

Ultra Van Motor Coach Club

Winter 1998

From the President's Desk - Don Richards

At the Anadarko nation Rally for 1998, concern was voiced by several members of the group of the increasing costs of operating the Ultra Van Motor Coach Club. A new directory needs to be printed with the changed addresses, phone numbers, names no longer valid and some in other categories, new members and some changes in the bylaws. The latest edition of tech tips incorporating many additions making it nearly as vital to the well-being of members as the Ryerson manual, needs to be printed and made available. Although the sale of the new tech tips will eventually equal the cost of the printing, there will be a lag of some years before this will happen and the club has precious little cushion to absorb this cost. The directory will be all expense as the club does not charge for them. Added to this is the increased cost of paper, postage and printing. Raising the dues does not seem to be a good choice.

One of the solutions to this dilemma was to incorporate the technology of the computer to handle some of these costs, as well as, speed up and streamline the work for the secretary. One of the amendments approved at the general meeting was to allow for more newsletters per year thereby adding to the costs of postage and handling of the newsletters, already an expensive item for the club's budget. It was determined that over half of the members have computers that could accommodate getting the newsletter as soon as the secretary composes them, at no cost through email, without the addressing, mailing, sorting, stamping, stapling, etc. the secretary goes through regularly (this is a volunteer job, you know) thereby saving time and considerable cost to the club. Those without computers could get their newsletter the way they have always come. In case of some members responding to ads through the immediacy of email before others would get their copies the usual way, the email versions could be sent out several days after the printed newsletters are mailed. This idea appeared to be received well enough at the meeting, but it was thought that the entire membership should have time to think about it and respond before it went further.

So this is a call for members to consider this idea, respond to myself or secretary Howell or your other officers, Vice President Jim Craig, and Directors to let us know what you think of the idea. Jim Howell could compose the newsletter, list the addresses push a key and it would be printer on my printer the next instant. He could also take the other copies to the post office and send them as they have always come.

Is this a choice? What do you think of it? Let us know!

In memory of Jim Foust - by Don Richards

Today was the first of November, a dark and dismal day with wind and rain and wet leaves clogging everything. It was made worse by the news I received of Jim Foust's death this past week. Jim had been a member for some time and came to many of the Eastern rallies and hosted, along with his wife, Mary, the summer rally for the Eastern branch of the Ultra Club close to his home at Laurel Hill State Park in Pennsylvania. Jim was one of the nicest persons I have ever known, gentle considerate, with a quiet deliberate sense of humor. He was an accomplished mechanic, a cabinet maker of great skill, a collector, a steamfitter and plumber who built his own house and landscaped the grounds and then built the little victorian cottage near his dam and water wheel. Although I knew him from several rallies, I wish I could have known him better. His friends will miss him and so will the Ultra Club. Our condolences to Mary.

Editor's comments: Jim Howell

What are we doing and where are we going? That seems to be the focus of this newsletter. As far as the newsletter is concerned it will change from 4 issues to 6 issues next year. Hopefully this will lower or stabilize the cost and keep us better informed as a membership. To do a newsletter requires that the membership send in articles, pictures, ads, **TECH TIPS** and news. I am an **EDITOR** not a writer. My job is to compile, organize, print and distribute a newsletter. About 2 hours per page in the current format. I gladly do this and donate the time and effort, but I need your help to have a **WHOLE** club newsletter. I will not turn it into a personal newsletter.

As far as the financial condition of the Club, we seems to be in a fairly strong position as indicated by the financial statements in this issue. BUT - If we don't recover lost members we won't be in that condition next year. Check when you last renewed and mail your check. If you are not satisfied with something let the President or Vice President know.

Enough of this 'Soap Box stuff'. Have a Great Christmas and New Years.

Ultra Van Motor Coach Club, Inc.
Indian City National Rally, Anadarko, Oklahoma
September, 23-29, 1998

Gordon & Ruth Harvey, hosts for this National Rally, arrived here August 20th and lived here in their Ultra Van #518 since. Next to arrive were Louis and Maybel Griggs #334, who arrived on Sunday, September 20th. Others trickled in over the next few days; final count was 18, with 11 Ultra Vans, 5 S.O.B.'s (some other brand) and two by car.

On Thursday we had an East and a West meeting; a pot luck supper, followed by a Yankee Swap.

The Directors held a meeting on Friday, September 25, attended by President Don Richards, Treasurer Marion Helmkey, and Directors Bob Galli, Nobia Suckow, Norm Helmkey, and Doug Pratt. A copy of minutes for their meeting will be forwarded to all Directors by the Secretary. Several went to a Pumpkin Festival and car show in downtown Anadarko.

On Saturday we took a two hour guided tour of Indian City - this was very interesting. In the afternoon several members from the local Corvair Club visited. One came in a very pretty Rampside.

Official business meeting. The official business meeting was chaired by President Don Richards, and was held on Saturday, September 26th at 4:30 PM under a large Loganberry tree. Threasa Vandersteeg won the embroidered table cloth, donated by Ruth Harvey. This raffle benefitted the Club by \$100.00 A moment of silence was observed in memory of the following deceased members: Gil oen, Edy Ryerson, Walter Payne, Warren Suckow, and Millie Dinesen.

Auditors Ron & Von Hodges, Dan & Betty Reinhardt reported that the Treasurer's books passed their scrutiny. The Treasurer reported on August 31, 1998 a balance of \$4,342.20. She reported that 39 members were dropped for non-payment of dues.

The West reported that the 1999 National Rally will be held at Circle B Ranch in Ruidoso, New Mexico, with September 16-23 as a tentative date.

The East has a committee selected to find a site for the 2000 National Rally.

* The Secretary has sent out a survey form requesting information fo changes that owners have made on their coaches. All are respectfully urged to reply. He is asking for pictures, videos and travel articles for the newsletter.

* Tech tips are needed; they should be sent to Graham Dell.

* Nancy Pratt, Merchandise Chairperson, reported \$80+ sold.

* Bob Galli, Sheriff, reported fines of \$1.00 to date.

* Admendments #1, #2, #4, and #5 were approved, and will be incorporated into the next directory.

* Gordon and Ruth Harvey wee recognized and thanked for their efforts in maing this National Rally a success.

A By-Laws Committee was appointed by the President, with the objective to simplify and shorten the By-Laws. The Committee: Bob Reinhardt, Nobia Sukow, Doug Pratt, and Pat Fitzgerald, with Pat to especially look out for the rights of the Associate members.

The present officers were reelected without opposition. Western Directors are Nobia Suckow, Bob Galli, and Gladys Bell. Easter Directors are Doug Pratt, Walt Davison, and Jean McMasters.

The possibility of e-mailing the Newsletter to willing members was discussed favorably.

The official Business meeting adjourned at 6:35 PM.

On Monday, September 28 we had a fine banquet at the Anadarko Country Club, which was opened especially for us. At this dinner, President Richards announced the winner of the Earnie Award - Walt Davison.

Names were drawn form a hat every morning, and gifts were issued. One morning Doug Pratt's gift was a box of checks already imprinted "Ruth Harvey". Naturally, he returned them. She exclaimed with a big sign of relief "The lost is found."

Respectfully submitted, Louis Griggs, Sec. Pro Tem

#101 Rally #9 Report by - Jim Craig

Rework Rally #9 is now history. It is hard to believe that we have had that many rework rallies. #10 will be the final one. Anything remaining after that will be done by myself.

The small work force consisting of Dan & Betty Rienhardt, Bob Rienhardt, Dan Davis, Graham Dell, Arnold & Edna Steenberg, Bob & Roberta Franz, Bob & Diane Galli, Ray Mitchell, Christy Barden and Marlene & I managed to get a lot done this time.

Bob Galli changed out the 1960 defective diff. with a later styled unit that he built up & donated to the project. He also donated & replaced the l/h rear brake backing plate that had the bottom ground away last year when we lost the rear wheel. He replaced the leaking auto trans. pan gasket and removed the spring spacers in the rear to allow the rear wheels to set more level. Also he mounted the dual wheel spacer that he had made and donated to the project.

The Rienhardt boys installed the last remaining vinyl panels over the windshield area. That completes the inside front, except for the curved fiberglass panels that cover the corners above the windshields.

Dan Davis, having a lot of experience installing radios in cars and RVS, installed four nice speakers and a AM/FI/Cassette radio, along with a new CB. Also, he installed a new latch to the rear hatch door along with a hydraulic lift to hold the door up when it is open.

Arnold, Graham, Bob Franz, Ray and myself accomplished many small jobs. Marlene, Betty, Edna, & Roberta kept supplying us with some fine food to keep up our reworking strength.

Some jobs that remain for the next rework rally is, repairing the damaged l/h rear, padded dash under the windshield and the coffee bar, carpeting, drapes, exterior paint, rear cabinet over window, drip channel over left side window, covering over instrument panel, seat belts & anchors, reinstalling the bumpers and installing the tail lights.

A decision has been made to offer #101 for sale after completion of the above work. It will be sold without the kitchen cabinets being installed, except for the one in the rear. If the buyer needs them, the old cabinets and the excess panels remaining will be furnished. It will be like a brand new Ultra Van at that point.

On Friday of the rework week we closed the shop and went to Palm Springs for the Corvair Fan Belt Toss. Six Ultra Vans was in place for viewing and showing their fine features. We did not get #101 put back together enough to drive it down to the meet for display. Next year it should be there with a new paint job and available for a new owner.

The "Toss" was really great. All of the swap spaces had been filled. Lots of good parts & pieces was available. Many fine looking Corvairs were on display Saturday. The restored Turbo engine & transaxle assy. that the San Diego Corvair Club furnished to be raffled, was won by a Corvair person from Bakersfield, CA. Wow! What a win. Good Show, SDDC.

On Sunday after the "Toss" we all met at Carrows for an early dinner. We was joined by Christy Barden, his mother Pearl, Allen & Windy Bristow, and Bill & Betty Binney. Allen & Windy came to get a tour of #101 and see our Desert Rendezvous Ranch. Allen & Windy, hope you can come back again soon.

The tenth & FINAL rework rally for #101 will be May 12 thru 22th. Plan now to help us celebrate the completion of #101. This will be your last chance to assist us in putting #101 back on the road. The CORSA National will be held June 15 - 20, 1999 at Lake Tahoe, CA. and it would be great to have #101 there, but there is a lot of work to be done before even considering that. Hmm!

What are your plans for 1999? Why not include a Rally or two?

Western Winter Rally

Apache Junction, Arizona
January 18th-22nd, 1999

Hosts

Howard & Marsha Boso #453
(602) 288-8166
email - Hamboso@juno.com

Come with empty holding tanks and full of fresh water. We will have some emergency electricity and water. Plenty of room and pets welcome. A welcome dinner will be served on the evening of the 18th. We will cook breakfast for you one morning, fresh coffee & tea, and will have potluck, games, crafts & tech session. Other things available to your liking, shopping, hiking, dinner teater, old western town with horseback riding, carriage rides, train ride, mine train ride, shootouts & artifacts and archeological museum.

We also hope to have plenty of sunshine to brighten your winter. Registration fee: \$2.00, Rally camp fee: \$1.00 per day per person.

Eastern Spring Rally

Manatee Hammack Campground

Titusville, FL

March 18th - 22nd, 1999

Hosts

Jean & Betty McMasters #330
(561) 626-0388

Coffee, Donuts, Pot Luck, Dinner Out, Tech Sessions, Crafts, Nasa, Escape the SNOW for Florida in the spring!

UV #101 Restoration Rally #10

May 12th - 22nd, 1999

Joshua Tree, CA

Hosts: Jim & Marlene Craig

1999 Eastern Summer Rally

Cove Lake State Park
Caryville, TN

June 20th-23rd, 1999

Hosts

Jim & Rosemary Howell #216
Jim & Ann Guider #201
Albert Ramsey #509

Located only 30 miles north of Knoxville on I-75, the park has 673 acres in a mountain valley on Cove Lake. Make you plans to come and enjoy the mountains. Full hookups. Senior discounts. Resturant, Pool, walking trails. Info: (423) 687-2292.

Ultra Week

Circle B Ranch RV Park.
Sept 21st-26th, 1999.

The Ultra National Rally will be in Ruidoso, New Mexico. Bob and Diane Galli #504 are the co-hosts. \$14+ tax per site, includes, full hookups, and Cable. We will have the use of the room over the bathhouse, also the game room downstairs. There is the Horse Museum, lots of shops, Lincoln, NM was where Billy The Kid was shot, also a range war was fought there I believe. There is a very nice historical section of Lincoln to see, Lincoln is about 10-15 miles from Ruidoso. T-shirts will be pre ordered, so as to keep the chance of having a big overage down. As Ruidoso is about 6100 ft elevation, bring cool weather clothes for the evening times. We are looking forward to seeing all of you as can make it, whether by Ultra Van or As Clyde sez, SOB's(some other brand). More news to follow. That's All Folks Bob and Diane Galli

A View Thru the Windshield

November 17, 1998

Jim Craig, VP

These windows are getting a little murky, could there be a problem down the road? Hmm? Perhaps, let's clean them up before we get ourselves in trouble.

Yes, I know Marlene and I missed seeing you at the recent National too. We just had to many bases to cover at that time. From what we heard the weather was about as hot there as it was here in the desert. Also I heard that the attendance was like a small regional rally. If the rallies keep getting any smaller we are going to be in trouble. Actually the problem already exist.

Our Club President making me aware of a committee to review the clubs By Laws to possibly make them simpler. Come on Folks, lets get real, this is not the problem. I agree that there is some wording that may not be just right, but we can live with that. If we do not get the club members to attend we soon will not need any By Laws. In my opinion the By Laws are fine just the way they are. If the committee is going to look into them, what is it that the By Laws do not tell us that would keep the club officers and members from carrying out their duties? Hmm?

I recently talked to Christy Barden about this club problem and during the discussion I ask him how many members is in Group Ultra Van and his reply was about 180. WOW! Of course some of those do not have an Ultra, but the majority do. Norm Helmkey advised me about three weeks ago that they had 55 renewals in UVMCC. FOLKS, there is part of the problem. Why do our members not want to renew? That's the "64 Dollar" question. Is it because the other club has a lesser annual fee? Is it because of their newsletter? Does it cover more details of the Ultra happenings? I really don't know the answer, but I do know that UVMCC cannot continue to pay for such things as new rosters, "T" shirts, Tech Booklets and other expenses of our National with the smaller amount of members renewing.

My recommendation is to have President Don Richards reassign the existing By Laws committee to look into the membership problem and review the By Laws later. We will not need any By Laws if we do not have a club to implement them.

That's my "Two Bits" worth, what's your opinion?



(UV 408)

Saving Another Whale Episode 1 By Norm Helmkey

In September 1996, we traveled to Hutchinson, Kansas for the 30th Anniversary of the Ultra Van Club Rally. Maybel Griggs had received a letter from an original Ultra owner and wondered if anyone might be interested in their Ultra Van that had been immobile for about 15 years. You guessed it, this is the story of how we saved #408.

Wilber and Nancy Stewart of Apollo, Pennsylvania were looking for an RV in 1968 and Nancy's father (an engineer) suggested they look at the Ultra Van. After much consideration, and searching for a used Ultra, they decided to go all out and in the summer of 1969, they took delivery of #408 in Hutchinson.

Wilber was extremely busy in the construction business, over the next dozen or so years, but every summer they found time to travel in their Ultra Van. Tragedy struck when Wilber fell from a barn roof causing a severe back injury which effectively ended their use of the Ultra Van.

408 sat idle for many years, then for a while was loaned to a neighbor to live in, while their house was being repaired from fire damage. When the coach was returned, it was left with the engine running in a field with long grass while he went into the house to find out where the Stewarts wanted it parked. Unfortunately, the heat from the hot Corvair exhaust manifolds ignited the grass which in turn lit a lot of oil and grease built-up on the shroud pans from the leaking push-rod tube seals.

Wilber quickly doused the fire with a dry chemical extinguisher, but a great deal of the powder was ingested into the running engine which immediately stalled it. Not being able to restart it, poor ol'408 was to sit in the shady meadow for the next 15 years.

On the way back from Hutchinson, we detoured by way of Pittsburgh to Apollo to look at the coach. A Canadian Corvair friends had expressed an interest in owning an Ultra Van and I thought this might be it.

The Stewart farm is not an easy place to find, but with help from the Post Office and a neighbor, we parked our Ultra #486 in their yard. Neither Wilber or Nancy were home. When the Stewarts arrived home, they were delighted to see another Ultra in their yard. I think we have made new life-long friends.

For it's trial, the body shell of 408 was in remarkably good condition, considering it had weathered in the elements for so long. Much of the paint had peeled, but the aluminum was bright and shiny. A lot of mold covered the joints and moldings, but it cleaned up very well with a bit of detergent and Marion's elbow grease. The paneling inside is almost mint.

Though the engine was seized solid and the tires were rotted, I believed 408 was savable. We agreed to come back in early October. Naturally, the first priority in October was my 28th annual trip to Hershey. My two regular Hershey buddies could not make it, so Marion came with me. On arrival on the field at Hershey, there were groans from the other Hershey vendors in our row. On five previous times Marion was at Hershey, it rained. When my Willys colleagues saw Marion, they considered it a bad omen. Unfortunately, her spell was not broken, at least not on the first day. . . . *Next Issue!*

Ultra Van Motor Coach Club

Revised 3rd Quarter Statement

Financial Statement: July 1, 1998 to September 30, 1998

Opening Bank Balance: July 1, 1998		\$2,046.95
Receipts:		
Dues	\$590.00	
Merchandise	\$164.75	
California Tax Refund	\$25.50	
Benham Dividend	\$10.21	
Sheriff Fines	\$1.50	
Total Receipts:	\$791.96	
Expenses:		
Newsletter	\$250.00	
Rally Plaques	\$172.50	
California Filing Fee	\$10.00	
Dues Overpayment Refund	\$5.00	
Total Expenses:	\$437.50	
Closing Bank Balance on September 30, 1998		\$2,401.41
Invested in Short Term c/d		\$2,500.00
UVMCC Financial Position on September 30, 1998	=====	\$4,901.41

Marion Helmkey, UVMCC Treasurer

Dues Notice

Members are reminded to renew their membership. This will be the last newsletter they will receive if dues are not paid before the next newsletter is published. Also, we are getting ready to publish a new roster and want to include you. If your mailing label shows any date other than ('99), ('00), ('01) please forward your check for \$15.00 US to:

Marion Helmkey
Ultra Van Motor Coach Club
73 Sargent Street
Heines City, FL 33844

Name

Address

Town State Zip

If you want your phone number and email address included in the new roster, please list them below.

Phone# Email

UVMCC Annual Treasurer's Report
July 31, 1997 - August 31, 1998

Opening Balance July 31, 1997 \$3,631.38

Receipts		
Dues	\$2,307.00	
Merchandise	276.30	
Interest & Dividends	109.04	
Raffle	106.00	
Returned Rally Advances	31.43	
Tech Tip Sales	29.00	
Fines	1.00	
Total	\$2,859.77	\$2,859.77

Expenses		\$6,491.15
CD	\$2,500.00	
Newsletter	1,100.00	
National Rally	500.50	
Insurance	300.00	
Merchandise	120.00	
Postage	56.35	
Dues Overpayment (returned)	20.00	
Reminder Postcards	19.07	
California Corporation Filing Fee	10.00	
Bank Check Printing	9.53	
Engraving (Ernie Award)	7.50	
Group Ultra (forwarding combined dues)	6.00	
Total	\$4,648.95	\$4,648.95

Bank Balance 08/31/98	\$1,842.20
CD Maturing	2,500.00
Closing UVMCC Position 08/31/98	\$4,342.20

Marion Helmkey
UVMCC Treasurer

Name Dennis C Reinhardt Signature [Signature] Date 9-27-98
Auditor

Name Yvonne D. Hodges Signature [Signature] Date 9-27-98
Auditor

5

4 Nov 98

Dear Jim ... please print the following letter in the next UVMCC newsletter.

My sincere thanks to those who voted for me in the "ERNIE" award matter. I want to positively state that nothing that follows is in any way to be thought of as a criticism of any member. I want it to be viewed as my thoughts on an important subject. Again I thank my friends who voted for me and I hope they will understand why I feel I must reject this award.

A bit of history. I was a member when the award originated. I was against it then. I am against it now. I feel this kind of award serves no useful purpose in a club the size of ours. Those who are active know who does what, and those who are not active neither know or care. The umbrella of a club covers many types. While active participation is desirable, it is not a requirement. It instead, is a wonderful thing. While the Ultra Van has enriched my life, it can not hold a candle to the enrichment I have received from the friendship of the members. (If this is construed as a pitch to the nonparticipating members to be more active/one of us..so be it).

In my opinion, when an award is mandatory, it becomes a problem. Let's be honest, there just are not enough outstanding members in any club. And I place myself as an active member, but not an outstanding one.

I here by ask the elected officers of the Club to discontinue the "ERNIE" award. To prevent any appearance of conflict of interest, I at this time resign my position as Eastern Director. End of statement.

ULTRALLY YOURS - WALT DAVISON #366

To the editor:

Elsewhere in this newsletter, there is a letter from Walt Davison to explain why he declined the "Ernie" award.

I am privileged to know Walt as a good friend and have on occasions talked with Walt about his feelings on the award, and recently saw a draft of his letter before it was published.

Bob Franz put it as clear as I've heard it anywhere, "Walt is what the Ernie Award is all about." If anyone ever deserved it, it is Walt.

In nearly every area of club activity, Walt has been there, director, tech tip editor, rally organizer, etc. Over the years, he has been one of the best contributors of tech tips, has run countless tech sessions and has helped many of us with his sage advice on safety, wiring, tires and his almost fanatical thoughts on keeping the Ultra "light."

All civilization has awards, it is our way of recognizing heroism, excellence, service, etc. The criteria for giving the award is different in almost every case. As I see it, the only problem with the "Ernie" is the selection process. It is almost a popularity vote among the core group of members who work at keeping the club going or appear to run the rallies.

I don't agree with Walt that we should drop the "Ernie" but do feel it is time to change how we select the winner. Contrary to the bylaws, in recent years both East and West have lobbied, even on occasion sending out postcards to urge members to vote for a specific candidate. This is not the way.

letter #2 continued:

Another club to which I belong was formed in 1960. In 1965 an award like the "Ernie" was begun. Since then, this honor has only been bestowed eight times. I would be pleased to explain their selection criteria to our Executive Board. My point is the award has real significance because it must be truly earned.

From discussing this issue with Walt, I know it was the furthest thing from his mind, but I personally feel his reasons for declining the "Ernie" cast a shadow on many of the previous winners.

I hope Walt will reconsider.

Sincerely, Norm Helmkey #486

To The Editor

Thank you making me aware of the letter from Walt Davison regarding the "Ernie" award. Walt makes several good points about the "Ernie" award that I would like to address. He states that " he was against it from the beginning"; That is his opinion, but it was implemented by majority rule and the past and current officers have carried out the requirement to present it to those that the membership voted on with the most votes.

He refers to it as a "Mandatory" award. The club By Laws do not state that it is Mandatory, although I believe it has been presented each year. Some years ago a change was made to the BY Laws to require the winner to have at least 25% of the votes presented. So it does not have to be presented each year. I would like to see it continue to be awarded to those that deserve it and that it be presented every third year. Also, there should be more strict requirements to be qualified before they are voted on. This may require revising the current By Laws.

The last time the club had the 'Ernie' award medallions made they cost \$100. ea. That was in 1989 or '90. So I am quite sure they would cost about \$150. or more to be made today.

Walt has presented the club with his thoughts on this , what do you think?

Sincerely, Jim Craig #163

Dear Jim,

Marion Helmkey and I were the counters of the ballots this year, and we were aware of the 25% rule to determine the Award winner, and had there been no 25% winner there would have been no Award. As it is now, there is no winner due to Walt's declination of the award, a position we were fully aware of when Walt's name was presented. Walt Davison embodies the full intent and purpose of the award in my estimation, but due to his convictions, he has declined, I am proud of a person who stands by their beliefs in the face of fire. And believe you me, I tried in the worst way to get him to change his mind, but he was steadfast.

As ever, Diane & Bob Gall #504

6

ULTRA POSTSCRIPTS ★★★★★

Dear Ultra Friends:

November 1998

This Postscripts is dedicated to all our MEMBERS, plus any other readers who change their age at least once each year. The Winter Season is again upon us. Let us be thankful for the Seasons. They offer wonderful variety to Life and "spice" for living. Some of our members who live in northern areas will become "Snow-Birds" as they cruise to milder climes in their "Homes" on wheels. Isn't this a terrific way to travel! Those who slow down a bit can often really enjoy the beauty of the changing scenery in each State. One of the reasons Ultra Club has been so fabulously successful over the past 32-years could be the great fellowships and lifetime friendships it has developed. Although the ARTICLES OF INCORPORATION for the Organization were mounted on the Club's Bulletin Board at most of the early rallies, some newer members may never have seen them. The 4-page Document was composed by Dr. Elmer Worthy LLD, Professor of Law at Glendale College, and an avid outdoorsman. We will include in this Postscripts a transcript of a few paragraphs from my file copy of the "Articles". This might be of interest to those who have not seen or may have forgotten it's provisions. Thank you EVERYONE for all your wonderful phone calls, cards, and letters.

"The SAFEST way to double your money, is to fold it over once and put it in your pocket."

LUBRICATION: Here are a few more words on this subject. Years ago, I would have shuddered to pour "recycled" refined oil into any motorhome or car crankcase. The feeling then was that it may contain grit or whatever from the vehicle it came from to be refined. Now, graduate engineers assure us that recycled refined oil (drained from the crankcase of cars when doing an oil change) is equally safe--as new oil pumped from mother earth. Either source is satisfactory, since OIL itself does not wear out. But, as stated before, recycled (used) oil is much easier to refine than raw crude oil from the earth. Only ONE GALLON of used oil, on average, will produce a half gallon (plus) of refined engine lubricant. While it requires 42-gallons of black crude to make around 2-quarts of new motor oil. Back in the 1950s, Edna and I invested in several Kansas drilling ventures so we had the opportunity to dip a hand down into huge vats of smelly crude as it came from the pumps. What does one's hand look like when you pull it out? About as if you had stuck it into black, gritty, oily, thin mud. Think of the tremendous advantage of drain oil over crude! We are urged to conserve and take used drain oil to a Reclaim Station. It is considered a CRIME to discard it on the ground, or pour it down a sewer.



"The only place you'll ever find SUCCESS before work, is in the Dictionary."

WHEN THE NEXT SHOE DROPS: An old friend, Financial Expert Martin D. Weiss, has age enough to have experienced ALL of the Great Depression, as did I. He writes, "A global financial panic is shattering almost every country on earth. Japan's stock market has crashed 64%. Mexico, Brazil, and Canada are down 70%, 68%, and 27%, respectively. Russia has been virtually wiped off the map -- down 95%! This panic is spreading to the US..... Now, the next shoe is ready to fall, and

Ultra Postscripts #2

when it does, you'll see the Dow 2,000 to 3,000 points lower." That's my friend's written opinion. Laugh or cry! He maybe is wrong? Today, another Analyst was heard to say, "It could drop 6,000 points." No one can be sure---the variables are that uncertain. Personally, we are not too concerned, but in the spirit of trying to be helpful, it seemed proper to mention Martin's prediction (his EXPERT guess) so more of us might prepare for whatever comes. Let us pray for a just measure of peace and prosperity for EVERYONE.

"I take honey with my peas! I've enjoyed it all my life. Not because I like it, but it keeps them on my knife." --- Farmer's Almanac

ARTICLES OF INCORPORATION: "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...house cars...and....parks, and to encourage safe and courteous highway travel.

(b) The general purposes and powers are: (1) Foster and cultivate the social education....and business 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.....rallies and conventions, and/or otherwise advertise and publicize....camp living." -- Dr. Worthy

The so-called "Wise Sayings" between some paragraphs, are not fill-ins; they are composed mostly just to amuse or, sometimes, to tickle thought.

DRIVING SAFETY: Those few words about safe Motorhome speeds in an earlier issue, brought some comments. Each was much appreciated. We hesitated even to mention that 100 MPH test sprint on the Pennsylvania Turnpike. Some of us have seen too many mangled bodies due only to fast driving. One of our early employees was thus killed. That event hit home! Yes, one must adjust miles-per-hour to driving conditions. If an 18-wheeler is racing like thunder behind you and is about to run over you, GET OUT OF HIS WAY. That's called "Defensive Driving". Probably few know this, but Newhouse Racing Engines were shipped all over the world. Thus we have had the pleasure ??? of driving many race cars. But, at hi-speeds only on Dry Lake Beds or Race Tracks built for that purpose. Never did our firm promote racing on the Nation's Freeways. The State Motor Vehicle Department was contacted to confirm legal truck speeds. That office explained that conditions should be a guiding factor -- fog, rain, ice. Also, that 55 MPH was the top legal speed for Trucks (unless otherwise posted). Then the Highway Patrol was called. They confirmed that 55 was the maximum large truck speed in California; any caught going faster are cited. Other States can vary in this regard. They also remarked that any TRUCKER driving faster than regular automobile or motorcoach traffic must be in the fast (left) lane and thus would be of no danger to slower vehicles. Thank you for your comments. But let's try to reduce our House Car traveling to a safe and sane 55 to 65 MPH, and be able to view some of the beauty of the countryside. AND, why not stop now and then to smell the Roses? Drive alert and Defensively, of course.

Until next time,

Sincerely yours, 
Ernest Newhouse,
Executive Director

Coaches For Sale:

Ultra Van #700, the last Ultra built by David Peterson of Oakland, CA. Smaller in height but longer by five feet. Driveable but not licensed at this time. This is your chance to own a part of Ultra history. The interior is about 80 % completed. The exterior is painted white. Air bags in the rear and springs w/ air shocks in the front. New windshield and other parts are furnished. Price; \$7995.00 OBO. Video & Photos available \$8.00 ppd., Jim Craig, 760/366 9104 ,jcraig1@juno.com (Photos #5 & 6)

1967 Ultra Van #331, 110/4sp., 3.89 gears, excel. cond. & ready to travel. Recently completed a 400 mi. trip at 17 mpg. Climbs the hills better than any Ultra that I have driven. Excel. paint , tires, all glass and interior. Radio AM/FM cassette, CB, TV & solar panel. Cruises excel. at 70mph. New radials. Here is your chance to own an excel Ultra that you can tow the boat or small car. Price; \$7495.00 OBO. Video & photos available \$8.00 ppd. Jim Craig 760/366 9104, jcraig1@juno.com (Photo #3)

1968 Ultra Van #339, 110HP with PowerGlide. Good interior with side table and bookcase. Yellow paint with brown strip. Hasn't run in 7 or 8 years. About 28000+ miles on the odometer. \$2,500.00 or OBO. Steve & Sandy Fowler, 26819 190th Ave W., Illinois City, IL 61259-9713; sfowler@netins.net (Photos # 1 & 2)

1969 Ultra Van #472, 110/auto, 4.11 gears, Excel. cond. thru out. White interior with light blue seat trim and drapes, new matching carpet and new refrig. Metallic front and rear brakes, radial tires. Recently installed Factory engine out of the crate. Less than 500 mi since installation. This is the most attractive Ultra in the club. Excellent paint, light beige w/ choc. brn trim. Very glossy an well maintained. All glass is excel. and tinted. If you desire the Best this is it. Price;\$11495.OBO. Video & photos avail., \$8.ppd. Jim Craig, 760/366 9104, jcraig1@juno.com

1969 Ultra Van #507, V/6 3.6L, 3SP auto, Excel. cond & ready to travel. V/good paint,radials, solar pnl., frt. disc. brakes. 10k on V/6 conv. Runs excel. No cooling problems. New seat trim &curtains. Late style refrig. Dual bats. Builtin leveling device. Walnut interior, excel.. 12-15 mpg. TV/AM/FM, Catl, & hotwater heater. Price; \$7995.OBO. Video & photos avail.,\$8.ppd. Jim Craig 760/366 9104, jcraig1@juno.com (Photo #3)

1970 Ultra Van #540, V8 powered with Automatic. Call Richard Anderson at (727) 538-2815. (Photo #4)

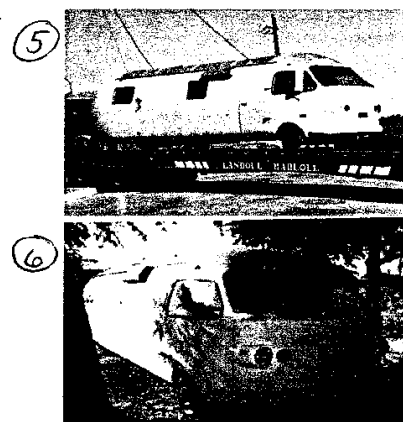
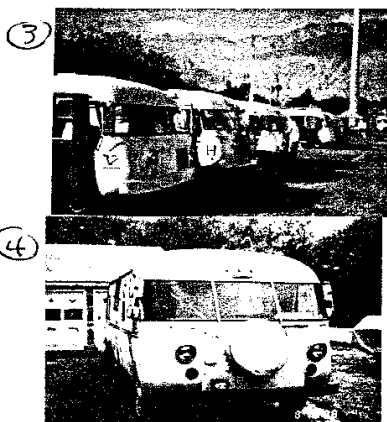
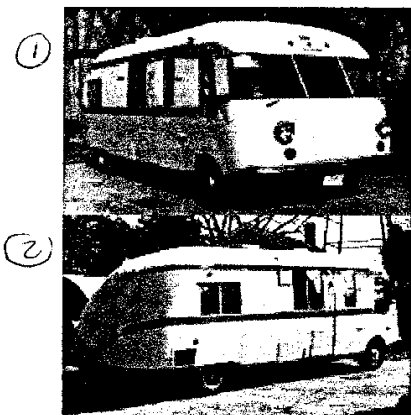
1970 Ultra Van #547, V8 Powered with many upgrades. Needs paint, hence the low price of \$6,900 or decent offer. This coach has been driven over 2,500 miles since July including a round trip from Gettysburg to the CORSA'98 Convention at St. Louis. For details, contact: Jeff Stonesifer Corvair Ranch (717-624-2805).

Parts For Sale:

NOS Ultra Van windshields from Ultra Inc. Orig. style cut & tinted, lefts & rights, \$695. Reproduction windshields, full size, (these cannot be cut without breaking.) Full tint and slightly thinner than orig. \$595. Prices are Pickup at Joshua Tree. Delivered to your home or glass shop, \$795 ea. 1ea. oil pan for eng. 2 deep \$75. \$83. w/new gaskt. Special Tool for removing the late rear wheel spindle. Screws onto the shaft to keep from damaging the threads during rework. \$20.ppd. Jim Craig 760/366 9104, jcraig1@juno.com

Literature For Sale:

Ultra Van Service/ Repair Manual. New & three hole punched. This is referred to as the Ryerson manual. It is the official manual for the Ultra Van. It cover all aspects of the Ultra Vans , including the late model V/8 units. Price; \$56. ppd. Make a complete package and order the Tech Tip Booklets for an additional \$16. Total \$72.ppd. Jim Craig, 760/366 9104, jcraig1@juno.com



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UVMCC

Ultra Van Motor Coach Club, Inc.
Jim L. Howell, Editor
P.O. Box 5942
Knoxville, TN 37928-0942

09 Dec 9

RENEW NOW!!

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TUCSON AZ 85705-1844

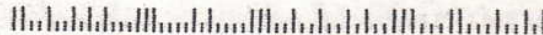


Mrs. Lee McDonald



#215 - DELIVERY 6-21-66 - FIRST FULLY COMPLETE VAN MADE AT THE HATCHINSON PLANT. CHAIRMAN OF COMMERCE SENT GROUP TO MEET NEW OWNERS WHO WERE MARCUS WELLS

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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 a 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 two weeks before the deadline. All dues are to be forwarded to the Treasurer. Look at your address label -- the number after your name is the last two digits of year thru which you are paid. Material for the Newsletter can be folded. Technical tips are to be sent to the Technical Coordinator. Amendments to the Bylaws are to be sent to the President.

Newsletter Deadlines: Jan 5th, March 5th, May 5th, July 5th, Sept 5th, Nov 5th.

DISCLAIMER: The contents 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.

Upcoming Rallies

- Jan. 18 - 22th, 1999, Western Winter Rally, Apache Junction, AZ.
- March 18th - 22th, 1999, Eastern Spring Rally, Manatee Hammack Campground, Titusville, FL.
- June 10th-13th, 1999, Eastern Summer Rally, Cove Lake State Park, Caryville, TN.
- Sept 21st-26th, 1999, Ultra National Rally, Ruidoso, New Mexico.



TC