

# ULTRA CLUB NEWS

IDEAS: from members to members.

ISSUE D-14-5

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



- ① **UNCLES & ANTS:** Experience is often a cruel teacher - so envision ... you wake up some beautiful morning and find your galley virtually alive - or you return from a walk only to discover crawling red intruders eating up your groceries. Solution: Do not park any chair, box, or other camp item on the ground against side of your vehicle. Rubber tires are generally not an acceptable path; leveling-jacks sometimes are (if used, spray them occasionally). If you like undisturbed outings, never forget this Club News word of advice.
- ② **MORE PULL:** Some of us in the club load our Ultra Vans like trucks - and some want to haul along boats, dune buggies, 2-3 motorcycles. There is a low cost solution for our Corvair-powered coaches - change the ring and pinion! Probably all 6-cylinder UVs have been delivered with the standard 355 to 1 gear ratio. Go to any Auto Boneyard and pick up the ring and pinion from a "CORVAN" or "GREENBRIER" - the ratio will be 389 to 1 from these two truck brands. Make the changeover yourself, or have a mechanic do it. Now you will have 34% more gear "advantage" and perhaps more pull than you will ever need. Thanks to #302 for reminding us of this so we could let the entire club membership know. Sorry for those who aren't members - some may need this info.
- ③ **EXTRA STORAGE:** This is indeed a "True" story, from member #440 - every Ultra Coach has lots of unused empty space under the inclined foot-rest-area up front - so far as we know, Jim was the first to make good use of it. Fold back the carpeting; mark off on the plywood (right of accelerator) an oblong about 20" across by 14" with the top edge 3" from the front wall. Drill a hole at each corner; with key-hole-saw carefully cut along all four lines; the piece removed will be your new storage cover. Build a plywood or an aluminum box size of sawed-out-opening and deep as possible (about 5" to 8") to slip down in it. Attach with a few wood screws. Cut carpeting an inch larger than opening all around; cement it to cover. Very easy - anyone can do this.
- ④ **RADIO PLUG:** Your editor and wife had the unique experience of being interviewed over KFOX on the Buckhorn Roberts hour-long program July 18th. The identical program was repeated (by tape) Monday evening the 19th on FM channels. This was to help instill interest in all motor coaching generally and the FMCA National Convention in particular. Perhaps a few of our members happened to hear the plug for your Ultra Club and for our Ultra Coaches that we managed to get into this unrehearsed program. Having been an announcer at KGFK years ago after college, this experience brought back ancient memories.
- ⑤ **BEARINGS:** Advice given was that rear wheel bearings never needed grease. But owners who have had their coaches awhile now discover this not always correct. Therefore, in order to avoid possible rear bearing failure, you can have them pulled (requires special equipment) for a re-pack job at any good Chevy garage (cost #280 about \$90.) - or you can drill and tap the iron hubs for Zerk-type nipples and pump in a little wheel bearing lube with a grease gun now and then. Nipples obtained at most auto parts stores require a 7/32" drill bit and 1/4 X 28NF threading tap - drill next to inside of backing plate, at 30° angle, about 3/8" deep. No need remove wheel. Tap the hole, clean out all iron chips, then carefully drill with 1/8" well-greased-bit into the cavity. We believe our #228 originated this simple method, with #391, 302, 256, 401, and others following. In case yours are already bad from lack of grease, Dave says 1965 or later complete hubs are available at wreck-yards at considerable saving.
- ⑥ **REPAIRS:** We have been asked to suggest that club members see their own reliable local garages for engine, transmission, or alignment, brakes, oil changes or other NORMAL MAINTENANCE or service. If your UV needs repair, get it fixed. There is always someone who complains...whether its about his last tax bill, her relatives, his motor home, or her last major operation.... but most of us will agree those who like to gripe merely tend to depress and repulse listeners. Like member #251 remarked some time ago, "I love my Van; if so and so has bad things to say about it in my presence, I'm leaving". Last year we heard #280 say, "Crying is for the birds". Yes, ALL makes of housecars require maintenance just as things do around your home. If yours needs service try your nearby LOCAL Service Station or Garage FIRST.
- ⑦ **PROPANE SAFETY:** Now, during hot summer days, is the time your tank is most apt to "pop off" as the gas expands due to heat. Liquid Petroleum Gas (LPG) expands while driving from engine heat or while at rest from the hot sun. Do not fill over 80%, but even then when temperatures are high, the safety valve may "let go" if tank pressure gets too great. BE SURE your Ultra Coach has the valve-end of tank sealed off from interior of Van. Only a few left Hutchinson without the shielding, but gas that vents-off can get inside these coaches... and can cause fire. We don't want an explosion, not even a tiny puff from any member's rig. Sealing the end of tank to vent only outside is quite a simple job. Check it NOW...be SURE.

Editor: Ernest Newhouse