



ULTRA MOTOR COACH CLUBS, INC.

— A NON-PROFIT CORPORATION —

Exchange Information



JUNE 4 1979

*Club Members Suggestions and Ideas
Edited By Your Technical Reporter, Roma Smith, #298*

It must make you all feel pretty good to be members of a group who takes so much interest in the maintenance and performance of a very fine Motorhome, which no Manufacturer has the foresight to put into production again. Can any one that knows the Ultra Coach doubt for a minute that they would outsell any other Motorhome if built in the same size and style with a modern engine.

Murray Fisher #104, wants to thank all you experienced members for your timely tips and suggestions. He points out that it is a great help to the newer owners of Ultra Coaches and especially the ones who for one reason or another can't attend our Rally's often.

Le Roy Fowler #339, knows of a good repair shop near Milton Florida. If you happen to be near there and need help, call Kelly's Kar Kare, (904) 623-2210 on Highway 90 East. They have Corvair parts and Corvair mechanics.

Richard Decker #256, suggest that we pool our orders for Ultra Coach calling cards. By having them all the same style with each individual having his, or her, own name, address, Coach number and C B number, we should be able to get a good price on 200 or more cards each.

Jack Kortlander #271, bought one of the Ultra Coach Owner's Manuals from Len Ryerson and is putting his Coach in top condition. We should be seeing it at one of our Rally's soon. We are looking forward to seeing what you have done to #271 Jack. You might give the rest of us some ideas.

Grover Blanton #352, has some surplus Corvair parts at his home and has offered to give them free if you will come by and pick them up. His address is 1410 Mountainair Rd., Deming N. Mexico. Mailing address is, PO Box 149, Deming N.M. 88030. Thank you Grover for your generous offer.

Simone T Honer #492, offers a good idea to protect your eyes and help you see ahead in driving toward the bright sun. She says to cut a piece of fabric, could match drapes, to extend from one side of your windshield to the other and have it wide enough to extend down from your attaching point above the windshield to just above the level of your eyes. Just make sure it does not obstruct your vision of the traffic. This will save "fiddling" with your sun shades which can be difficult and also helps cool the interior down on a hot day. Simone mentioned gluing the top to the rubber around the windshield. I would suggest installing a row of small metal snap fasteners in the fiberglass above the windshield and then the shade could be un-snapped and folded away when not needed.

H.M. Sonneborn #425, would like to see a listing of members who have the tools for dis-assembly of the rear wheel bearings. That shouldn't be difficult since there are only a few of us who have the wheel bearing tools. I don't always carry mine along on a Rally so the member who wants to borrow the tools will have to notify me ahead of time. Also I would want them returned by the next Rally.

June 16th, Marion and I expect to leave for an 18 day trip to Austria, Hungary, Yugoslavia and Italy. Expect to take a lot of sound movies & stereo slides.

"The Temperature Gauge Guy"

Dick Evans, Artificer

VMCCA

45 Prospect St. • Essex Junction, Vt. 05452 • 802-878-2811

AACA



A LOW COST Turn Signal Modification--Ultra-Van (Coach?) **446**
#

First, with a screwdriver, remove the center horn button and the 3/4 nut underneath it on the steering shaft. Be sure your wheels are set dead ahead and then remove the steering wheel. (This may need a wheel puller, but usually a few raps on the nut after it is unscrewed flush with the shaft, with upward pressure on the wheel, will loosen it. After removing the wheel, look into the cup under it--dollars to doughnuts, you'll see several gadgets that look like part of a turn signal switch--which they are--but without a lever sticking out. Instead you'll find a piece of tape over a hole, painted to look like the outside of the cup. If you find this condition, all is well. Leave the Ultra where it is--you can't drive it without a steering wheel anyway--Take the Detroit tin and head for the nearest junkyard. You're looking for a Convain panel truck, pickup or station wagon. If you find one--fine. If you don't, don't despair, as I'll come to your aid later on. When you find one, climb in and remove the steering wheel as described earlier. Dollars to doughnuts, you'll find something that looks like the underside of the Ultra steering wheel but with several important differences--the most important of which will be that there is a TURN SIGNAL lever sticking out of the left hand side. There is also a small black tube that looks like a wire leading out of the bottom of the cup and running down under the dashboard. This is not an electrical wire---don't cut it. Follow it down under the dashboard and you'll find that it terminates in an impressive-looking gadget with a six-prong plug and lots of wires coming out of it. Remove the plug--cut the wiring cable back six inches or so, and put the plug and wires in your pocket. Then remove the two screws holding the gadget and slide that (the gadget) out. Next, on the underside of the cup on the steering column, you'll find a fairly large Phillips head screw. Loosen this way up--tap it a few times with a hammer and it will pop up into the cup. Now you should be able to pull the cup, cable and gadget off the car. lay it aside carefully --it's your salvation. Now, on the underside of the steering wheel, you'll find a stamped metal gadget with two prongs sticking down, held to the wheel by two capscrews. Remove this and put in your pocket, along with the ~~two~~ screws. Go to the office--pay the Shylock his pound of flesh and beat it back to the Ultra with your loot. Before the day is over, you'll have a cancelling turn signal!!!!

At the Ultra, remove the cup already there and install the one from the Greenbriar, pickup or what have you. Mount the gadget on the end of the cable under the dash at a convenient location. Remove the insulation from the wires on the plug, and after five minutes of silent prayer, cut the old turn signal switch cable--first disconnecting your batteries. Strip the insulation from the ends of the wires and make the following connections:

Tape your connections--solder is a good idea before taping-- check your work carefully connect your battery and test out--first replacing the plug in the gadget under the dash. You should have left and right turn signals, plus stop lights. Now, turn your steering wheel over, and install the stamped metal thing you put in your pocket back at the junkyard, using the two screws (which you've probably lost by now, but which are easily replaceable. Re-install the steering wheel in the same position as it came off. Don't tighten it thoroughly yet until you make the final test. Turn on a right turn signal--turn the steering wheel right and then back. It Cancels!!!! Do the same with a left signal. It Cancels!!!!!! Now tighten the wheel, plug the center horn button back in--clean up your mess and pour yourself a stiff drink---you've earned it. You now have a nice neat turn signal system without the J.C. Whitney gadget offending your eyes. You've lost your hazard switch, but you can get one of those from old J.C. and install it according to directions

Oh yes----in case you were unlucky and couldn't find a Corvair van, Greenbriar or pickup-- (Clark's Corvair Parts, Shelburne Falls, Mass. 01370 lists the switch you need, although not the controlling cable. Their part number is C3697--the price is \$3.85 and the shipping weight is 4 oz. You can improvise the cable using your present steering column cup and internal mechanism--it's all there except the cable and the actuating ~~xxx~~ lever which you can find in any junkyard.

The above setup works beautifully on #446. If you run into trouble, drop me a line, 710 Loudon Ave. Dunedin Fla 33528 until May first, and 45 Prospect St. Essex Jct. Vt. 05452 from May to November, and I'll try to straighten you out.

Good Luck *Fish*

CLUB TREASURER'S DETAILED QUARTERLY REPORT

Checking Acc't Bal. as of 4/17/79 \$1,743.16

RECEIPTS

Membership dues received	\$220.00	
Elkins Ranch registration fees	282.00	
Name Badges - \$22.00 EMUS, \$26.00 WMUS	48.00	
Elkins Ranch Barbecue dinner	704.00	
Fold-card Stationery	4.50	
Caps, Patches, Misc. Receipts, EMUS	27.90	
Patches - WMUS	6.00	
Rally deposit return - Helen Smith	30.00	
Home Savings & Loan quarterly interest	26.42	\$1,348.82

DISBURSEMENTS

Motorhome Life Subscriptions	72.00	
Elkins Ranch Barbecue dinner	688.00	
Rally Expense - H. Elkins	54.12	
Nottingham Co. - Chemical Toilets	79.50	
Rally Prizes - H. Laslo	20.30	
Coffee Supplies - E. Ryerson	17.32	
U. S. Postoffice (Newhouse)	22.50	
Office supplies, ticket roll, name badges, etc.	42.62	
Stationery House - Envelopes	53.45	
International Printers - Flyers	96.99	
Postage - E. Shepherd	67.35	
Quick Print - Club rosters (inserts)	271.25	
Refunds - Casa de Fruta	79.75	
Memorials	20.00	
	<u>1,585.15</u>	<u>-236.33</u>

Checking Account Balance 6/30/79

\$1,506.83

ULTRA POSTSCRIPTS ★★★★★

By Ernest Newhouse

"For the love of the rose bud, we soil our hands in the garden."

MOTORHOME ON FIRE! Headed north on Interstate #5, we were driving to our "Riverbend Ranch" at Sutherlin, Oregon the afternoon of May 10th, 1979. As we passed Castaic on the infamous Grapevine climb up to Gorman, the engine coolant read a normal 220, transmission oil about 150 degrees, both an average reading for this hard pull with full load. Five miles later there was a sudden burst of black oily smoke blocking all view to the rear of our coach. Horrors! We were ON FIRE!

Dense smoke started seeping inside as we pulled to the side of the freeway, shut off the engine and turned on the emergency blinkers. I grabbed a fire extinguisher as both of us dashed outside. As I turned off the main Propane Valve, a truck driver rushed up with a large hose and nozzle type of fire extinguisher which he played back and forth up into the engine compartment from both right and left sides of the coach. He said, "I could see the flames from my truck!" I worked with my 2 3/4 pounder through the exterior engine door until it was empty. The fire kept burning! It would sputter then resume. Plastic and rubber items were afire.

Realizing that something had to be done from the inside, I grabbed another extinguisher (one was mounted on the wall at each end of the dash) and, taking a deep breath of fresh air, dashed inside to release a burst of carbon dioxide into the engine compartment, then quickly closed the door. I had turned off the main Battery Switches also. I went out for air and re-entered the black smoke filled vehicle six times, completely emptying the second and then a third extinguisher kept in the rear exterior storage area. Finally the flames seemed to be out.

The Highway Police were there now. By radio they had called the County Fire Department. The Firemen checked to make certain no sparks remained and to take a report. The Patrolman also called a tow truck which arrived and began to hookup to our motorhome. By the way, we owe a debt of deep gratitude to the Hadley Trucking Service driver, not only for emptying his large (perhaps a fifteen pounder) extinguisher to help put out the fire, but also for lighting three flares and distributing them to direct the heavy freeway traffic around us. There are not too many men of good will now-a-days who will take the time or make an effort to help someone in distress. At least a hundred must have passed us who did not stop. The line was very thin between saving our vehicle and catastrophic disaster.

In case any reader does not know the cost of towing a motorhome, we were charged \$45.00 per hour (luckily it took only two hours). The fire damage repairs to the engine, transmission, and other components came to some over \$1200.00, recoverable through our Policy, we assume, with State Farm Auto Insurance Company. Knowing that most of the several hundred club families nationally carry State Farm coverage, I'll write a report on that result later on. Of course this was a trifle cost compared to the near tragedy of a totaled coach. The extreme heat destroyed the ignition distributor system, all wiring, the coil, capacitive discharge unit, condensers, and the like, all hoses, plus the fanshaft bearings were dried out by the flames and soon failed, the transmission slipped (torque converter was in the fire) and would not shift into high gear and had to be overhauled. The heat was so intense that even the carburetor air filter unit (inside its metal housing) was burned to a crisp, plus the radiator and water heater hoses, modulator and vacuum lines, everything burnable. Luckily, the carburetor and the alternator have so far survived, which no one can understand because wires and hoses leading to or past them were all melted and burned.

Oh yes. What CAUSED the fire? It was not an electrical fire. It was not a gasoline fire. They suppose it was transmission fluid "blow off" from the vent tube (or the down-shift where the cable enters the housing) due to the hard 6-8% Grapevine grade, the oil swirling around to the hot exhaust manifolds and igniting. The flames then transferred to the rubber coolant hoses, the plastic insulated wires, the radiator overflow and return lines, plastic distributor cap, the plastic flywheel shroud (around the torque converter), etc., plus the oil was on fire. As most of the members know, ours is a standard Oldsmobile Cutlass 350 engine with stock Olds transmission. I guess this same problem could happen with any car also. No wonder we hear on radio almost every day in the LA area traffic reports that a car is on fire. Being our second Ultra Coach, and with nearly 90,000 miles of coach travel, it was our first experience ever of being towed. We hope it will be our last. The percentage averages, if one can rely on them, say that it will be. Proverbs 27:1.

Fortunately, nothing inside the coach was destroyed, although there was considerable smoke damage. It must have been the tight sealing and the insulation (which confined the burning) that saved our vehicle.

We could have just played down our recent experience, but one reason for writing about it is that it may be helpful to another club member or two someday. Certainly no one wants to think about a fire and the probability of ever having one in a vehicle is very remote. Nevertheless, there are some preventative measures that can be taken to further minimize such an occurrence. We owe saving our coach from complete destruction to at least five basic factors and list them here for your consideration:

- #1 - Full and complete metal overlay, plus fiberglass insulation over the metal, covering all combustible areas inside the engine compartment.
- #2 - Carry at least three (3) of the standard 2 to 3 pound Fire Extinguishers with a gauge (to check that they are fully charged before each trip).
- #3 - Keep proper engine crankcase, transmission, and power steering fluid levels. Do not overfill.
- #4 - Move or re-locate any rubber-hose gasoline lines to outside the engine area...or over-wrap them for flame retardation.
- #5 - In event of trouble, don't panic. Keep calm and turn off the main Propane Valve and Battery Switches FIRST. Plan ahead NOW your strategy.

We were delayed about seven days in our travels because of the mishap. The trip will not soon be forgotten. However, we did get to the ranch (a week late) and had a nice time there along the Calapooia River. We arrived back in Whittier June 2nd and I'm typing this while waiting for our mail. The Rally Flyer, etc., should be with the delivery of our held mail to be taken to the printers for the current club mailing.

By the way, we had almost no problem getting all the gasoline needed traveling nearly 2000 miles to and from Oregon on the trip just completed.

A few club members have asked for reliable sources for bulk purchases of freeze dried and dehydrated foods. Items are available in #10 cans (nearly one gallon) hard white-enameled inside and with oxygen removed and nitrogen introduced for long-term storage of meats, vegetables, etc. I'm certain there are many other sources, but these two we have dealt with and they have treated us right. They will send a free catalogue:

S. I. OUTDOOR FOOD AND EQUIPMENT, 16809 Central Ave., Carson, Cal. 90746
MARTINS DISTRIBUTING COMPANY, P. O. Box 51, Moraga, Calif. 94556

It is with sorrow that we report the recent death of member Carl Foster #518, a past President of our club (during the year 1972). Also, we have learned of the passing of Kathy Phillips #604, who was First Lady during 1970. They will be missed. Our sympathy goes to the families.

Hope to see all of you at the NATIONAL ULTRA RALLY at Hannibal, Mo. Oct.3-7.

Sincerely *Ernest Newhouse*

ARIZONA BEACH, OREGON. ULTRA COACH RALLY



WELL! WE MADE IT, FIRST TO JULY 1979 AND, IN SPITE OF FRED, JIM AND JACK, ALSO TO ARIZONA BEACH, OREGON. NOT TOO BAD!! - FRED WAS OK ON ONE ITEM, IT IS ON THE PACIFIC OCEAN, CLEAR AND BRIGHT. HAD TO SEND TO CALIFORNIA FOR SOME RAIN, NONE HERE.


THIRTY-TWO COACHES, MOST OF THEM ONE TO THREE DAYS EARLY, A FEW LATE, ALMOST NONE ON THE OFFICIAL ARRIVAL DATE. THE MANAGEMENT, CAROL AND CLIVE, CARRIED A PERMANENT PUZZLED EXPRESSION, BUT CAME THRU EVERY TIME WE CHANGED OUR MINDS, WHICH WAS OFTEN.

LARGEST CONVOY GROUP CONSISTED OF THE FOLLOWING COACHES: THE RICHARDS #379, ED. MARTIN #296, GEO. RAKOUS #342, AL & KATHY POLUS #401, WARREN & NOBIA SUCKOW #331, NORM & SHIRLEY JOHNSON #273. SCARED TO TRAVEL ALONE? WERE DELAYED 37.2 HOURS BY PEOPLE ASKING, "WHAT THE HECK ARE THOSE?"
-- -- OR, "DID YOU MAKE THEM YOURSELF?"

THE FOUR DAYS WERE A LITTLE "DIFFERENT." EACH ARRIVAL RECEIVED A LITTLE PIECE OF PAPER WITH AN INSCRIPTION ON IT - NICE! DAYS LATER THE REAL PRIZES WERE GIVEN - A PIECE OF WOOD FOR EACH COACH - BIG DEAL! THE GREETINGS, AS THE COACHES ARRIVED, CONSISTED OF THE STANDARD STUFF, SUCH AS, "I LIKED THAT DRESS ALL THE EIGHT YEARS I'VE KNOWN YOU," OR "ARE YOU STILL TRAVELING WITH HIM?" OR, "THAT ENGINE SURE SOUNDS GOOD - I THINK!"

THERE WERE NO RESCUE MISSIONS, BEFORE, DURING OR AFTER THE RALLY. COACH #379 HAD AN OVERBOARD PUMP PROBLEM. IN THE PROCESS OF "REVERSE FLUSHING" WE FILLED THE KITCHEN SINK, TO OVERFLOW, WITH ESSENCE OF ATTAR OF ROSES. THESE COACHES ARE GOING TO LAST FOREVER. #364 LOST THE DIRECTIONS TO THE RALLY, BUT THEY ARRIVED OK. THEY INQUIRED ALONG THE WAY, AND THE NATIVES SAID, "WE SAW SOME OF THOSE THINGS GOING THAT-A-WAY."

THE DEAR GIRLS ALSO GOT IT TOGETHER. THERE WAS NOT ONE CERTIFIED CASE OF STARVATION IN FOUR DAYS. THE LADIES CRAFT SESSION WAS A REAL GASSER. LOTS OF NEW IDEAS AND STUFF. DURING THE TECH SESSIONS, SOME FUMBLE-FINGERED BOYS RUINED TWO CARBURETORS AND ONE REAR AXLE HUB. THE LIAR'S CONTEST WAS CANCELLED. FRED WAS THERE EARLY AND WOULD NOT LEAVE - UNFAIR! BY FAR, THE BIGGEST FEAT OF THIS RALLY WAS ACCOMPLISHED BY MICHAEL LEARY #234 WHO CONVINCED MARGARET GREY & ANITA TEFFT #277 THAT THEY ONLY REALLY NEEDED ONE BATTERY TO GET HOME. ABOUT A DOZEN DIFFERENT TECH SESSIONS WERE PERCOLATING DURING THE RALLY, EACH ONE CONDUCTED BY A SPECIALIST IN HIS FIELD. THERE WERE NO MORE EXPRESSIONS OF, "I WONDER IF I'M EVER GOING TO GET HOME!"



THE DIRECTOR'S MEETING REVEALED THAT THE CLUB IS GROWING, SOLVENT AND HAPPY. PRESENTLY CARRYING EXPENSIVE INSURANCE, BUT WE ARE WORTH IT! WE ARE NOW LOOKING AT TUESDAY AND HALF OF THE POPULATION IS STILL HERE FACING THE OCEAN, REFUSING TO MOVE AND CHASING AWAY THE TOW TRUCKS. WEATHER PERFECT. HAVE NEVER SEEN THE OCEAN AND SKY SO BLUE AND BEAUTIFUL!



ARIZONA BEACH, OREGON RALLY - JULY 1979.

THE NEWHOUSES #603 PERSONALLY DELIVERED THE NEW CLUB MEMBERSHIP DIRECTORY, LOOSE-LEAF, PUNCHED, WITH GENUINE DU PONT ARTIFICIAL LEATHER BINDER. REAL CLASS! A COPY WAS PRESENTED TO EACH COACH ATTENDING. BALANCE WILL BE MAILED OUT. OUR THANKS GO TO ERNIE & EDNA NEWHOUSE #603 AND TO EDDY RYERSON #513 FOR A BEAUTIFUL JOB, WELL DONE.

ONLY HAD TO CALL THE LAW OUT ONCE, DURING THE RALLY. THE CLUB JOKERS TOLD A NEW MEMBER TO ASK THE OWNER OF #489 IF HIS COACH WAS FOR SALE. NO WAY - THE REACTION WAS VERY VIOLENT!!

THE ACKERMANS #458 SAILED IN FROM FLORIDA. DECIDED TO TAKE A SHORT SIDE TRIP TO - ALASKA!! THEN EASY DOWNHILL JOB BACK HOME. WE ALL WISH THIS OPERATOR WOULD GAIN A LITTLE CONFIDENCE AND TRY FOR DISTANCE.

THE FINAL VERDICT: WE MIGHT JUST BE ABLE TO LIVE THRU ANOTHER ONE OF THESE!

YOUR HOSTS,
Fred and Eleanor Leary #434
McMINNVILLE, OREGON.

Addenda: Of course everybody knows that Fred can't do layout and printing like this. The above was just gotta' be from that Ed and Sheba team - 296.

J. L.

ERNIE'S ENTRY -

Fred #434 writes, "Now you just don't dare leave that space blank - that we provided for you!" Well....I almost "dared", then seeing Fred had already inked in the HEADING - thought it might be rude to ignore such a nice invitation.

Really though - the Oregon Rally - - was tremendous! Imagine, all of us right on the brink of the mighty Pacific, facing the surf as it rolled in, with the gentle music of the lapping waves all day and all night long!! Thank you very much Eleanor and Fred for arranging such a fine site and a great July rally.

The special large Key-Ring Tokens that Fred hand-made were admired by all...and the huge laminated "Watch Fob" model that was presented to Edna was an appreciated gesture. I can see Fred cutting, carving, faceting, polishing, and laquering the dense hard MYRTLEWOOD into those beautiful diamond shapes. We overheard that he induced Eleanor to do most of the finishing. Regardless, our gratitude to the Learys for another fine rally.

#603

Oregon Coast Ultra Rally

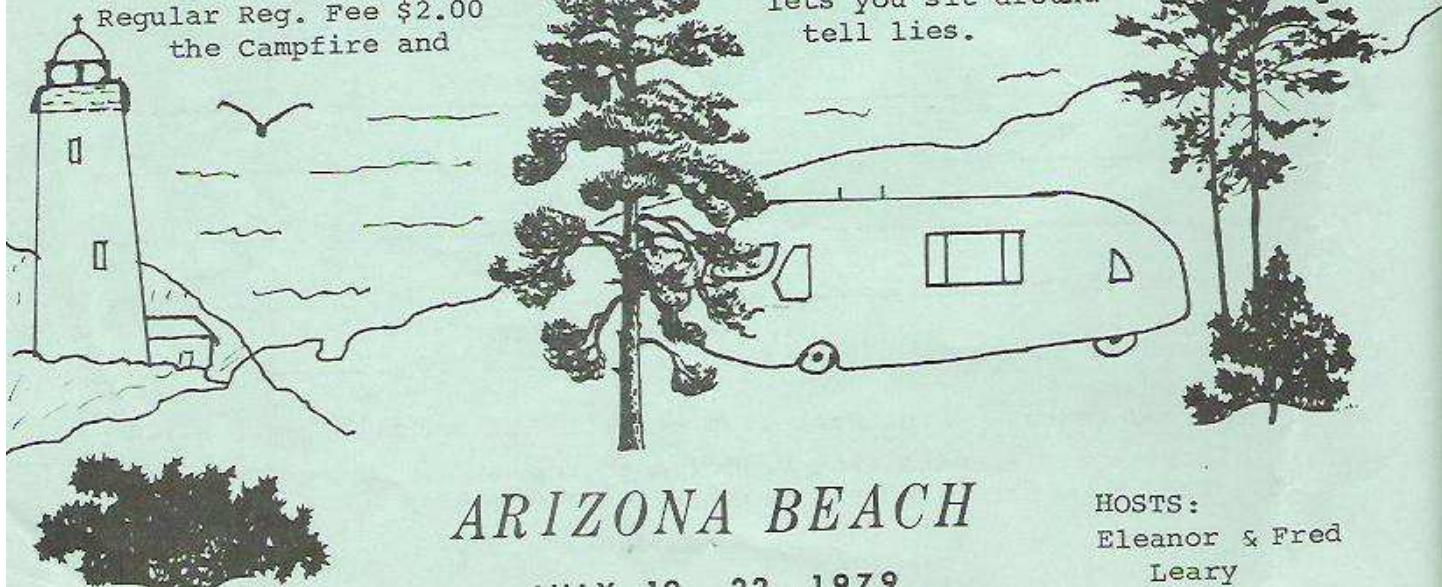
1. WHY? Simple. Quietly dozing at the January Ruckus and the PA system suddenly said that # 434 and crew were hosting the July Rally. Started to applaud (still asleep). Chairman said, "Hold the applause...get busy and find the ideal spot, etc. -- lots of etc." Unquote.
2. WHAT HAPPENED? 434 rolled its round (and balanced) wheels N and S on the Oregon Coast - looking, asking, sorting and a bit of etc. We lucked out.....ARIZONA BEACH....Fred, Eleanor, Jim & Jack voted YEA!
3. WHERE IS? Easy. Attention navigators! Intersection of Oregon Coast and Latitude 42.6 N -- Watch that "N"....read it "S" and you are in Chili near Cape Horn.

Cautious people who read road maps will find it right smack on Hwy. 101 between Gold Beach and Port Orford....14 miles to either. Sign at the Entrance. Close to California ... much miles from McMinnville???

(F. L. not too bright - J.B.)

4. WHAT IS? Private RV Park on both sides of 101 (rare in Oregon) with a private underpass (rarer). If you were building one, you would probably make it about like this and then you would get Carol & Clive Bullian to own and operate it. Facilities? In one big word -- YES.
5. WHEN? July 19 thru 22, 1979. Sunday travel on 101 is a bummer. Many of us will "hang around" for a few more days...the management will probably be able to cope. Make it six days and get a reward from Carol (pat on back) and then a free No. 7!

6. EXPENSIVE? The park certainly is! The rates are not. A five spot per day (\$2.19 in pre-inflation terms) for us SC peons and an extra buck cable full of water and Regular Reg. Fee \$2.00 the Campfire and if you must have a hose with KW's. lets you sit around tell lies.



ARIZONA BEACH

HOSTS:
Eleanor & Fred
Leary

JULY 19 22 1979

FUEL???? Suggest GASOLINE. The shortage isn't all rumor - but it is also not a complete "wipe out". Oregon expects a sharp drop in summer visitors, especially by the "Big Boys" (those 6 MPG guys) -- this opens the gate for us "efficiency experts" who didn't cause the shortage and shouldn't take the rap.

ULTRA PREDICTIONS: On Fuel -- some minor delays and a little hassle but NO SERIOUS PROBLEMS "Across the Plains" (and up the valley) on Oregon Trail - 79. Lots of people make lots of money selling gasoline it isn't going to disappear. Hm-m....yes, we also predicted that coffee could not go over 15¢ and that the ULTRA CLUB would never have 35 members. Can't win 'em all!

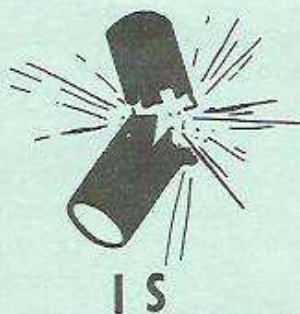
SCHEDULE? Minute by minute - no got. Just 4 or more days of fun. We will provide info on what's available -- a 15¢ post card, expensive or inexpensive dinners, a \$150 jet boat trip -- They are here, but we don't want to schedule you for them. Mountains, Ocean, Sunsets and friends -- all priceless.

Check Bulletin Board for all data. As usual there will be the Director's Meeting, the General Meeting and the Saturday Night Potluck. If enough desire, dinner out on Friday night.

Please fill out the form below to give Fred and Eleanor an idea of WHO will be at the Oregon Coast Campout! Mail to them immediately.



Yup!



Oregon

in



Arizona

IS

NAME: _____ COACH #: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

will arrive (date) _____ Will Stay _____ days.

are interested in having dinner out: No _____ Yes _____

MAIL TO: Fred Leary 201 West 21st Street McMinnville, Ore. 97128

NOTE: All literary credits must be given to the Master of #434 - Items 1 thru 8 - with his matchless style of writing.



ULTRA MOTOR COACH CLUBS, INC.

— A NON-PROFIT CORPORATION —

Exchange Information



August 9, 1979

Club members Suggestions and Ideas
Edited By Your Technical Reporter, Roma Smith, #298

There is no doubt about it, entertaining 4 Grand children and their Mother for 4 days is no small task. Fisherman's Warf, a boat ride and picnic in Golden Gate Park, a ride on the Bay in the "Roma "B" and an all day visit to Merriotts Great America. Grandpa took all the wild rides, some of them before the boys would ride them; they wanted to make sure I could get back alive.

Your Reporter is taking it easy (?) next week - nothing to do except clean, scrape and paint the bottom of my boat while it is on the marine railway at the Presidio Y. C.

Dill Duxbury #253, wrote in some time ago that he was toying with the idea of changing to Diesel power. If anyone has had any success in that direction would you please send all the details you have to me. There is a good chance that several members may be interested.

Morris Randle #328, has a problem with his chopper pump in the toilet spinning water up the sides. The pump works fine when the blades are removed. My suggestion would be to make sure the chopper blades are level or slightly bent down. If any one has had this problem and solved it will you please let me know so others can get the word.

Dick Fess #545, is operating his Ultra Coach on a choice of gasoline or Propane. He has the Chevrolet engine but he thinks he may be able to figure out a way to run the Corvair on propane. If or when he gives me the information I will pass it on. Dick wants very much to attend some of our Rallys but he is very busy as a Contractor, trying to make his first million.

Fred Granville #270, has up-dated his Ultra Coach with side and rear doors, with large picture windows. It seems from the way he wrote it that he has put a door in on the drivers side, I am writing to him for more details.

Since there are no more suggestions and Ideas from you Members on my desk I will give you a few maintenance tips.

1-- Incorrect timing or a faulty spark can cause hard starting and make the starter work harder than it should. Check the timing at each tune-up. Change engine speed to see that advance is functioning and comes back to mark at idle.

2-- Centrifugal advance that sticks is a probable cause of over-advanced ignition that causes slow cranking and hard starting. Make sure it's clean, lubricated properly, and that springs are not stretched or missing.

3-- Cleaning paint off the starter's mounting flange and off the engine's bell-housing insures a solid ground contact and guarantees that the starter will receive full battery voltage.

4-- Battery condition is probably the first thing to check when engine will hardly crank or refuses to start. A hydrometer check is the most positive way to determine you battery's health.

5-- Dirt and grease on the starter's solenoid plunger may cause it to jam and refuse to operate the starter. Clean it, dry it, and never apply a lubricant to this part.

Marion and I had a great time on our trip to Europe last June and July. If we are promised electric hook-ups at our Arizona Rally in January I will bring my two four hundred foot reels of sound movies that I took. Don't let that keep you away from the Rally because there will be other things to do there.

If you have any news or information you think would be of interest to the Club send it in and I will write it up. Sincerely, Roma Smith #298

ULTRA MOTOR COACH CLUBS, INC.

— A NON-PROFIT CORPORATION —



Technical News Continued

ear a little about our trip in my next letter. There may be a few
worthy of mentioning.

#452, gave us a very good idea for getting more storage space from
de of each wheel well cover. As you know there is a triangular
y the top of the wheel well cover being wider than the bottom.
converted into a 7"x13"x32" storage compartment. I liked the idea
spent the last few days making the conversion on the drivers side.
the other side when I return from our trip.

d I will be looking forward to seeing all you good Ultra Coachers
lly in Oregon.

Sincerely, *Roma B. Smith #298*

R COACH CLUBS, INC.

IN SHEPHERD, SECRETARY
260 S. E. TENINO ST.
PORTLAND, OREGON 97206



FIRST CLASS MAIL

PERSONAL

Bob & Bertie Joy
12890 Columbine Dr.
Longmont, Colo. 80501