

ULTRA CLUB NEWS

IDEAS: from members to members.

EIGHTH ISSUE
Editor: Ernest Newhouse

We trust the information listed below
will prove of interest to each member
ULTRA VAN MOTOR COACH CLUBS

CARDS & LETTERS: We have correspondence from the Wemples who were at spectacular Oak Creek Canyon in Arizona; & the Dowells traveling leisurely in fabulous British Columbia; from the Greens who are up in Alaska - "Van performing beautifully - will be back for next rally"; from Ed Martin enjoying a week or two in exciting Nevada; & the Healeys recently returned from Ultravanning to Longview, Texas; from #442 who encountered bovine (cow) trouble on the highway - "Advice - be careful in travel at night, or you too might do as the Deens and spread 'steaks' around - we feel if we'd been in any other type van it would have been curtains." Let all of us wish them God-speed for a full recovery. Cliff Strech writes from Reseda - "We had a ball with #477, our Casa Chaparita"; Bill Tanner at Mesa - "Met another owner on a camping trip - enjoyable two hours"; plus many others. Keep letters coming! Include any helpful tips fellow club members might use.

CARBURETORS: Thanks for this tip to #251. Letter reads... "Took my coach back for re-check after a tuneup. Had smooth engine, but no speed. Found out throttles were not opening even half way." If you lack power OR speed, check yours. Remove air cleaner set-up, ask the Mrs. to push hard on the accelerator (or prop a stick on it under shelf), then take a flash light.... and look down throat of each carb. Is butterfly WAY open (not $\frac{1}{2}$, not $\frac{1}{4}$)??? If not...adjust throttle wire under the coach at arm on transmission.

SWITCH OIL: Put one drop of oil - any kind - on each Toggle Switch in your bathroom. This will prevent internal corrosion caused by moisture. These switches will then not fail...should last indefinitely...check yours now.

SAVE YOUR TIRES: Since Ultra Vans are two feet wider than cars, an excellent idea to help in parking your coach alongside curbs (to get close.... but still not scuff tires), is to install a pair of "curb scrapers". They should be mounted in front of both the front and rear wheel on curb side. Clamps do not hold for long...so drill a hole and bolt them on. They can help save sidewall damage by enabling the driver to judge a safe clearance.

EARTH PLAGUE: Now that the moon-men are safely returned, some scientists fear microscopic germs or insects may have been carried to earth. Could it be that the so-called wild luna-"ticks" encountered lately on some of our freeways are drivers so infected? All club members, drive carefully!

DOMESTIC: Is yours cooling ok? Soot accumulates in the burner stacks after months of use, may need be dismantled, carefully cleaned out. The burner assembly may be tapped gently with the handle of a screw driver and this may dislodge enough to get you going ok. If failure is caused by vapor-lock in the cooling coils (usually from not parking level enough), you will need to shut off the pilot and let unit cool completely down to normal...takes couple hours...then re-light. The warmer the weather, the more important it is to park level. Remember this little tip on hot days.

BELT CHATTER: Ever hear a sound like "something loose" back there? Apply a little Belt Dressing...try this simple solution as it often quiets what may sound like dry bearings, or worse. Belt Dressing comes in your choice of a stick, can, or tube at auto parts stores.

SHOCK ABSORBER SPRINGS: To increase spring capacity so you can carry more load without bottoming, install "Ride-O-Matic" model #188 Shock Springs, front or rear. Cost about \$10 per pair, fit over present shocks (and inside Van's suspension springs in front). Your editor installed a front pair one afternoon, and they work great. EXACT SIZE NEEDED (in case you can't locate the above brand) is 13" to 14" long, and diameter of not under 2 1/4" ID, and not over 3 3/4" OD. Block up UV real good, take tire off, go to work.

EXCHANGE: Neil Armstrong (after moon trip)... "Just got a new car for my wife." Mike Collins... "Gosh, wish I could make a trade like that."

ULTRA CLUBS: "What do we get for our \$10" - each family joining has already asked themselves this question? Your club is dedicated to building confidence in coaching! Group strength...mutual protection...unite fraternally...exchange ideas. These could make membership worthwhile even if one never attended a single rally. But the other benefits (like giant ITTCA...the legislation for more roadside parks, etc.) in the long run, are even greater. All members able should come to each rally, take an active part, and get to know potential Ultrafriends. Of course, just as at gatherings of any-other family travel club - national politics, sour gripes, and outdoor drinking - are generally taboo. This is your club - it was organized mainly to promote fellowship, to encourage travel, to have FUN. Keep your coach well serviced - maintain it - ready to go anytime! Then...leave your business problems, your troubles, your political affiliations at home. ENJOY every trip out.

BLACKTOP: Member reports - "Best way to clean tar off your Ultra Van, tell everyone to use Lighter Fluid." Drug store...15¢...cloth...few drops...presto.