



ULTRA VAN



MOTOR COACH CLUBS, INC.

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CLUB BULLETIN • DEC 1971 • REPORTER & EDITOR ~ EDWARD A. MARTIN

THINK THIS OVER ~ Use your ULTRA VAN to its fullest extent. LISTEN TO THE WIND TELL YOU HOW GREAT IT IS TO BE ALIVE. NEVER BE CONTENT WITH LITTLE THINGS. THE WORLD IS WIDE AND ALL THE LORD'S THINGS ARE WONDERFUL. SOMEWHERE, FOR EVERY LIVING SOUL, THERE IS ADVENTURE AND LOVE TO MAKE HIS LIFE SWEET AND HIS DAYS GOOD.

HOW IS YOUR ECOSYSTEM? WASTE NOT, WANT NOT. THE PER CAPITA WASTE IN THIS COUNTRY AVERAGES FIVE POUNDS PER DAY! LOOKS LIKE THE OLD-FASHIONED VIRTUES OF THRIFT SHOULD BE REVIVED. IT COSTS MONEY TO PRODUCE ALL THE DISPOSABLE ITEMS AND IT COSTS THE ENVIRONMENT TOO. BUY WISELY, AVOID PACKAGING WITH MULTIPLE UNNECESSARY COVERINGS. CHOOSE A GLASS CONTAINER OVER ONE OF THE CLEAR, RIGID PLASTIC BOTTLES, WHICH WHEN BURNED PRODUCE HYDROCHLORIC ACID. ALUMINUM BEER CANS ARE NON-BIODEGRADABLE AND WILL LAST TWO THOUSAND YEARS, UNLESS COLLECTED AND RECYCLED. REMEMBER TOO, THAT ALUMINUM REQUIRES A GREAT DEAL OF ELECTRICAL ENERGY TO PRODUCE, SO ITS VERY MANUFACTURE LESSENS THE PURITY OF THE AIR.

MISCELLANEOUS ITEMS FOR ALL VANS. THOSE BEAUTIFUL PERSONAL CARDS, WITH A PICTURE OF THE ULTRA VAN AND YOUR NAME, MAY BE ORDERED FROM BRYANT PHILLIPS, VAN No. 280. TWO HUNDRED CARDS FOR THREE DOLLARS. SCREEN DOORS. LOOKS AS IF THE REV. CARL AND ROSE GOAD, VAN No. 520, HAVE THIS PROBLEM SOLVED. THEY HAVE THE MOST PRACTICAL, BEST LOOKING, SCREEN DOOR WHICH OPENS WITH THE REGULAR DOOR WHEN NOT IN USE, BUT SWINGS ON ITS OWN HINGES FOR MAXIMUM COMFORT AND COOL BREEZES ON A WARM DAY. BE SURE TO SEE REV. GOAD'S COACH AT THE NEXT RALLY. IF THE GOOD REVEREND HAS NOT GOT THIS IDEA PATENTED, YOUR REPORTER WILL GET THE CONSTRUCTIONAL DETAILS AND PASS THEM ON IN A FUTURE BULLETIN FOR MEMBERS UNABLE TO ATTEND THE RALLY AND FOR OUR GOOD OUT-OF-STATE MEMBERS. POLYFOAM BUMPERS. TO PREVENT THOSE FACTORY-INSTALLED BUMPERS FROM COMING LOOSE, BE SURE TO KEEP THE TOP OF BUMPERS SEALED TIGHT TO BODY OF COACH. USE DAP PUTTY OR SEALING-TAPE PUTTY AVAILABLE AT HARDWARE STORES. THIS WILL KEEP DEW OR RAIN FROM SEEPING IN. FOLLOWING IS NOT A COMMERCIAL, BUT THE MARK II VAPOR INJECTOR DESERVES SPECIAL MENTION. THIS GADGET CLEANS YOUR ENGINE AS YOU DRIVE, SMOOTHS ENGINE PERFORMANCE, PRODUCES MORE POWER ETC. YOUR REPORTER TRIED ONE AND SURE NOTICED THE DIFFERENCE. CONTACT TOM CHRONES, VAN No. 221 FOR DETAILS AND PRICES. PROPANE TANK. SOME OF US MAY BE UNAWARE THAT PROPANE BREAKS DOWN OVER A PERIOD OF TIME AND THE TANK ENDS UP BEING FULL OF AIR THAT BURNS SPORADICALLY. BLEED OFF AIR FROM THE TANK PRIOR TO EACH FILLING. THIS CAN BE DONE USING THE SMALL TWIST VALVE OR THE MAIN VALVE ONCE THE OUTFLOW PIPE HAS BEEN DISCONNECTED. YOU WILL NOTICE FROM TIME TO TIME THAT WHEN YOU REFILL, YOUR TANK WILL ONLY TAKE A GALLON OR TWO. THIS IS USUALLY THE TPOFF YOU ARE CARRYING A LOAD OF AIR. SUGGEST YOU BLEED IT DOWN UNTIL YOU GET A GOOD SMOKEY CLOUD OF GAS, EACH TIME PRIOR TO REFILLING. BE VERY CAREFUL - NO OPEN FLAMES OR PILOT LIGHTS NEARBY. DONT JUST LET THAT BEAUTIFUL, LOVEABLE VAN SIT OUT THERE IN THE HOT SUN, BITTER COLD, RAIN AND DUST. GET OUT AND USE IT. RUN ITS WHEELS OFF, IT WILL LOVE IT. THE ENGINE WILL SING WITH JOY.

DAVE PETERSON REPORTS THAT IF ALL GOES ACCORDING TO SCHEDULE, THE FIRST, ALL NEW ULTRAVAN COACH WITH THE OLDSMOBILE F85 MIDSHIP-MOUNTED ENGINE WILL BE ON DISPLAY AT OUR BUTTERFIELD RANCH RALLY IN JANUARY 1972. THIS UNIT WILL HAVE THE FIRESTONE AIR SPRINGS AT ALL FOUR WHEELS INSTEAD OF THE CONVENTIONAL COIL SPRINGS. AN ELECTRICALLY DRIVEN AIR COMPRESSOR, CONNECTED TO THE AIR SPRINGS, THRU A SERIES OF LINES, VALVES AND CONTROLS WILL PERMIT RAISING OR LOWERING EACH AIR SPRING INDIVIDUALLY. THE CONTROL LEVERS ARE LOCATED NEAR THE DRIVER. NO MORE DIGGING HOLES, USING CHOCKS OR YELLING BACK AND FORTH TO LEVEL THE COACH. JUST LOOK AT YOUR LEVEL GAGE, HIT THE RIGHT LEVER — YOU'RE LEVEL IN A JIFFY. A HEIGHT INDICATOR AND PRESSURE GAGE ARE PROVIDED. FURTHERMORE, FOR FREEWAY DRIVING THE COACH MAY BE LOWERED FOR MINIMUM WIND RESISTANCE AND FOR BACK COUNTRY ROADS IT MAY BE RAISED TO CLEAR ROCKS AND RUTS. THE NEW SPICER DIFFERENTIAL, WITH THE GEAR BOX AT THE LEFT REAR WHEEL, WILL PROVIDE EXTRA GOOD CLEARANCE AT THE REAR AXLE HOUSING. ANY CONVENTIONAL ENGINE/TRANSMISSION OF YOUR PREFERENCE WILL DRIVE INTO THE SPICER DIFFERENTIAL. BE SURE TO SEE THIS UNIT AT THE RALLY AND GET ALL THE OTHER EXCITING DETAILS OF THIS NEW COACH. DAVE WILL GIVE THE DELIVERY SCHEDULE AND THE PRICE PICTURE AT THE RALLY. FOR CONVERSIONS OF THE CURRENT VANS TO THE TORONADO V8 ENGINE/TRANSMISSION, SCHEDULING STARTS ABOUT FEB 15, ACCORDING TO DAVE. CONVERSION TAKES ABOUT TWO WEEKS. PRICE IS STILL \$3600, PLUS YOUR CORVAIR ENGINE/TRANSMISSION IN RUNNING CONDITION, OR \$100 WITH NO ENGINE. OTHER CHARGES — \$100 FOR POWER BRAKES, \$75 FOR FRONT BEAMS. USUALLY, NEW U-JOINTS AND SHOCK ABSORBERS ARE REQUIRED. FIDDLING AROUND THE VAN ON A FALL WEEKEND. YOUR REPORTER LOOKED AT HIS VAN, ONE RECENT FALL WEEKEND, SITTING OUT THERE IN THE BACK YARD AMONG THE WEEDS. IT LOOKED SO FOLORN AND LONESOME. SO WE GAVE IT SOME ATTENTION. WE JACKED THE VAN UP, SUPPORTED IT ON JACK STANDS AND TOOK ALL FOUR WHEELS OFF. ITS A GOOD THING WE DID BECAUSE WE FOUND SEVERAL THINGS THAT NEEDED ATTENTION. THE BOLTS HOLDING THE BALL-JOINTS TO THE UPPER AND LOWER A FRAMES WERE LOOSE. BE SURE TO CHECK THESE AND TIGHTEN IF NECESSARY. SOME OF THESE BOLTS ARE SAFETY WIRED. REMOVE WIRE, TIGHTEN THE THREE BOLTS ON EACH BALL JOINT, THEN REPLACE SAFETY WIRE. LOOK AT AND CHECK ALL THE OTHER BOLTS HOLDING THE SHOCK ABSORBERS, SPRING HANGARS, ETC. THESE USUALLY CAN BE TAKEN UP. LOOK AT YOUR FRONT FLEXIBLE BRAKE LINES. YOU WILL GENERALLY FIND THESE RESTING ON THE LOWER A FRAME. FOUND THAT THE LINES ON MY VAN WERE SCUFFED. TAKE A PIECE OF WIRE AND TIE THE BRAKE LINE UP UNTIL IT IS ABOUT HORIZONTAL AND CLEAR FROM THE A FRAME. ATTACH THE WIRE TO THE SPRING HANGAR ON THE UPPER BEAM. CHECK YOUR SPEEDOMETER CABLE TO BE SURE THAT IT IS FIRMLY FASTENED TO THE WHEEL HUB. TAKE YOUR BRAKE DRUMS OFF. BLOW OR BRUSH ALL THE DUST OUT OF THE BRAKES AND DRUMS. INSPECT THE BEARING SEALS & WHEEL CYLINDERS. LOOK FOR LEAKS. CHECK THICKNESS OF YOUR BRAKE BANDS. WHEN EVERYTHING IS CLEAN REPLACE THE DRUMS MAKING SURE THAT THERE IS NO GREASE OR OIL ON THE DRUMS OR BANDS. GET YOUR GREASE GUN OUT AND SHOOT SOME GREASE INTO ALL THE ZERK FITTINGS, ON YOUR UPPER & LOWER BALL JOINTS, STEERING JOINTS AND UNIVERSAL JOINTS, IF YOU HAVE ZERK FITTINGS ON THESE. SOME DONT. DONT FORGET THE ZERK FITTINGS ON THE DRIVE SHAFTS. YOUR REPORTER IS A GREAT BELIEVER IN WD-40. WHILE THE WHEELS ARE OFF AND YOU HAVE A CLEAR VIEW OF ALL THOSE THING-A-MA-JINGS HANGING UNDER THE VAN, GET OUT YOUR CAN OF WD-40 AND SPRAY ALL THOSE RUSTY LOOKING PARTS. SPRAY THE SPRINGS,

SPRAY AROUND THE BASE OF THE SPRINGS AND BETWEEN THE SPRINGS AND SHOCK ABSORBERS, IN FRONT. THIS WILL ELIMINATE A LOT OF THE SQUEAKS AND GROANS WHEN YOU TURN OR HIT A DIP WHILE TRAVELING. SPRAY THE A FRAME AND REAR SUSPENSION PIVOT POINTS. SPRAY ALL THOSE RUSTY PARTS - THEY ARE TOO FAR GONE TO BE CLEANED UP OR PAINTED, BUT THE WD-40 LEAVES A PROTECTIVE RESIDUE WHICH WILL PREVENT FURTHER RUSTING. NOW PUT BACK YOUR WHEELS. BEFORE YOU DO SO INSPECT THE TIRES VERY CAREFULLY AND REMOVE ANY STONES OR NAILS IN THE TREAD. YOU MIGHT WANT TO ROTATE THE WHEELS AND TIRES AT THIS TIME - DON'T FORGET TO GIVE THAT SPARE TIRE SOME WORK TO DO ONCE IN A WHILE. REMEMBER NOT TO OVERTIGHTEN THE WHEEL LUG BOLT NUTS. THE LUG BOLTS ARE YOUR LIFE LINE TO THE ROAD. TO HAVE THEM TOO TIGHT IS JUST AS BAD AS HAVING THEM TOO LOOSE. THEY CAN SNAP IN TWO IF OVERTIGHTENED. THE PROPER AMOUNT OF TORQUE FOR THE LUG BOLT NUTS SHOULD BE 45 TO 65 FOOT POUNDS. THIS MEANS THAT IF YOU HAVE A WRENCH A FOOT LONG AND APPLY 65 LBS AT THE HANDLE YOU WILL BE APPLYING THE PROPER TORQUE TO THE LUG NUT. A WORD OF WARNING ABOUT JACKING YOUR VAN. NEVER JACK ANY ONE CORNER TOO HIGH. IF YOU ARE GOING TO CHANGE A TIRE, JUST JACK THE WHEEL HIGH ENOUGH TO CLEAR THE GROUND. IF YOU JACK TOO HIGH YOU WILL THROW A TWISTING STRAIN INTO THE VAN MONOCOQUE BODY WHICH MAY CAUSE THE WINDSHIELDS TO CRACK OR POP OUT, AS THEY HAVE DONE ON SOME VANS. A FEW FINAL THOUGHTS ABOUT KEEPING YOUR VAN IN GOOD RUNNING ORDER. YOUR REPORTER IS A FIRM ADVOCATE OF PERIODIC PREVENTATIVE MAINTENANCE FOR ANY PIECE OF GOOD MACHINERY - AND THE ULTRA VAN COMES UNDER THIS CATEGORY. CHANGE YOUR OIL AND OIL FILTER REGULARLY, CHECK YOUR TRANSMISSION AND DIFFERENTIAL, KEEP YOUR BATTERIES CHARGED AND KEEP YOURSELF WELL CHARGED! TO YOUR REPORTER, THE CLOSEST THING TO HEAVEN, NEXT TO A BLONDE IN HOT PANTS, IS DRIVING THE ULTRA VAN, CRUISING ALONG A SMOOTH HIGHWAY WITH THE ENGINE SINGING A SONG BEHIND YOU. DONT FIDDLE WITH THE ENGINE AS LONG AS IT IS RUNNING PROPERLY. FORGET ALL THOSE FANCY CHROME PLATED GADGETS, THOSE SPECIAL CARBURETORS, COILS AND PLUGS. JUST STICK TO THE STANDARD STUFF. THAT LITTLE CORVAIR ENGINE HAS THE POWER AND STAMINA TO RUN HOUR UPON HOUR WITH NO BACK TALK. OF COURSE, YOU PLUTOCRATS WITH THE BIG VBs AND THE TORONADO ENGINES ARE IN A DIFFERENT CLASS, BUT PLEASE DONT LOOK DOWN YOUR NOSES AT US. WE ALWAYS MANAGE TO BRING UP THE REAR WITH OUR LITTLE LAWN MOWER ENGINES. MANY OF US KNOW A WHOLE LOT MORE ABOUT OUR VANS NOW, THAN WE DID ON THAT FATEFUL DAY WE TOOK DELIVERY OF IT IN HUTCHINSON. AND WE DARE SAY THAT OUR VANS ARE RUNNING BETTER TODAY THAN WHEN THEY LEFT THE TENDER LOVING CARE OF THE FACTORY. AS PREVIOUSLY REPORTED, OUR BERMUDA PALM'S RALLY WAS A SUCCESS AND WE LOOK FORWARD TO SEEING YOU AT BUTTERFIELD RANCH. PLEASE DONT FORGET TO SEND IN YOUR 1972 MEMBERSHIP DUES. AND ONCE IN A WHILE, DO DROP YOUR REPORTER A NOTE TO LET HIM KNOW IF YOU ARE READING THIS STUFF - SEND IN REACTIONS, COMMENTS AND SUGGESTIONS. ALSO, BE SURE TO JOIN C.O.R.I. - THE CALIFORNIA OUTDOOR RECREATION LEAGUE. THEIR ADDRESS IS: 4264 E. FLORENCE AVE, BELL, CA 90201. THEY NEED US AND WE NEED THEM. YOUR \$2.00 WILL HELP THEM TO HELP US, SO THAT WE, AS RECREATIONAL VEHICLE OWNERS WONT BE BANNED, REGULATED, FENCED AND PRICED OUT OF EXISTENCE. YOUR REPORTER WISHES YOU MANY HAPPY HOURS AND PLEASANT MILES IN YOUR ULTRA VAN AND LEAVES YOU WITH THIS PARTING THOUGHT: CONFUCIUS SAY - MUD SLUNG IS GROUND LOST.

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