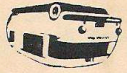


Newsletter
SPRING '86

NORRIS & CHARLEN HOUCK
58 TIMBERLAND BLVD.
86 ZEPHYRHILLS FL 34249

PERSONAL

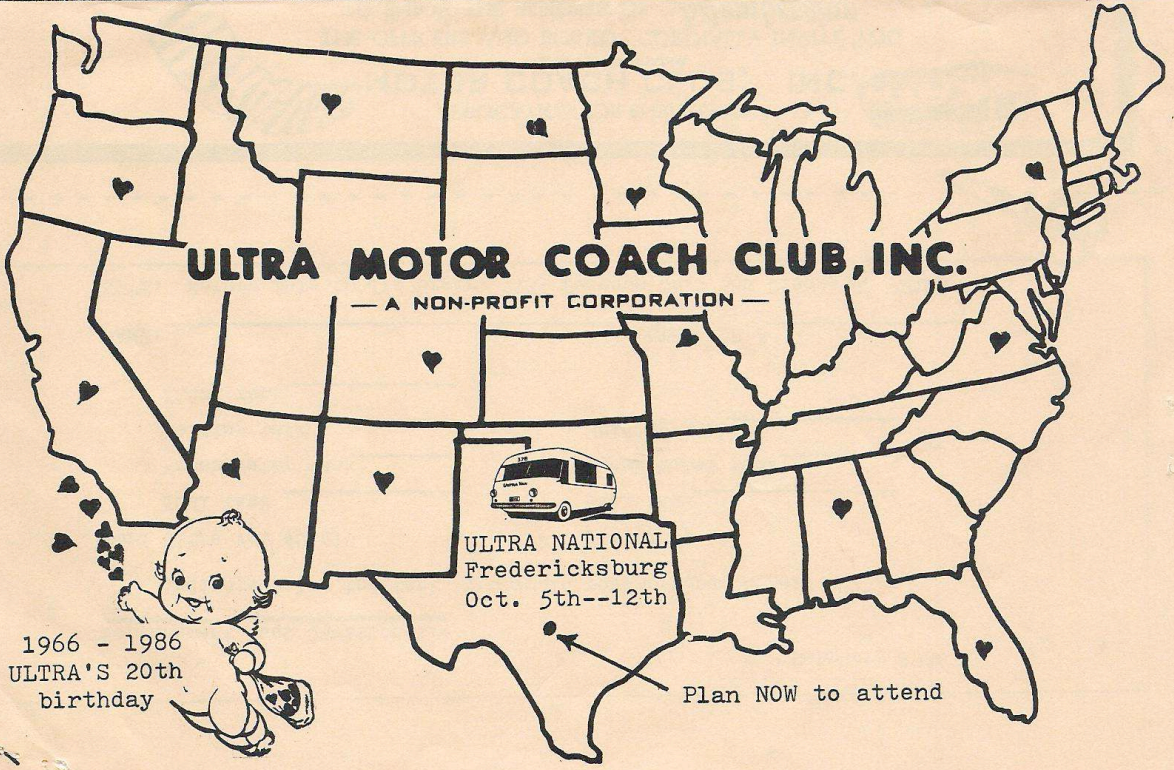


FIRST CLASS MAIL



Edna Newhouse, Secretary
15239 El Soneto Drive
Whittier, Calif. 90605

ULTRA MOTOR COACH CLUB, INC.



ULTRA MOTOR COACH CLUB, INC.

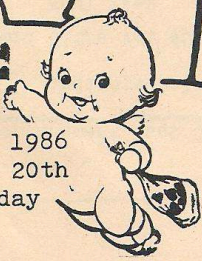
— A NON-PROFIT CORPORATION —



ULTRA NATIONAL
Fredericksburg
Oct. 5th--12th

Plan NOW to attend

1966 - 1986
ULTRA'S 20th
birthday



ULTRA MOTOR COACH CLUB , INC.

February 1986

OFFICERS: 1986 Ultra Year

President, Jim Craig #232

Secretary, Edna Newhouse #603

Vice President, Harold Washmuth #326

Treasurer, Louis Griggs #334



All reports of regional rallies, advertisements, etc. to be forwarded to the Secretary. Amendments suggested for the Club by-laws and technical tips to be sent to the President. Deadlines for newsletter inputs are: Nov. 15, Feb. 15, May 15, and Aug. 1st.

The President's Report

"Down The Road"

As we proceed down the "Ultra Year" road, the first regional rally has just been completed and it was enjoyed by all. See report of details elsewhere in this newsletter. Congratulations to the Host Thelma Cook, #316 and her committee of Al and Kathy Polus for a great time.

Flash! The National Rally dates have been changed from Oct. 1st thru 8th to Oct. 5th thru 12th. The change was required in order for us to have a building with a large meeting room. Thanks to Director Jean Mc Masters for completing the details on site in Texas.

What did you think of the new outline for the last newsletter? Do you have any comments regarding arrangement or whatever? Please advise the Secretary or myself if you do. As you all know, the newsletter is a big task for a Secretary and she can use all the encouragement we can give. She has my vote of approval and congratulations. How about you?

I have assigned (with her approval) Edy Ryerson as the Club Historian. Her first task at hand is, with your help, to update the Ultra Van Owners book. This book shows who originally bought each Ultra Van and following new owners. It is not complete in a lot of cases, so here is where she asks your help. If you know of an Ultra Coach and owner who is not a member of our club give him an application and advise Edy of the person's name, address, coach number and etc. Also if you sold or purchased an Ultra Van recently, advise her of the particulars.

In regards to your membership dues information in the last newsletter---According to the club's by-laws your membership dues are delinquent as of the 1st of January, not the 15th of February as some of you may have thought.

Participants at the January Rally enjoyed a hour Swap and Boutique Meet. The men and women both enjoyed it and at the general meeting recommended that a Swap/Boutique hour be included in all future rallies. So---all you future rally hosts take heed. Now this doesn't mean you have to haul all those spare engines and transmissions to Texas, just bring those special bushings, bearings and etc. (The light stuff) Besides that will leave some extra space for the lady in your life to bring all of her Boutique items. Right gals?

A lot of you will soon start your cross country trips and during that time if you come across a nice place that you think would be adequate for the Club to hold a national meet, please let me know.

A request to all future rally hosts and others---in your reports to the membership concerning those attending the rallies and etc, please use the term "Associate Member" or "Associate Coach" when referring to someone other than a regular member.

I have requested the Secretary to include all scheduled dates in the "Club Calendar"

of each newsletter. So if you have any changes in location or dates advise her accordingly.

The Merchandise Chairman has been requested to provide the Secretary a current list of all items the Club has for sale and to include their price and who to purchase them from. See listing elsewhere in this issue. The Chairman will keep the list current and update it for each newsletter.

"Down the Road" a bit, I am pleased to let you know that the National Rally Host has confirmed that Mr. Dave Peterson will be the Club's "Man of the Hour" at the National Rally in Texas. I am sure you will be looking forward to hearing about his involvement as designer/builder of the Ultra Van. See details of the National Rally in the Chairman's report elsewhere in this issue. See you in Texas, Dave and Lucille.

Before I come to a stop on the road this month I would like to thank Edy Ryerson and Evelyn Donaldson for their reports in this newsletter regarding the Ultra Van meet at Palm Springs, CA and the January Rally. The Palm Spring event is an annual Corvair Club event in which we all have fun and recommend that you participate in your local Corvair Club events. Try it, you'll like it!

See you Down the Road,

Jim Craig
Jim Craig
President

FLORIDA SUWANEE River Rally



March 19 - March 23 (Wed. to Sun.)

Hosts: Pat and Margie Fitzgerald, 1079 Bayshore Dr., Englewood, FL 33533
(813) 474-6468

Registration Fee: \$2.00 per coach.

\$10.00 per day Full Hook-Up - \$8.00 with no Hook-Ups.

Tentative Shchedule: Up to date detailed schedule to be furnished at time of registration.

Wednesday March 19, 1986: Registration 9:00 A.M. to 4:00 P.M.
Coach Hopping etc.

Thursday March 20, 1986: 9:00 A.M. to 10:00 A.M. Coffee and orange juice.

10:00 A.M. to Noon: Tech session and crafts. Tech session - will discuss members problems. Bring list of what you consider to be essential repair items to be carried in vehicle (Corvaire or V-8). Maybe we can come up with a minimum essential list.

6:00 to 9:00 P.M.: Evening Entertainment.

Friday March 21, 1986: 9:00 A.M. to 10:00 A.M. Coffe and orange juice. Bring baked goodies.

10:00 A.M. to Noon: Crafts and tech session. The tech session will feature disassembly of a differential and discussion of problems.

1:00 to 4:00 P.M. Free House Boat Tour of Suwanee River.

5:00 P.M. (?) Pot Luck Dinner. Camp owners will furnish Seafood for dinner. Evening Entertainment to follow.

Saturday March 22, 1986: 9:00 A.M. to 10:00 A.M. Coffee and orange juice. Bring baked goodies.

10:00 to 12:00 noon. Crafts and Tech session.

1:00 to 3:00 P.M. Swap Meet.

5:00 P.M. Dinner at local resturant.

Sunday March 23, 1986: 9:00 to 10:00 A.M. Coffee and juice, baked goodies.

10:00 to 11:00 A.M. Free time, break camp, good-byes.

Remember to bring items for swap meet, craft items and fishing tackle. There will be fresh water and Gulf fishing in area. Plan to bring major food items with you as there is only a small general store in the area.

Directions to Campground

If traveling I-75 from north or south exit S.R. 26 at Gainesville, Florida. Go west to U.S. 19/98, N. W. to Old Towne. Go south on S.R. 349 to Village of Suwanee. Watch for Miller's Houseboats sign. If traveling east on I-10, exit south on U.S. 19. (East of Talahassee). Go to Old Towne. Go South on S.R. 349 to Village of Suwanee, Florida. Watch for Millers sign North edge of village, turning left to campground.



A GRAND AFFAIR

4

JULY 30 - AUGUST 3
(early birds 29th)

HOSTS: Gary & Marian Grootenhaar
Clyde & Kaye Stanton

Grand Rogue Campgrounds
6400 West River Drive
Belmont, Michigan 49306
(616) 361-1053

Come to the Grand Rogue Campground and visit with your Ultra friends while you attend the 1986 Corsa convention "Corvairs on the Grand" or just rally with us! Normal rally activities plus! Pets on leash are welcome. No fishing license required. Group camping area (no elec) between the Rogue and Grand Rivers.

Bring your bathing suit, canoe or boat, fishing pole and your golf clubs plus goodies for coffee and food for a pot luck.

\$6.00 per night
\$2.00 Ultra club
registration fee

GRAND RAPIDS

Your campsite is only
10 minutes from the site
of the convention!

Things to see & do nearby!

Museums, Zoo, Fish Ladder, Theatres, Factory Outlet Mall, Squire Street Square, Shopping Malls, Downtown Grand Rapids. Come & ENJOY

Directions:

From north on US131 get off at Belmont exit. Go east to Belmont Ave, south to West River Dr. Go east 1 mile.

From south on US131 get off at Comstock Park exit. Go east on West River Dr 4 miles.

From east on I-96, get off at East Beltline (M44). Go north $5\frac{1}{2}$ mile to 4th signal light (West River Dr.) go west $3\frac{1}{4}$ mile.

From west on I-96 take US131 Interchange to Comstock Park exit. Go east on West River Dr 4 miles.

5
LAKE CASITAS- near OJAI, Ca.

March 22 thru' 26th

RALLY INVITATION



HOSTS: ART & MILLIE ELLER
Milt & Gene REYBURN

TIME: MOVE IN FRIDAY OR SATURDAY MARCH 21 OR 22, 1986.
We do not have any reservations but park rangers are very cooperative. We would like several Ultras to move in on Wednesday, Thursday or Friday and hold spaces for all. Rangers will permit this. Camp has over 400 beautiful camp sites and two excellent grassed meadows for overflow.

REGISTRATION FEE: \$2.00 PER COACH

CAMP FEE: \$8.00 PER DAY. Includes campsite, dump station, rest rooms, store, fishing in lake. There are no hookups but drinking water is available.

WEDNESDAY:

THURSDAY:

FRIDAY:

SATURDAY:

Early arrivals; Stake out our camp area

9:00 A.M.-11:00 A.M. REGISTRATION

9:00 A.M. COFFEE CLUTCH

11:00 A.M.-12:00 NOON TECH SESSION & CRAFTS

4:30 P.M. POTLUCK DINNER - AFTER DINNER WALK DOWN TO LAKE

9:00 A.M. COFFEE CLUTCH

10:00 A.M.-11:00 A.M. CHURCH SERVICE

FREE TIME

5:00 P.M.-6:30 P.M. DINNER TIME

7:00 P.M.-8:30 P.M. SLIDE SHOW: FAMILY OF FIVE DRIVING
& CAMPING FROM CALCUTTA, INDIA TO LOS ANGELES, CA.-
by ART ELLER

SUNDAY:

9:00 A.M.-COFFEE CLUTCH

10:00 A.M.-12:00 NOON TECH SESSIONS, CRAFTS & NATURE WALKS

1:00 P.M.-2:00 P.M. SWAP MEET & FREE TIME

DINNER OUT AT SPECIAL PLACE IN OJAI -- TO BE ANNOUNCED.

WALK THROUGH OJAI

MONDAY:

9:00 A.M.-COFFEE CLUTCH

10:00 A.M.-12:00 NOON TECH SESSION & CRAFTS

FREE TIME

POSSIBLE STEAK DINNER SPECIAL IN SANTA PAULA

RANGER TALK IN CAMP

TUESDAY:

9:00 A.M. COFFEE CLUTCH

FREE TIME - NATURE WALK - FISHING

BREAK CAMP & GOODBYES - YOU MAY STAY LONGER IF YOU WISH!

WEDNESDAY:

BRING:

1. FIREWOOD

2. \$5 GIFT FOR MYSTERY GIFT

3. SWIM SUITS

4. FISHING GEAR

5. TABLES & CHAIRS - A MUST BECAUSE WE HAVE NONE PROVIDED!

6. PREPARE FOR ALL WEATHER 7. THINGS FOR SWAP MEET

8. CHILDREN & ESPECIALLY GRAND CHILDREN!

NOTE:

THIS RALLY IS ESPECIALLY PLANNED FOR MEMBER'S CHILDREN. THE CAMP IS A BEAUTIFUL SITE THAT SHOULD APPEAL TO THE KIDS. MANY ON SITE AND NEARBY ATTRACTIONS FOR YOUNG & OLDER!!!

DIRECTIONS TO LAKE CASITAS

From North On Coast Route 101:

In Carpinteria turn left (East) on State Hwy. 150. Pass over West & East Casitas Pass to Lake Casitas Rec. Area entrance on your right. (Approx. 15 mi. from 101 turnoff.)
(See map)





From South on Coast Route 101:

In Carpinteria turn right (EAST) on State Hwy. 150. Pass over West & East Casitas Pass to Lake Casitas Rec. Area entrance on your right. (Approx. 15 mi. from 101 turnoff.) (See Map)

From East on Interstate 150:

Pick up Interstate 126 headed West at Castiac Junction. In Santa Paula turn right (North) on Interstate 150. Continue on 150 through OJAI on the Baldwin Rd. (still marked 150) to the Lake Casitas Rec. Area turnoff on your left. (See Map)



7
Ultra Rally Report
Ma-tar-awa
January 15th thru 19th

Our circle of Ultra's at MaTarAwa, Indian Camp, reminded us of the days when the covered wagons used to circle on the plains. The buffaloes weren't there, but we did have some cows grazing near-by, but thank goodness, they didn't munch on our foam bumpers (like they did once on Thelma Cook's Ultra).

When we arrived early Tuesday, one Ultra was there, all set up near a big oak tree, but owners Helen and Charles Smith, from Ohio, were out riding in the hills and valleys in their neat motorcycle built for two.

We had 32 Ultra's and other motorhomes (nine states were represented).

Each morning we held our coffee hours. The men had a chance to discuss all their ideas or problems at the tech. sessions. Thelma Cook and Fran Omera had interesting and cute items for our craft hours.

We had our pot-luck dinner on Thursday and a little earlier in the day, as it was a bit nippy when the sun went down. After our dinner and clean-up, we bundled up and sat around listening to tapes of old-time radio shows that Al Polus had brought. I'm sure they brought back memories to many of us—those were the days when comedy was funny and clean.

On Friday, we had a swap meet and the men weren't the only ones to show up with "goodies" Marion Smith had a table full too.

That evening we had our "dinner out" at the Breadbasket in Alpine. Friday night is their "all you can eat" fish special. It was delicious! Lots of ladies bought their fresh-baked bread and other treats to take back to our coaches.

Back at camp, Jim Craig showed interesting slides from a Baja, Mexico trip that his family and friends had taken a few years ago, in special designed dune-buggies.

On Saturday several attended a Swap Meet put on by the Alpine Indian ladies. They had Navajo tacos and fry bread.

We had our evening program in the recreation room and opened our mystery gifts and announced the winner of the beautiful "Ojo de Dios" wall hang that was made and donated by Thelma Cook. Edy Ryerson was the lucky one and very happy. Howard Boso, of Apache Junction, Arizona was the winner of the bean guessing contest. New members were introduced: Joe and Lucy Alvarez from Murietta, California and Harlan and Jean Miller of Bend, Oregon.

On Sunday religious services were held under the huge old oak trees—then once again we started saying our good-byes to dear Ultra friends, hoping to see them at the next rally.

We enjoyed being co-hosts with Thelma Cook, Kathy and Al Polus and Marlene and Jim Craig.

Respectfully Submitted,

Evelyn and P.W. Donaldson

Evelyn and P.W. Donaldson

Ultra Van Motor Coach Club, Inc. Fourth Quarter Treasurer's Report 1985

Receipts	
dues	980.00
Benham Capital Management Group	<u>34.35</u>
Total Receipts	1014.35

Expenses	
Secretary-newsletter	409.25
Club liability insurance	284.00
Treasurer's expenses	<u>29.42</u>
Total expenses	722.67

Balance on hand 10/1/85	4354.79
Receipts	<u>1014.35</u>
	5369.14
Expenses	(-) <u>722.67</u>
	4646.47
Interest from Al-Gar 1/1/85-1/1/86	<u>262.30</u>
Balance 1/1/86	\$4908.77

Special Notice: The mailing list is being computerized. The labels used in this mailing were printed in December, and updated by pen. If there are any errors in your label that are not corrected, please let me know.

Respectfully submitted, Louis C. Griggs, Treas...

A number of our members have expressed an interest in a history of ownership of our Ultra Coaches. You can help. Please fill out the form below as well as you can, and send it to Arlene Ackerman, 1240 Fox Creek Drive, Sarasota, FL 34240, or bring it to your next Rally for forwarding. This information, when compiled, will be made available to all.

Historical record of Ultra Vans, including Tiara, Travelon:

Section A. Vehicle number _____; Length in feet _____
 Engine now in vehicle: ___ Corvair; ___ 307 Chev. V-8; ___ Olds Toronado; ___ other
 Transmission: ___ Powerglide; ___ 4 speed manual; ___ other
 Power steering ___; Power brakes ___; other major changes from Factory
 installation: _____

Section B. Ownership.

Present owner: _____ name
if not Club member, address: _____

First previous owner, name only _____

other known owners:

Original purchaser, if known:

ULTRA POSTSCRIPTS ★★★★★

February 1986

"Joys SHARED are doubled. Sorrows SHARED are halved."

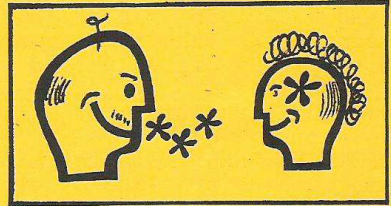
ALPINE RALLY: The January gathering of many club members was super. There will be a special report, I'm sure, on the San Diego area meet. We just want to thank the Hosts for selecting a fine site and for a great rally.

"U" is very IMPORTANT. There would be no CL_B without U. We can't even spell LTRA unless U are available. Please, there would be no POT-L CK if U didn't come. A better world (NIVERSE) begins with everyone of U.

THE LISTENING PROCESS: When you "spit out" words, if I'm awake, I collect them. When I spit some out, you do the collecting. Isn't that about the way things work? So....let's start spitting-----

"Seven days without prayer--makes one WEAK."

HAPPY INCOME TAX TIME: Thousands of people have not yet completed their #1040 Returns--are they happy? According to information we have, those who cannot comply with the April 15th IRS deadline or who may wish to take more time to assure a correct Return, can obtain and file Form #4868 delaying the due date to August 15th. Maybe a few Club members will find this information useful? We are told this in no way jeopardizes a tax-payer's position and may even help avoid an audit. You MUST send along a check covering estimated taxes due. Most STATES do not offer this delay privilege. Check yours.



"Some gambling casinos are so FANCY you have to wear a tie to lose your shirt"

WILL THIS TIP HELP ANYONE? It might save some member hundreds of dollars! Say--you sold some Stock shares or a Commodity, etc., etc., for a GAIN or a LOSS late in December last year, but the Settlement Date when you RECEIVED payment fell AFTER January 1st 1986. Can you take the gain or loss for the year 1985 (if it will benefit you taxwise), or MUST you delay the reporting for this year's tax return-- due April 1987? From information supplied us, in general, a tax payer MAY MAKE HIS OWN CHOICE (even if a Brokerage House puts it into an arbitrary year). Reconcile your selection in Part VII, line 40, of Schedule D together with an attached explanation. Did you know this? It did get mentioned to those attending the Investment Session at Alpine.

"The trouble ISN'T that my mother-in-law goes too far. It's that she--- doesn't STAY there."

Ernie : I agree witcha bout them imygrent guys not noing how to talk English good. They ain't got no bizness talkin' funny and not noing how to reed and rite. We Amerikens gotta stik two-gether and remember our motto werverver we go in the world: Talk English.

-rigards, Larry

ACADEMICS: Former Senator S.I. Hayakawa, the Japanese College Professor and admired California Representative, is working for laws that would eliminate the present two-and-three-language ballots seen in some areas of the country. Along with the majority of Americans, your editor also believes it is about time for such action. When my grandfather came to America from Norway, the first thing he accomplished was to learn English.

He didn't want to write letters like the one at the left. Later he changed our name from the Scandinavian "Nyhus" to the English version "Newhouse". In other words, he AMERICANIZED himself and his family. Now---the hords of people arriving daily from other lands also have an OBLIGATION to the land of their adoption. Those who are unwilling to learn our language or laws, offer little to DESERVE our opulence or our freedoms. Agree?

Parent - "I like to save ENERGY. I've got a son powered lawnmower."

PATRIOTISM: A long article in Dr. Gary North's CLIPNOTES explains why a number of Americans have recently stooped to such LOWS as giving National military secrets to the USSR or otherwise "selling out" their country to the Soviets. He says, "Patriotism has declined for a variety of reasons. To begin with, it is not instilled in the YOUNG with the care that used to be taken. In my school days, class began with the Pledge of Allegiance, the Lord's Prayer, and "My Country 'Tis of Thee" or "America the Beautiful" ---now...NO MORE." Is Gary right? Can Ultra members help RESTORE patriotism?

CLUB TUTORIALS: We are sorry to learn that good member Bob Bobb #274 of Tacoma, had a massive heart attack last October. He writes that this will probably curtail future UV trips. Also---have word from Jerry Hutton that he had a serious problem, but is about completely recovered and rearing to go again. We take this opportunity to wish both of these fine gentlemen the very best of health and we hope to see them at future club rallies.

"My stock pays quarterly DIVIDENDS. Every 3-months they send me a quarter."

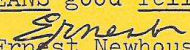
INVESTMENT PLANNING: The RESPONSE to the announcement about Economic News-Letter in the previous Club mailing was very surprising. Our thanks to all the Ultra members who subscribed -- though the offered "Special Rate" probably earns not over 10¢ an hour for the time in research (after covering the printing, shipping, Mailing Company costs). But--that is GREAT....just as it should be for good friends (if EN can be of help with successful family-income strategy). The offer is still open for remaining members who may wish to take advantage of it (one year \$24 - issued every-other-month). Uncle Sam pays \$12 of it (half-of-each-subscription) for folks in the 50% bracket. Those who aren't, we try our very BEST to help them get there.

"Gamblers tell you to put your money where your MOUTH is. So do dentists!"

MOST VALUABLE ASSET: Without any question at all a person's most IMPORTANT asset is his or her HEALTH. There can be no argument about this. With it, financial satisfaction is comparatively easy for most folks to acquire. Wealth means nothing without health. On the other hand...your most important INVESTMENT is a free-standing HOME. A \$100,000 house TODAY, will be selling at \$200,000 in 12 years (most areas, based on the present lower-rate of steady appreciation). The past 15 years nothing has shown the spectacular growth or VALUE-increase that home-ownership has. It also has been your best tax-shelter (as it grows in value) because you could deduct BOTH the mortgage interest AND the real estate taxes. Investments are a PERSONAL matter; each family has a different situation. But--we could mention that a paid-for home is quite "liquid" too. Think about it; the owner can usually get a loan up to 80% of its value anytime funds are needed. Think TWICE before selling your home---unless you intend to repurchase another.

"The only man who makes any money following the races is the man dressed in white with the broom and shovel." --- Elbert Hubbard

RESUME OF ULTRA CURRICULUM: Many club members are able to benefit from the Mechanical Technical Sessions at each rally. They obtain sources for parts, learn installation techniques, where to go for advice, and the like. Likewise, most of the club distaff members who take part in the Rally Craft Sessions benefit from new design tactics, exchange of ideas, good friendship, pride of accomplishment, etc. Members who attend the Financial Tech Sessions are able to compare strategies, check economic trends, learn new sources for investment. That is our---POINT: Become INVOLVED. Whether ANY group activity happens to be one of the above, or going on a hike, or joining in the pot-luck dinner, a slide-show, the morning Coffee Hours, or any OTHER club event, the idea is to PARTICIPATE. Ultra Club MEANS good fellowship.

Your ULTRA friend, 
Ernest Newhouse

G.W.F.B.T. & SWAP MEET

Early morning hours took us through the canvass back hills of the lower desert country and we arrived at the lovely oasis of Palm Springs, streets lined with green palms, their fronds gracefully waving in the breeze.

Our destination? The November 1-3, 1985 Annual Corvair Great Western Fanbelt Toss and Swap Meet, sponsored this year by the Inland Empire Corvair Club. The sun spotlighted the Spring Training Angel Stadium as we lined up outside the gates. At last those gates were opened. RV's of all kinds parked around the perimeter. In the center Corvair parts were laid out "For Sale" Along one side of this area were some beautifully restored Corvairs...sedans, convertibles and vans of all types. Cameras were clicking and talk abundant to decide which one to vote for the "People's Choice" awards.

However, the most spectacular sight was the row of 19 Ultra Coaches sitting there as background observers. Except one - of course, that elegant #401 that Al and Kathy Polus have restored and so artistically painted. Needless to say, Al won a beautiful plaque again. It does pay off to give TLC to our unique motorhomes.

On Friday night some of our Ultra Co-pilots didn't have to cook! We walked to the Straw Hat for Pizza and I am sure they thought they were being invaded!

Saturday was crowded with fun and pleasures of all kinds -- swap meet, botiques, anxiously noting the number on your raffle ticket only to slump back and watch someone else get that Sony Tape Deck, etc. etc. Thelma Cook came back with a silver bracelet with a turquoise stone. In the evening a bountiful banquet in the huge Pavillion took place. We all had B-B-Q ribs and chicken on fingers and face as well as inside. We were entertained by Betty Hall Jones who played the piano and sang a repertoire of songs you wouldn't believe--with an outrageous hat for each song. Door prizes and the "People's Choice" awards were given. On each table were several candles with holders made of Corvair springs, keepers and valves. If your chair had a sticker on the bottom, the holder was yours. Ultra 513 came home with one, by the graciousness of Millie Eller, to place beside a chrome plated 5½" x 21" ferry diesel engine valve on the fireplace hearth!

On Sunday the swap meet continued, the fan belts were tossed for which these "Olympiads" received a gold medal. By 4:30 PM the stadium was back into its sleepy state, waiting for the Angels. A few of the Ultras stayed the night, so as to travel home in the morning, in the big mall parking lot behind the stadium. As we drove away with a sigh, we all had that inner feeling of a fun-filled three days, happy to leave the upper 90°'s but anxious for invitations to the November 1986 Meet.



CHARTER MEMBERS - - still active in the Club

- #271 John & Patricia Kortlander
- #277 Anita Tefft & Margaret Grey
- #294 Elga & Hilda Green
- #316 Thelma Cook
- #602 David & Lucille Peterson
- #603 Ernest & Edna Newhouse
- #604 Bryant Phillips

DO YOU OWN A CHARTER COACH ?

#6	#220	#227	#241	#253	#273	#292	#302
#13	#221	#228	#242	#256	#280	#293	#304
#65	#223	#234	#250	#261	#281	#296	#307
#108	#226	#237	#251	#267	#284	#301	#320

Your Comments

Why not send in a comment, suggestion, tip, or idea to the Club? Might prove useful to all the members. Practical ideas received will be forwarded to the proper editor for inclusion in a future bulletin or newsletter.



15239 El Soneto Drive
Whittier, California
90605



From _____ Member # _____

Mildred S. S. S.

ULTRA VAN MOTOR COACH CLUB, INC.

DIRECTORY ADDITIONS/CHANGES

- | | |
|--|---|
| <p>#298 - Harlan & Jean Miller (New)
21024 Juniper Haven
Bend, Oregon 97702
PH: 503-389-9192</p> <p>#550 - Joe & Lucy Alvarez (New)
P. O. Box 860
Murrieta, Ca. 92362
PH: 714-677-7859</p> <p>#495 - Harold & Ethel Starbird (New)
11129 Louisiana Ave
Youngtown, Ariz. 85363</p> <p>#546 - Lester & Gladys Bell (Additional
7704 Birch Bay Dr. 506 address)
Blaine, Wa. 98230</p> <p>T2015 Mark Tilton (new)
4342 E. Ware St.
Tucson, Ariz. 85711</p> <p>#549 - Richard & Mary Herrmann (New)
906 Coe Rd.
Pinehurst, Tx. 77362</p> <p>#274 - Bob & Vera Bobb (Winter address
7251 E. Baywood Ave Jan. - April)
Mesa, Ariz. 85208 PH: 602-985-7560</p> | <p>#343 - Michael J. Volz (New)
8890 E. State Rt 40
New Carlisle, Ohio 45344
PH: 513-845-1952</p> <p>#397 - Pete & Rose Schuler (New)
101 Cedar Rd.
East Northport, N. Y. 11731
PH: 516 - 368-3578</p> <p>#448 - Pat & Margie Fitzgerald
Remove #20 Coach</p> <p>#331 - Warren & Nobia Suckow
Zip 85051</p> <p>#458 - Bob & Arlene Ackerman
Zip 34240</p> <p>#507 - Arnold & Edna Steenburg
PH: 714-985-2182</p> <p>"A" - LeRoy & Sara Fowler
PH: 209-537-3244</p> <p>#264 - Dennis & Linda Radford
8187 SE Coconut (New)
Hobo Sound, Fl. 33455</p> |
|--|---|

SCHEDULE OF APPROVED RALLIES

Rally Chairman (East) Charlie Smith #348 Rally Chairman (West) Harold Washmuth #326

<u>Date</u>	<u>Location</u>	<u>Hosts</u>	<u>Telephone #</u>
Mar. 19-23	Swanee River, Fla.	Pat & Margie Fitzgerald	813-474-6468
Mar. 22-25	Casitas Lake West of Ojai, Ca.	Art & Millie Eller	213-665-3457
July 24-27	Santa Cruz Co. Fairgrounds, Wat- sonville, Ca.	Anita Tefft & M. Grey Bob & Roberta Franz Jim & Sharyn Bents	415-343-7520
July 30- Aug. 3	Grand Rogue Camp- ground, Belmont, Mi.	Gary & Marian Grootenhaar Clyde & Kaye Stanton	616-896-8630
Oct. 5-12	Ladybird Johnson Park Fredericksburg, Tex.	Gary & Marian Grootenhaar Jean & Bette McMasters	616-896-8630 305-626-0388

PLEASE NOTE: Changes from the November Newsletter.

Mar. 22-25 Ojai rally changed from Camp Comfort to Casitas Lake (See Flyer).

July 30-Aug. 3 rally from Tylar Creek to Grand Rogue Campground, Belmont, Mich.

Oct. 5-12 National rally date instead of Oct. 1-8. (See Flyer).

Proposed amendments to By-Laws of Ultra Van Motor Coach Club, Inc.

ITEM

We, the undersigned, do hereby present these proposed amendments to the By-Laws of the Ultra Van Motor Coach Club, Inc., to be voted on at the 1986 National Rally of the Club. This constitutes legal notice.

1 Article VI Section 1. Second word - make this "regular".

Reason--Spelling correction.

2 Article VI Section 3, second sentence. Additional words are underscored.

A family member of a regular member is allowed one vote and is entitled to hold office as an Officer of the Club, and is allowed one vote in that capacity.

Reason--Clarification of voting rights.

3 Article VI Section 4

First sentence. Remove word "regular". Third sentence--remove word "business". After last sentence add "(ref. App. B)"

Reason--To make this section agree with the previous section and clarification.

4 Article VII, Section 3 last sentence.

Change Section 2 to Section 1.

Reason--Error correction.

5 Article VII Section 4. Additional words are underscored.

Only regular Club members and family members of regular Club members are eligible to serve as an elective officer.

Reason--Clarification of eligibility to hold office.

6 Article VII Section 5. Additional words are underscored.

MP
not present
Officers, other than the President, Vice President, and Directors are elected for one year terms.

Reason--This will make President and Vice-President serve alternating terms, and provide more continuity in the office of Vice-President.

Signed: Louis E. Griggs Robert Franz j. r. Brining R. C. Morgan A. Steenburg M. E. Snyder

NOTE: *Signatures of the six names above have been confirmed for a separate copy. Jim Craig, President 2/11/86.*

AVAILABLE



- #213 - 1966 Ultra Van. 140 Corvair engine - Auto. Trans. - instant Hot Water Heater - Aux. Gen. Runs good, drove from Texas to Florida past summer. Asking \$5,000. Would consider clean rust-free Corvair Convertible as partial trade. Pat Fitzgerald, 1079 Bayshore Dr. Englewood, Fla. 33533. PH: 813-474-6468.
- #346 - '68 Ultra Coach, 110 H P 4-speed Trans. New tires 4K since engine overhaul. \$7,500. Pat Coxsey, 707 N. First, Lompoc, Ca. PH: 805-736-6064.
- #497 - Ultra Van. 110 Corvair engine. Good condition inside & out. Less than 50,000 total miles on engine & coach. \$8,500 for quick sale. Contact George E. Truman, 6306 Woodman Dr., Oroville, Ca. 95966. PH: 916-589-1297.
- #524 - Ultra Van. Needs some work. \$5,500. Steve Moreland. PH: 503-287-4812 eves.
- #455 - 1969 Ultra Coach. 110 Corvair engine & Trans. recently rebuilt w/guarantee. Contact "The Engraver", P.O. Box 533, Chester Springs, PA. 19425 or call 215-827-7524.
- #450 - 1969 Ultra Van. Corvair 110 HP Engine. 20T miles. many additional; winter storage; white interior & blue carpet. Tom Ellis, 1026 Beverly Rd., NE, Massillon, OH 44646. PH: (216) 832-3682 - evenings. Price: \$8500.
- #274 - 1969 Ultra Van. 110 Corvair, auto/trans., low mileage on rebuilt engine. For details - PH: 206-588-9470 Bob Bobb, 10510 Montrose Ave., Tacoma, Wn. 98499. \$8,500 or offer.
- #533 - Ultra Van. Serious personal fall - Coach for sale. 5 new tires, 2 new batteries, new refrigerator, air conditioner & furnace, many other items. \$8,500. Letters will be answered S.A.S.E. Phone calls until 11:00 P.M. Central time. 314-428-3123. No collect calls. Charles E. Bylsma.

Rebuilt Corvair automatic transmission, checked at Art Eller's, tapped for transmission cooler. \$150. Uncut full clear Ultra Van windshield for co-pilot side. \$200. See at Ojai rally. Noel Koller, 5555 Pray st., Bonita, Ca. 92002. or PH: 619-479-3964.

"New Ultra Van Rear Window". Are you ready to add some class to the rear of your Van? Sure you are. I now have available a very quality larger window that installs in the area of the original small rear one. Details are as follows: Size 32" wide by 24" high, Curved to fit coach contour (24" side), Window is grade AS-3, tinted full tempered plastic. Color of window is dark smoke - near black (Hard to see in, but very clear looking outward), Frame and inner valance is black anodized aluminum with radiused curved corners. Price \$85 plus shipping (approx. \$6.00/8.00 UPS, COD). \$175 installed, by appointment. Jim Craig #232. New Phone #619-571-3493.

Heavy duty flexible steel push/pull control cables. New American made. Sizes 2' to 20'. Styles vary, some are neoprene outercover and some are steel coil flex metal. Diameter: 3/16" to 1/2". Some also are bulkhead and some conventional. Price \$1.00 per linear foot. Available from E. T. Supply, P. O. Box 78190, PH: 213-734-2430.

Los Angeles, Ca. 90016

Clark Corvair Parts, Inc., Shelburne Falls, Mass. 01370 (413) 625-2558 has the following parts: PG C-CLIP (Throttle Valve Locating) P/N C7733, \$.50 ea., '65-'69 Powerglide dipstick tube boot, P/N C7643. \$7.50 ea., 1960-'61 Master cylinders P/N C2411, \$42.75 (fits most Ultras), 1961-'65 Greenbrier/Rampside rear axle bearings, P/N C1187. \$165.

"Super" Power Taillight Bulbs, - 12 Volt Super 50 candle power bulbs for turn and tail light. \$2.95 ea. Order item #16, of page 280 of Speedway Motors, Special Edition Catalog. 300 Van Dorn, Lincoln, Ne. 68502. (402) 474-4411.

Rebuilt Automatic Torque Converters. \$65 exchange plus shipping. Art Eller #364, (213) 665-3457.

L/H Ultra Van windshield (Shaded/tinted/uncut) \$475. Jim Craig #232, (619) 571-3493. (Can possibly deliver).

For rent. Tool for holding rear axle spindles in drill press to cut down inner bearing surface. \$35 deposit, plus shipping (two directions) UPS, COD., Jim Craig #232.

Front steering rod ends P/N TR7N and SBG6S. Available from Orange County Bearing, Inc., 1257 N. Batavia St., Orange, Ca. 92667, (714) 532-6518. - Approx. \$10 each.

Ultra Van Coach Painting, - \$750 (one color). Coaches #436 and #399 Have been painted. #474 and #364 in process. American Auto Service, Mr. Keith Bowman, 8775 Miramar Place, San Diego, Ca. 92121. (619) 452-7200 (Shop located in the Los Angeles area Paint used is Ditzler Acrylic Enamel with Hardner. also).

"Ultra Coach Owners Manual", (Len & Edy Ryerson's Technical Manual). This is the Ultra Van technical bible. Highly recommended. Only a few remaining, buy yours now before it is too late. Price \$58, plus UPS shipping (Approx. \$3.00 - \$5.00). Mail check or money order of \$58 to Len Ryerson. (Send separate check on receipt of book to cover shipping charges), 18618 Rayen St., Northridge, Ca. 91324. Phone (818) 349-5058.



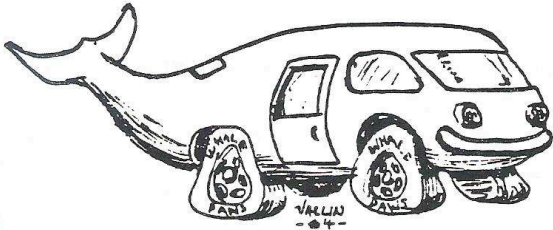
MERCHANDISE AVAILABLE FOR CLUB MEMBERS

- Ultra Club official ARM Patch (also for caps) \$1.00
- Ultra Club Vinyl Decals (for window or surface mount)-- 1.00
- Club Fold-Card Stationery25 -- 1.50
- Club Calling Cards (Standard size)100 -- 2.00
- (Large size).....100 -- 3.00
- Ultra Blue-and-Gold Name Badges (locking pin).....2.00

NOTE: First 4 items: Contact Arnold Steenburg #507
Last item: Contact Elga Green #294



TECHNICAL WHALE TALES



"Technical Whale Tales is a collection of technical tips submitted by Ultra Van Motor Coach Club, Inc. members. Although the technical tips included in this section have been reviewed for technical content and are believed to be both acceptable and workable, no guarantee is implied that they will work correctly, nor is any liability assumed by either Ultra Van Motor Coach Club, Inc. or the author for any problems resulting from using these technical tips." Forward all technical tips to Jim Craig #232.

The technical sessions that we have had at the recent past rallies have revealed a lot of information. If you don't attend you are missing a good deal. The sessions have been productive because of your input and I thank you.

Last year the membership requested that all technical tips furnished to this Chairman be printed in the next newsletter after receipt of those tips. That request has not been recinded, so I have requested the Secretary to print all that I send her each quarter even though it will cost more in mailing it to you. Of course your dues help defray that cost. In this issue we will include several tips from Louis Griggs #334, on each from Len Ryerson #513, on Interior Panel Repairs, Charlie Smith #348, on Real Engine Mount Repair, Howard Bozo #453, on Use of Old Valves, Mel Dineson #200, on Real Axle Pinion Gear Inspection, Robert Bobb #274, on Brake Line Inspection, and yours truly #232, on Modulator Removal and Windshield Motor and Blade Mods, in addition to whatever else we can squeeze in .

Mr. Dave Peterson #601 contacted me recently in regards to Whale Tip: Winter 1-85 Aluminum Rivets, which was in the last newsletter and he informed me that the only place that he used the soft aluminum alloy #2S rivet (Type A) was where the fiberglass panels attached to the outer aluminum skin and frame assemblies. The reason for this, he says, "is because the harder Type AD rivet will kink much of the time because the fiberglass won't hold the rivet straight." Also he says, "AD rivets are close to three times the strength of Type A (#2S)." Type AD rivets are available in the same sizes as indicated in the subject Whale Tip and can be identified by a small dimple in the center of the rivet head. (See new Whale Tip on where to purchase.)

Also Dave says, "This might be a good time to give Pop Rivets a Blast. They are very poor structurally because they don't swell in the hole and will start to work loose with even a small load."

So there you have it from the Ultra Van designer. Thanks Dave for clarifying that tip.

I have recently received several calls from Ultra Van owners wanting to know where to purchase replacement metal tanks for their coaches. Obviously this is and will continue to be a problem unless we can come up with replacements. I am providing elsewhere in this issue a clip out that you can mail back to me indicating which tank or tanks that you would purchase if the price was reasonable.

Perhaps some of you have had tanks made for your coach. I would appreciate any information such as prices, quality and where you purchased them.

I will do the log work, but I will need your input. A report will follow with prices and etc.

Don't you have a tip that you would like to pass on? Sure, I know you have something! Let's hear from you, now!

Jim Craig #232
Chairman

Whale Tip: Spring 1-86, Oil Leak - Out of Pump Shaft

Ref. Ultra Manual Section 13, Page 13-28.

In one of the tech tips from the San Diego Corvair Club one of the members described an oil leak, and how he stopped it. This is an alternative way to accomplish the same result.

The Corvair oil pump consists of two gears in mesh, one of which is driven by the distributor shaft. The second gear, driven by the first, turns on a hardened steel shaft which extends completely thru the casting (to outdoors). In effect, the oil pump case, made of cast aluminum, expands faster than the hardened steel pin, and a leak results. In the above mentioned tech tip the hole was heli-arc welded shut (with the pin out) then the pin was shortened and re-installed.

My repair is done cold. Acquire a $\frac{1}{2}$ " aluminum bolt. Saw off the threads, and bend the remaining stub. Thread this with a $\frac{1}{8}$ " pipe die; stopping when you have about $\frac{3}{8}$ " of good pipe threads on the bolt.

Press out the hardened pin - a good vise will do this readily. Tap the shaft hole from the outside in with a $\frac{1}{8}$ " pipe tap until the bolt will screw in about $\frac{1}{4}$ ". Coat the threads with No. 1 Permatex or other good oil resistant sealer, and install the plug into your tapped hole. Don't use too much force - you don't want to break the casting. Next, saw off the excess bolt sticking out of the casting, and carefully grind off the excess length, using a steel scale to get the end of the shaft flush with the casting.

We now have aluminum expanding with aluminum, and it should not leak.

Louis Griggs #334

Whale Tip: Spring 2-86, Plugging the Fuel Pump Hole

Ref. Ultra Manual Section 13, Page 13-28.

After installing an electric fuel pump I removed the original style pump and filled the remaining holes as follows: Tap the old fuel pump hole using a lot of grease on the $\frac{1}{2}$ " pipe tap to keep metal shavings from falling in the engine and then after cleanup install an electricians cast aluminum conduit plug.

Louis Griggs #334

Whale Tip: Spring 3-86, Door Hinge Rework

Ref. Ultra Manual Section 2, Page 2-5.

Some of the earlier coaches had two small steel hinges concealed in sheet metal fairings. The hinges were riveted to the fairings; this is a weak point, and after a while the fairings gave out, and one of them cracked badly. The door then groaned on opening and closing. The bottom hinge gave evidence of imminent failure.

After looking at Airstream trailer hinges, I found that the older ones use a cast aluminum hinge with a stainless steel center part for a screen door. I found a dealer who sold me a pair of used ones for \$10.

This hinge has two quarter inch bolts cast into one side for attachment. I used two quarter inch stainless steel bolts for the other side. The 1/8" thick stainless steel screw door hinges came with two 90° bends. For Ultra use, these must be straightened out. These hinges made a good looking, solid job.

Louis Griggs #334

Whale Tip: Spring 4-86, Fitting Corvair Piston Rings

Ref. Ultra Manual Section 13, Page 13-28.

When fitting piston rings in air cooled engines: Allow .003" (inches) gap clearance for each one inch in piston diameter. For the Corvair engine this comes to .011" gap. For a good ring job cylinders should first be honed until round and taper removed; then fit rings to cylinder in which they will be used.

I found that a cylinder that measured .006" oversize in diameter with standard size piston rings will show an end gap of over .030", which is far too much, and will not control oil use. I used rings .020 oversize, and filed ends until the gap was .011" for compression rings, and used .015" for the oil ring. Knurling or otherwise expanding the piston would help at this point.

When honing cylinders with a free-floating cylinder hone, it is quite obvious when the cylinder is cleaned up; however, amount of taper is best determined by the use of an inside micrometer. The Covair Service Manual calls for a maximum taper of .003". Less is better. The ring gap should be measured at the tightest place in the cylinder. The ring should be pushed into the cylinder by a piston, so that it is squarely in place.

Louis Griggs #334

Whale Tip: Spring 5-86, Interior Panel Repair

Ref. Ultra Manual Section 3, Page 3-4.

Paneling Repairs - Cabinets

Wilson Art - Formica - etc., all are melanite plastic. Is melanite coming loose in places? Reason is that with age and interior heat (as when stored in sun and closed up for long periods) contact cement dries up and adhesion is lost. To repair is not a big job but takes much care.

Materials Needed

Acetone, contact cement, throw away rags, fine sand paper; wax paper, newspapers, and small can of contact cement thinner.

Tools Needed

Brushes, small, cheap, throw away after use. Knife, thin table type - smooth. Roller wooden - similar to type used for wall papering. Scraper - for wood with hook type head ↓. Flat smooth work surface.

Procedure

If melanite is only partly loose, it must be taken off from wood frame completely.

Do this by brushing in acetone which will dissolve old glue. Work slowly so as not to crack panel as it is pulled away from wood.

Once removed, lay melanite and wood frame on flat, smooth work surface with newspaper under it to protect from scratching the finished surface.

Brush on acetone wherever old contact cement is present after many applications of acetone old cement softens and can be scraped off - it will sort of roll up as a ball on the scraper. Wipe this off with acetone saturated rag.

When all old cement is scraped off. Scrub areas with acetone soaked rag(s) until no more cement particles are evident.

Allow to dry for at least an hour, then sand paper surfaces where new contact cement will be applied for re-gluing.

Applying new contact cement is critical, so follow instructions on can very carefully. Especially noting time to dry in reference to temperature and humidity.

On new wood it is recommended that two (2) coats be applied. But only one (1) coat on melanite.

On older wood, which already has most of the pores sealed by soaked in cement, usually one coat is adequate, though two coats is desirable if first coat is thinned. First allow both parts to dry completely until a fairly firm finger pressure test will not cause finger to stick nor to lift cement.

When applying new contact cement it is a good trick to apply as small "Test Patch Area" on some place that is not a true joint area.

Preplan exactly how the melanite will be matched to the wood frame so all edges will be right in position.

Here is where the wax paper comes into use. For cement will not adhere to wax paper.

Cut wax paper larger than size of parts being matched up.

Place wax paper on surface of wood frame, then lay melanite on top of wax paper with glued side down.

Gently shift melanite into exact position and slowly pull wax paper out a little ways to allow one edge of melanite and wood to meet and stick.

Using wood roller - roll the very edge to make good adhesion. If all is still in alignment. Continue pulling wax paper out all the way while following up with roller to insure firm contact at all places.

Go over the entire glued area using firm pressure on the roller.

NOTE: Some people like to put some weight on newly glued assemblies, but professionals advise that this is not necessary providing use of roller has been firm over all areas glued.

After approximately twelve hours, clean up edges where any contact cement has oozed out using acetone damp rag - careful not to get any acetone into new joint.

Job is over and good for maybe another fifteen years or more.

Len Ryerson #513

Whale Tip: Spring 6-86, Engine Cylinder Head Valves - Caution - Dangerous
Ref. Ultra Manual Section 13, Page 13-4.

Be advised that certain valves (intake and exhaust) can be detrimental to your health. Valves that contain a certain fluid in the stem can explode if struck by a hammer, such as using one for a drift punch or whatever. There is no way to confirm visually which valves contain the fluid, so don't strike any valve with a hammer.

Howard Bozo #453

Whale Tip: Spring 7-86, Corvair Rear Engine Mount Inspection and Repair
Ref. Ultra Manual Section 13, Page 13-9.

The late style (1965 and later) rear engine mount can fail and allow the engine to drop down 12" or more. To say the least, this effects the throttle most severely which usually returns the engine to idle position. And, of course, it will always fail when you are forty miles from nowhere.

To inspect and repair or modify it, remove it from the coach. Clean with solvent and scrape all of the rubber from around the flanges and radius areas of both lower flanges, Top and Bottom Mag particle or Dye Penetrant inspect for cracks in and around the radius areas of the lower flanges. Replace, if any cracks are found over 3/8" long. Otherwise stop drill the crack with a #30 drill and deburr hole. Cut a piece of steel plate of 1/8" or 3/16" thickness to width and length of both lower flanges combined. Electric weld around perimeter of flange and plate. Drill new holes in plate prior to welding, of course, in order to fit over the two threaded studs. Repaint and re-install.

Charlie Smith #348

Whale Tip: Spring 8-86, Loose Pinion Gear - Inspection of

Ref. Ultra Manual Section 13, Page 13-37.

With the amount of pinion gears failing recently in various members Corvair powered Ultra Van's it is time to set up an inspection criteria.

The pinion gear can be easily viewed from the top of the rear axle assembly when installed in the coaches, simply by removing the top cover of that unit. First clean off all dirt and grease, blow debris away with an air hose. Next, solvent wash entire top area. Remove bolts, top cover and cork gasket. (Gasket GM P/N 6255758 - Clarks Corvair Parts, Inc. P/N C6020). Check pinion gear for forward and aft movement as well as axial. By hand, see if gear will move in any of the above directions, if not use a large screwdriver or ply bar to force gear in any of the above directions. If no visual movement is evident, try to insert a .001/.003 feeler gauge at forward and aft ends of gear. No clearance is allowed at either end of gear. If over .005 clearance is found the pinion shaft bearings are on their way out as well as the teeth on the ring and pinion gear. (A slight axial movement could be evident because of normal wear on the ring and pinion teeth faces.)

To check for excessive axial movement of pinion, jack up one rear wheel assembly, release brake, shift lever in neutral (providing you don't have positraction) hold pinion shaft with large vise grips or pipe wrench, try to rotate gear in both directions. No movement is good. Slight movement no good - teardown and overhaul. If it spins completely around - you've had it partner. Replace or overhaul.

Re-install cover with new gasket if no movement is found. Check for proper fluid level. Re-check every 4000 mile intervals or sooner. If new unit is installed perform first check at 10,000 miles or sooner.

Mel Dineson #200

Whale Tip: Spring 9-86, Metal Brake Line Inspection

Ref. Ultra Manual Section 11, Page 11-6.

During a routine check under my front floor-boards I noticed what appeared to be a rusty spot on one hydraulic metal brake line. I scraped it off with a screwdriver and to my surprise fluid started running out. Several other lines were found that had the same rusty condition. One of particular concern should be where lines are laying on bottom of a cavity or with fiberglass or other materials laying on them. In addition, to the ones in the open areas of the wheel wells. Inspect all visible lines and replace any that are rusty. Most auto parts stores sell pre-made lines of various lengths.

Robert Bobb #274

Whale Tip: Spring 10-86, Modulator Tool

Ref. Ultra Manual Section 13, Page 13-32.

The Corvair and V8 powered Ultra's with automatic transmissions have a modulator valve assembly on them which occasionally becomes defective. To remove and install a new valve requires a special wrench to do the job correctly. In an emergency the modulator can be removed and re-installed with channel lock pliers. Of course,

there is the chance of damaging the new valve on installation, so prepare yourself for this event by making or buying a tool of the following dimensions: No thicker than 3/16" x 7½" long and with an open end of 1" between jaw faces. Open end can be in line with shank or approximately 15° offset. Tool is completely flat.

Jim Craig #232

Whale Tip: Spring 11-86, Aluminum Rivet Update

Rivets - Aircraft.....

Ref. Ultra Manual Section 1, Page 1-5.

NOTE: For clarity and continuity change Technical Bulletin (Supplement) dated May 1, 1983, Subject: Rivets - Aircraft to read Manual Section: 1 Page 1-5 vise Manual Section: 1 Page 1-4.40. (SASE for copy)

- Reference:
- (a) Whale Tip: Winter 1-85, Aluminum Rivets
 - (b) Rivets Manual, dated April 1952, Chance Vought Aircraft, Page 3-1
 - (c) Aircraft Materials and Processes, By Titterton, dated 1947

The supplement noted above and reference (a) may have given the suggestion that the Ultra Vans were assembled with Type A (#2S soft aluminum alloy) rivets, when actually that is not the case.

The design specifications called for Type AD or Designation AD as indicated in reference (b). These rivets are made of aluminum alloy A17S and are identified by a small dimple in the center of the head. They were used in all structural areas except where the fiberglass panels attached to the exterior skins and frame assemblies.

Type AD rivets are approximately three times the strength of Type A. AD rivets are usually a slight yellow in color where Type A are basic aluminum color. In addition Type A rivet has no marking on head. Type A are not to be confused with Type M, which is a steel Monel rivet slightly dark grey in color and no markings on head.

The strength properties (in pounds per square inch) of these two rivets are as follows: Reference (c) refers.

	<u>(A17ST-4)</u>	<u>(2S0)</u>
Ultimate Tensil Strength (UTS)	38000	13000
Yield Strength	18000	5000
Shear Strength	25000	9500
Bearing Strength	60000	Unknown

Chemical composition of Type A, 2S is 99.0% aluminum.

It was confirmed this date, February 11, 1986 that the supplier of the Type A rivets listed in Ref. (a) no longer sells them. The new supplier is shown below.

Examples of rivets that you will need to do structural repairs on the Ultra Van are as follows:

1. Type A, Aluminum Alloy #2S (soft), Universal Head

Part Number	Size Details	Min. Quantity	No. In Lb.	Price
MS20470A4-4	1/8" dia x 1/4" long	One Pound	1800	\$ 7.65
MS20470A4-7	1/8" dia x 7/16 long	One Pound	1630	7.95
MS20470A5-4	5/32" dia x 1/2 long	One Pound	1100	7.35
MS20470A5-16	5/32" dia x 1 long	One Pound	1000	7.95
MS20470A6-16	3/16" dia x 1 long	One Pound	900	11.85

2. Type A, Aluminum Alloy #2S (soft) Countersunk Head, 100°

MS20426A4-4	Same as Above	Same as Above	1850	\$ 7.85
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3. Type AD, A17ST-4, Aluminum Alloy, Universal Head

AN470AD4-4	Same as Above	Same	1800	\$10.95
AN470AD4-7	Same as Above	Same	1630	11.00
AN470AD5-4	Same as Above	Same	1150	12.00
AN470AD5-16	Same as Above	Same	1020	12.00
AN407AD6-16	Same as Above	Same	900	12.00

4. Type AD, A17ST-4 Aluminum Alloy, Countersunk Head, 100°

AN426AD4-7	1/8" dai x 7/16" long	One Pound	1600	\$10.50
AN426AD5-16	5/32" dia x 1" long	One Pound	1100	11.00
AN426AD6-16	3/16" dia x 1" long	One Pound	900	12.00

- NOTE:
1. Because of the few rivets of this type used, I recommend ordering only the long sizes, then cut them to length as you need them.
 2. Refer to reference Technical Bulletin, dated May 1, 1983 to become familiar with the different types of rivets.
 3. #1 and 2, for non structural stress repairs. #3 and 4, use in all structrual stress areas.

These rivets and others can be purchased from:

Sierra Pacific
1801 West El Segundo
Compton, CA 90224
(213) 636-2431

Whale Tip: Spring 12-86, Head Light Rewiring

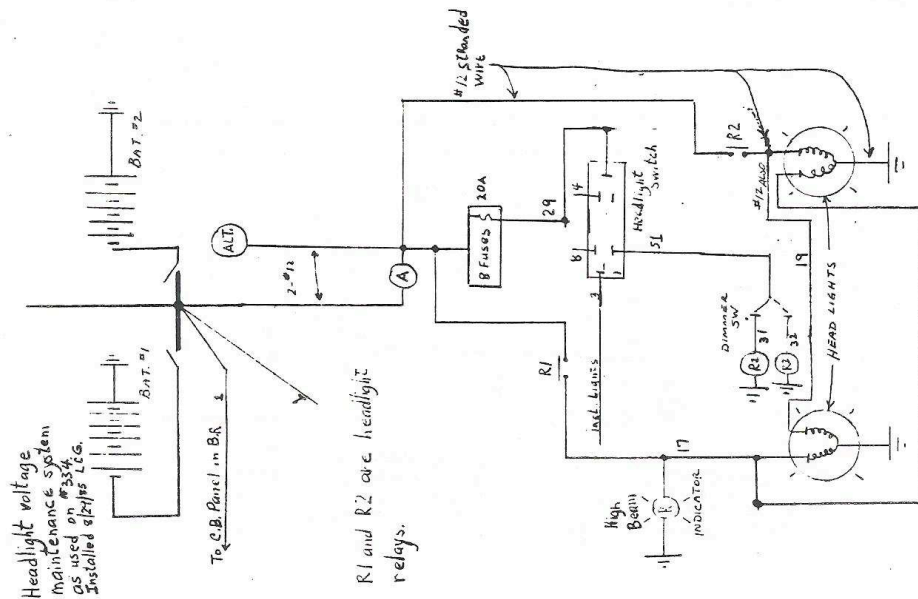
Ref. Ultra Manual Section 15, Page 15-11.

The brightness or dimness of headlights can be affected by several factors, all of which are present in our beloved Ultra coach. These are: lengthy, small-sized wire runs; at least two switches; and poor ground.

Please study the attached wire diagram. Pay no attention to the wire numbers; the wire numbers Ultra used on #334 differ from anything else in Len Ryerson's excellent manual. In this schematic the headlight relays are being used a little differently than usual. Also, the long run, from the battery bus to the ammeter, is two number 12 wires in parallel. This brings the main electrical supply from the rear of the coach to the front. Any large wire will do this, if not broken by connectors on the way. The headlight current does not flow through either the headlight switch nor the dimmer (high, low beam) switch. The headlight relays are mounted very close to the lights. In this installation I took the bulb sockets apart, salvaging the brass wire terminals in them, and soldered the #12 wire directly to the plug-on terminals.

Because of the unfused nature of this circuit, I strongly recommend bushing any holes drilled thru aluminum ribs. I used short pieces of 5/16" fuel hose for bushings. #12 stranded wire comes in 500 ft. spools, in many colors and white. If you use wire markers you can use all one color. If you can cultivate the acquaintance of an electrical contractor or an industrial electrician, you can probably get wire in much shorter lengths. Ask for type THHN or PN. These types have a very tough jacket and are usually good for up to 600 volts.

Louis Griggs #334



Whale Tip: Spring 13-86 Windshield Wiper Motor Rework Ref. Ultra Manual Section 15
Page 15-63

I recently had a problem with the wiper on the driver's side not returning to the down position and or slowing down and stopping in the far left position. To get it going again all I would have to do was to reach out the side window and give it an assist and then it would start up again. Of course, this could not continue unless my left arm grew another six inches.

Now, if you have never removed this unit, be prepared for a little struggle.

After reading the Ultra manual information referenced above I decided to reposition the sweep from 110° to 90°. Unit was reinstalled, the window watered, wiper turned on and hey, it works! But the motor sounds like it is dragging or binding.

Unit was removed again and on disassembly I found one of the two magnets or field coils loose in the body shell of the motor. The coils were originally glued in and apparently there was not enough glue applied to hold it in place. Being loose it gripped the motor armature and under load it would cause the motor to bind up or slow down because of losing approximately 50% of its magnetic field.

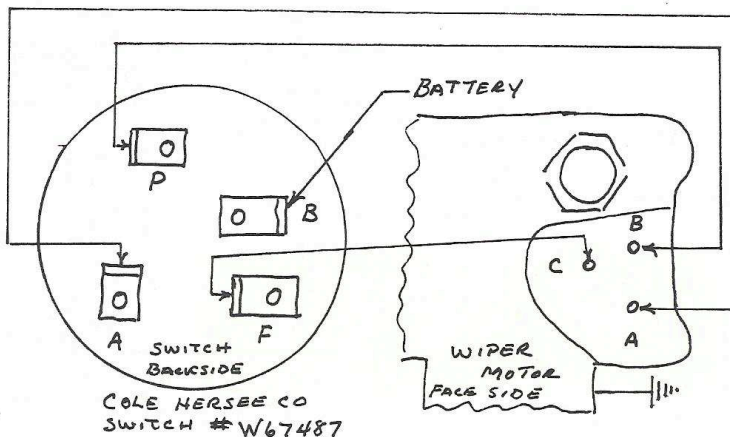
The brushes and commutator were cleaned, gears were lubed and sweep changed back to 110°. The field coil was bonded back in place with a fiberglass type epoxy and unit was reassembled.

The unit was identified on the motor body shell as part number WWF12-C-18-910. Comparing this with the manual reference, I confirmed it to be a two speed with park capabilities.

On reinstallation I installed a new rotary type switch, Make: Cole Hersee Co (CH) P/N W67487, 3 positions: Park/off, Slow speed and Fast speed.) I wired it according to the diagram below and presto I have a super operating wiper with two speeds and when turned off the blade automatically returns to the down/stowed position.

So if you have a problem with yours, don't just replace it with a new unit, (cost \$65) disassemble it first and check it out.

Jim Craig #232



February 1986

Replacement Tank Questionnaire

Indicate below the tanks you would possibly purchase.

For: Ultra Van #0-410

#411 & Up

Fuel tank _____

Fuel tank _____

Fresh Water tank _____

Fresh Water tank _____

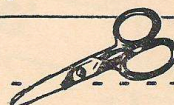
Holding tank _____

Holding tank _____

Flush tank _____

NAME: _____ ULTRA VAN # _____

NOTE: Return this to Jim Craig, 7731 Peacock Dr., San Diego, CA 92123



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MOTOR COACH CLUB, INC.
NON-PROFIT ORGANIZATION



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Enclosed is our \$10.00 check to cover dues for the Ultra year.

NAME _____ husband _____ wife _____ PHONE _____

ADDRESS _____ (PLEASE PRINT) _____ CITY _____ STATE _____ ZIP _____

Alternate Address: Summer Winter (Check one)

ADDRESS _____ (PLEASE PRINT) _____ CITY _____ STATE _____ ZIP _____

Membership: New: Renewal (Check one)

Make of Coach: Ultra Tiara Travelon Associate Member's Make _____

Coach Number/s _____

Make check payable to: Ultra Van Motor Coach Club, Inc. and mail to Louis
Griggs, Treasurer, 626 Brookfield Ave., Cumberland, Md. 21502.

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