

ULTRA CLUB NEWS

IDEAS: from members to members.

ISSUE D-15-6

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

HIGHWAY PRAYER:

Courtesy #489

Please come sit beside me, God, I would thy council feel;
Help me obey Thy law of love, while I am at the wheel.
Banish the thought of greater speed, and keep my vision clear;
Help me to drive with confidence, quite undisturbed by fear.
In every way help me respect, those laws devised by man.
For they embrace The Golden Rule; there is no better plan.
Help me to realize I owe, as much as I might claim;
To seek no privilege unless, I could return the same.
I ask no guarantee of life; for death there's no defense.
But, God, sit near and help me drive, with just plain common sense.

FOR SAFETY: Members should have a reliable mechanic check the tightness of the three hex bolts holding each top and bottom Spindle Bearing...at the point where they attach to the front wheel A-frames. Bolts have been discovered loose; if one is partly loose, the others can shear. Once properly tightened, the remedy will prove permanent.

SAVE YOUR TANK: Holding tanks eventually start becoming "eaten" in spots by galvanic or electrolytic action, or they may acid-corrode chemically, unless maintenance steps are taken early enough. One preventative method used by #228 is to pour a cupful of ethelene glycol into the stool now and then after the tank has been emptied, rinsed down with a quart of water. Ethelene glycol is generally available lately under \$2 per gallon in auto parts stores - with various trade names, like Prestone, or any other brand of permanent anti-freeze. This coats the entire tank inside, as it fills, with a thin protective glycerin-like film - does not harm rubber, brass, aluminum, iron, or plastic. It lubes the pump-impellers and helps prevent corrosion of hose ends and drain caps too. This suggestion can save each club member up to \$100 by delaying holding tank replacement costs and eliminating some pump and other problems.

TROUBLE IN NAPA: Per the Sept. 15 Vallejo, Calif., Times-Herald: "Napa County Supervisors today passed an ordinance prohibiting motorists...campers, house-cars, etc...from parking along side of a road overnight". Perhaps everyone already knows about the possible \$500 fine or up to 6-months in jail for those committing this so-called "misdemeanor" in Napa County. Ignorance of any law is generally no excuse. So your club passes this information on for what it may be worth. No doubt the law will be challenged.

AUTO-MOLY: The engine crankcase additives containing automotive-molybdenum (MOS₂) certainly reduce cylinder wall and camshaft wear. This is true also for the gears and other parts when Moly-Seal is used in your automatic transmission. An 8 ounce can of each, correctly added, plates out on friction surfaces, remaining there even after several oil changes. Extra valuable is Moly-Grease in the gun when lubing your steering assembly. Steering becomes easier, wear is reduced. Vehicles normally need lube jobs only one/half as often using molybdenum-rich grease; front and rear wheel bearings, once properly packed, seldom ever require a second servicing. Gear-Moly in your differential will reduce gear wear and howl. Let's hasten to explain (before anyone thinks we are advertising) that I sold Pacific Lubricants Company - lock, stock, and barrel - almost 10 years ago (1961) and have no interest whatsoever in promoting it's business now. Auto-Moly products are available from the J. C. WHITNEY catalogue, also independent dealers, for those desiring.

PERFORMANCE: With 140 HP Corvair engines, the two secondary carburetors open with springs - these are not always positive in action. Lately #280 and #228 replaced these springs with 2 pieces of 3/8" copper tubing each exactly 1 1/2" long. Anyone a bit mechanical can accomplish this for improved performance. Be sure to adjust so both throttles open at exactly the same moment.

MEMBERSHIP: At the FMCA Convention some UV owners from middle and eastern states thought they were not eligible to join your club. Please let your friends know that all Ultra Van owners are welcome to join - coast to coast - there is no address restriction. Your club is a non-profit corporation, thus when an owner joins, he is the only one who can benefit. Why not tell him so? Every added family increases the club work-load for elected officers, who receive no pay, but all receptive new-members from clear-across-country should profit many times the \$10 annual dues. Just because some may live too far away to attend club rallies, matters very little. Right now is the best time to write, visit, phone, any Ultra Van owners you know who are not yet members of your club. INVITE them to join. We should REMEMBER - in numbers there is strength - and that, to each one of us, may be more important NOW than ever.
