05-19 AUTHOR Norm Helmkey #486

The Syon Corporation has developed an repair kit that is said to work on gasoline as well as water tanks. It can be used to make permanent repairs up to one inch in diameter. The recommended retail price is \$11.95 and is available at most RV outlets. For more details, write:

Syon Corporation
280 Elliot St.
Ashland, MA 01721

There certainly are many misconceptions as to what power brakes can do for you. As former President Nixon would have said; "let me make this perfectly clear."

Power brakes will not make your coach stop any quicker.

The basic purpose of power brakes is to reduce the pedal pressure effort and in most cases the length of pedal stroke.

The efficiency of a brake system is dependant on many factors, but in the most basic terms it boils down to how much friction is needed to stop a vehicle weighing a certain amount which is going a specific speed.

Pedal design and master cylinder diameter determines the foot force needed to cause the brake shoes to push against the drums to develop the friction needed to stop. Long pedal travel can reduce the foot force, but the farther the pedal travels, the longer it takes to build-up the force required. Adding power to the pedal design just makes it easier to shorten the stroke. Engineers use the following formula to determine how much kinetic energy must be overcome to stop.

$$\text{Kinetic Energy} = \frac{\text{Weight (lbs)} \times \text{Speed (mph)}}{29.9 \text{ foot pounds}}$$

You can see from the formula, weight and speed are vital parts of the equation and why it is important to keep the weight and speed low.

When making a conversion from non-power to a power system the pedal stroke and master cylinder specifications may be quite different, so it is important to get the matching hardware. Notice in Tip 93-35, the figures show the power and non-power master cylinders have different configurations.

The subject is complex, but if you want to get into it further, have your local librarian get you "The Brake Handbook" by Fred Puhn (ISBN # 0-89586-232-8). In Walton's and other book stores it sells for \$14.95.

The later V-8 coaches (perhaps 530 up) have a unique power brake set-up where an 11" power booster unit and master cylinder are mounted sideways under the front shelf. A bell-crank was designed to change the brake pedal stroke into sideways motion to actuate the power booster. In this installation, the master cylinder is filled by pouring the fluid through a hole cut into the top of the front shelf.

A nice part of this arrangement is the master cylinder is so high, the whole brake system can be gravity bled by one person without having to have someone pump the brake pedal.



Coaches for Sale

#274 Ultra Van. Corvair powered, 3.89 gears Double shocks in back. Stop loc on emergency brake. (works very well) Other improvements. Def Keith, 1529 Stevens, Rathdrum, Idaho 83858. Ph: (208) 687-0786. \$7900.

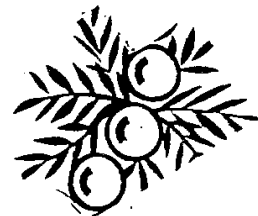
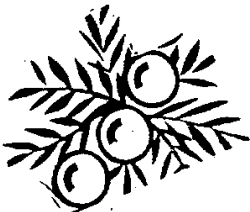
#286 1967 Ultra Van. 110 HP Corvair engine. 3.89 differential. Engine does not use or leak oil. Many updates; for more information contact Chance Fitzgerald, 111 S. 13th Ave. A5, Mendota, IL 61342; Ph: (815) 538-2283, FAX same number. An exceptional coach. \$8500.

'69 Ultra Van #435, 76,000 miles, Corvair 140 HP engine, 14,000 miles since total rebuild. Auto. trans., 4X11 gears in differential, clean in & out, excellent mechanical condition. Full details available. F. E. Boydston, 6829 Kelly NE, Albuquerque, NM 87109 505-821-1506 *Price \$7,495⁰⁰*

#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.

#T-2003 1969 Ultra Tiara. 454 Olds F. W. D. Dual A/C, 110-v generator. Well serviced-runs well-owned since 1978. Asking \$7500.00 David Browne 1000 Paul Street, Easton, Pa. 18042 Phone: 215-258-8978

Wanted-- lower control arm for the front of an early model Ultra Van. Contact Leonard Tekaat 1943 Driftwood St. Bakersfield Ca. 93309 or 805-3979189



Ultra Van Motor Coach Club, Inc.

Officers, 1994

President - Gordon Harvey
Vice President - Jean McMasters
Secretary - Maybel Griggs
Treasurer - Louis Griggs

| Directors: | Term expires: |
|--|---------------|
| West: Millie Dinesen | October 1994 |
| East: Jim Foust | October 1994 |
| West: Jim Craig | October 1995 |
| East: Bill Welle | October 1995 |
| West: Nobia Suckow | October 1996 |
| East: Ruth Harvey | October 1996 |
| Rally Chairman, West: Christy Barden | |
| Rally Chairman, East: Marge Fitzgerald | |

Merchandise Chairman, West: Jim Craig
Merchandise Chairman, East: Ruth & Gordon Harvey

Recipients of the Ernest Newhouse Award:

| | |
|----------------------------|------|
| 1982 - Edy Ryerson | #513 |
| 1983 - Fre Leary | #434 |
| 1984 - Threasa Vandersteeg | #525 |
| 1985 - Gus Brining | #393 |
| 1986 - Len Ryerson | #513 |
| 1987 - Louis Griggs | #334 |
| 1988 - Mory Snyder | #489 |
| 1989 - Mel Dinesen | #200 |
| 1990 - Jim Craig | #202 |
| 1991 - Pat Fitzgerald | #448 |
| 1992 - Warren Suckow | #331 |
| 1993 - Bob Franz | #472 |

D-1



G. The vote count for the Ernie Award shall no longer be reported. The Election Committee shall simply report the winner to the President.

H. The winner of the Ernie Award must have a minimum of 25% of the votes cast.

APPENDIX K -- SELL/SWAP/ SEEK OPERATIONS

Paragraph 1 -- Purpose

A. Ultra Coaches being out of production can present some problems relative to maintenance and repair. Many members have by diligent search and clever substitution, solved many problems, and sometimes have on hand items needed by other operators.

B. A section of each Quarterly Newsletter is reserved for the listing of available items.

Paragraph 2 -- Procedure

A. Members "place an ad" by submitting a typed or printed item to the Secretary.

B. The For Sale or Want Ad is limited to three lines including description, price, name, address & telephone number; limited to 3 items per ad per Quarterly Newsletter.

C. Insertions are effective for one quarter. No Club member will attempt to register sales or advise on continued availability of an item. The Club operates a service - not a store.

Paragraph 3 -- Related Operations

A. Supplementing the above, each Rally provides the setting for direct negotiation. (Swap meet, Flea Market et al) These activities are essentially "wide open".

B. Outside Source advertisements meeting aforementioned purpose, shall be made available or posted on rally bulletin boards by the Secretary.

D-72



  *Holiday*
Greetings

FROM YOUR OFFICERS



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.