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PERSONAL

Newsletter
Winter 1986

FIRST CLASS MAIL

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Maybel Griggs, Secretary
626 Brookfield Avenue
Cumberland, Maryland 21502

ULTRA VAN MOTOR COACH CLUB, INC.



Season's Greetings

From

YOUR OFFICERS AND BOARD



The content of this Ultra mailing is made up of reports, flyers, illustrations and/or articles prepared by a number of fellow club members. The information contained herein was compiled from sources believed to be reliable, but its accuracy - and the written statements and opinions based thereon - cannot, of course, be guaranteed by the Club or each author. Errors are possible although the objective is to present only carefully checked and accurate information.

ULTRA VAN MOTOR COACH CLUB, INC.

ULTRA VAN MOTOR COACH CLUB, Inc.

October 1986



Officers; 1987 Ultra Year

President, Jim Craig #65 Vice President, Don Richards #379
Secretary, Maybel Griggs #334 Treasurer, Louis Griggs #334
1986 Ernest Newhouse Award Recipient, Len Ryerson, #513

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: November 15, February 15, May 15, and August 1st.

The President's Report

"DOWN THE ROAD"

Wow! Now that is what I call a National Rally. The hosts Marion and Gary Grootenhaar and Jean and Betty McMasters and many others kept everyone as busy, and then some, as you would want. There was something going on most of the time or you were preparing for the next event.

On behalf of the attending members and all of the officers, a big thank you to the hosts and all of their committee persons.

I want to especially say, thank you to Marion for a really outstanding job. I don't think she had time to rest at all, except at night and even then, I know she was dreaming about the next day's schedule. Congratulations, again to you all.

At the last discussion with Wagonmaster, Don Richards, he reported that 51 Ultra Vans and seven Associate Coaches plus three Couples which arrived in cars was the final count (we had 33 Ultras at the '85 National). Most persons said, "I can't remember the last National that had more than fifty." Sixty-five percent of the membership voted this year (included absentee and on-sight voting). Thank you for your support and confidence.

The Rally's special guest, Mr. Dave Peterson, was unable to attend the event due to commitments beyond his control, so he provided a lengthy letter, which you can read elsewhere in this issue, and which was read to the attending members by Christy Barden #228 at one of the evening meetings. Christy did a double interview, acting as Dave and himself as he read the letter and during a question session at the end, which everyone enjoyed.

A very beautiful shadow box plaque was presented to Christy in Dave's behalf and which Christy has since presented to Dave in a special ceremony held in the cockpit of Christy's continental 727 aircraft (Christy will provide some photos

Thanks again to you all for attending and making this National Rally of '86 and the 20th year the special event that we hoped it would be.

Flash! Flash! Your club dues are due now and will be delinquent January 1987. Do you want to have your name listed in the new club roster book that will be available after the first of the new year? If so, you will have to send your dues to the Treasurer before January 1, 1987. Those renewing after that date will not show in a roster update until 1988.

The club has approved the printing of a 20th year special edition roster book, which will include an historical record of most of the Ultra Vans. So if you want to be listed in this new edition, mail your dues in now. Renewal application is attached elsewhere in this issue.

The 1987 National Rally, will be held in Hot Springs, Arkansas on October 5th through 11th. Location is the Lake Hamilton Bible Camp. (Your map may show "Hot Springs National Park." They are one and the same) Sort of!

The Rally hosts will be Dan and Betty Rienhardt and Harold and Ethel Starbird. A Rally flyer will be in the next newsletter.

The Rally Committee consist of the following:

Senior Host:	Dan and Betty Rienhardt #404
Senior Co-host:	Harold and Ethel Starbird #495
Committee Persons:	
Wagonmaster:	P.W. Donaldson #436
Financial & Registration:	Caty Polus #401
Awards & Trophys:	Al Polus #401
Arts & Crafts	Threasa Vandersteeg #525
Special Dinners & games:	Marlene Craig #65
	Evelyn Donaldson #436 and
	Mary Boso #453
Tours & Sightseeing:	Warren and Nobi Suckow #331
	Dan and Betty Reinhardt #404
Rally Sheet:	Mary Boso #453
Yankee Swap & Auction:	Ethel Starbird #495
	Mary Boso #453
Technical Subjects	
Schedule of:	Howard Boso #453
	Harold Starbird #495
Seminars:	Ernie and Edna Newhouse #603

Note: The Senior Host requests that all committees advise them prior to January 1, 1987 of their tentative schedule of events so that a Rally sheet can be made available for the February 15, 1987 Club newsletter.

Hot Springs is in some beautiful country and there is lots to see, so start making your plans now. More details to follow.

Special Awards Are you eligible for the 100,000 mile award? To qualify you have to drive one or more Ultras a total of 100,000 miles. That's it! Advise the President if you have or when you reach that mileage.

The Ernest Newhouse Award It has been requested that the names of all the recipients of this award be published, so here they are:

1982, Edy Ryerson	#513
1983, Fred Leary	#434
1984, Threasa Vandersteeg	#525
1985, Gus Brining	#393
1986, Len Ryerson	#513

Note: These recipient's names will appear in the new club roster.

Other Clubs The following is a list of other clubs that promote the preservation and enjoyment of the Ultra Van and other Corvair related vehicles. Each of the clubs publish a monthly or bi-monthly newsletter. Technical articles and advertisement sections of each newsletter is very good.

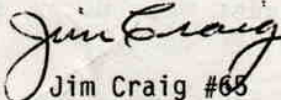
1. Corvair Society of America (CORSA)
President, Don Waddell
2506 Gross Point Road
Evanston, IL 60201
Dues: \$22.00 a year.
*(Publishers of the "Tech Guide," technical booklet, Chapter of CORSA)
2. Group Ultra Van, Chapter of CORSA
President, Jim Craig #65
1199 Dunsyre Dr.
Lafayette, CA 94549
Dues: \$4.00 a year.
3. San Diego Corvair Club
President, Ralph Poore
P.O Box 23172
San Diego, CA 92123-0172
Dues: \$12.00 a year.
*Publishers of the "Vair Tip," technical booklets.

*Note: Check advertisement page elsewhere in this issue for prices and how to order the "Tech Guide" and "Vair Tip" booklets.

Coach Numbers Front and rear stick on black numbers are available (free) from Dan Reinhardt #404, 5201 W. Camelback, A255, Phoenix, AZ 85031.

Before coming to the end of the road this issue, I want to say thank you to all of the following for a job well done over the last year or years as may be appropriate in some cases. Harold Washmuth--Vice President, Edna Newhouse--Secretary, Dan Reinhardt--Honorary Director, Arnold Steenburg--Director and Merchandise Chairman, Gary Grootenhaar and Robert Franz--Public Relations, and Edy Ryerson--Historian.

Keep the windshield clean and I'll see you "Down the Road" in 1987.


Jim Craig #65
President

ULTRA MOTOR COACH CLUB, INC.

— A NON-PROFIT CORPORATION —

Lady Bird Johnson Municipal Park
Fredericksburg, Texas

October 9, 1986



General Meeting

The meeting was opened at 1:10 P. M. by President Jim Craig. Our Ultra song was sung, led by Marian Grootenhaar and Jim Craig.

The Secretary's minutes of the 1985 National were read. Motion made and seconded to accept the report. Passed. Treasurer's report was given and accepted.

There was mention made that the ballot counting would be done by two Western Members and two Eastern members during the meeting.

A wagonmaster report was given by Don Richards....54 units, including Ultras and other vehicles. Four members came via cars. The count was as follows: CA - 10, FL - 9, AZ & OH each 6, MD - 2, NM -2, TX - 2, MO -2, MI - 2, and one each from AL, GA, IA, MS, N.Y., CO, N.J., UT, IND, & S.D. --- 19 states represented.

Sheriff Pete Schuler reported he had collected \$1.27 in fines.

A standing ovation was given the Grootenhaars and the McMasters as hosts for a great rally. Also a special appreciation was expressed for the assistance given by Earl McCrary.

An announcement was made that the Installation/dinner would be Friday commencing at 6 P. M. Awards would be made at that time.

The following were named to receive the 100,000 Mile award: Harold Starbird, Walt Davison, Jean McMasters and Warren Suckow. Coming the farthest distance to the rally was Pete & Rose Schuler from N. Y. Shortest distance, Earl McCrary.

The Mitchell transmission had the help of Morris Randle & Howard Boso in solving their problem.

There was a report by Bob Franz, publicity chairman, on advertising. It was noted that Corsa of America advertised free. Thousand Trails cost \$15.00. Others more expensive.

A report was given on T-shirts. Pat Fitzgerald needed 36 orders before placing an order. Eight orders were placed & seven ready to order.

Jim Craig mentioned the Vest/jacket was available in all sizes with one name. Price until February 10, 1987, \$11.99; size XXL, \$14.99; shipping \$4.00

Ballot counting report: Walt Davison reported the results. Vice President, Don Richards; Secretary, Maybel Griggs; Treasurer, Louis Griggs; Eastern Director, Jerry Dute; Western Director, Al Polus. Ernie Award, Len Ryerson.

It was suggested the August Newsletter carry the list of all the Newhouse Award recipients.

Secretary Edna Newhouse read the minutes of the Directors meetings of Oct. 7th & 8th, 1986. A majority vote of the members present accepted the proposed By-law changes as recommended by the Board of Directors. Motion was made by John Heide and seconded by Ernest Newhouse.

Mentioned: Dues expire Jan. 1st, 1987 and suggestion made that they be paid to Treasurer, Louis Griggs.

A motion to combine the Coach historical listing with the new roster was made by Gus Brining and seconded by Albert Austin. Passed.

There was a vote not to go to any rental or other expense for weighing equipment.

Two sites were suggested for the 1987 Ultra National Convention. --- Carrizozo, New Mexico and Lake Hamilton Bible camp, Hot Springs, Arkansas. A show of hands favored Lake Hamilton Bible Camp. President Jim chose the following to be hosts: Bosos, Craigs, Donaldsons, Polus, Suckows, Reinhardts, Threasa Vandersteeg and the Starbirds.

The Toll Free number to assist in locating parts and service at home or on the road is #1-800-THE-VAIR (Orville Eliason). California #1-800 -THE-REO3. After Jan. 1st, 1987 cost will be \$5.00. Free until then.

Merchandise Chairmen were appointed. Western: Dan Reinhardt, Eastern: Louis Griggs.

Meeting adjourned.

Respectfully submitted,

Edna H. Newhouse, Secy.

Upcoming Rallies:

Arizona Rally January 22-25, 1987; see flyer, next page.

March 18-22, 1987. Zolfo Springs, Florida. Flyer was in last newsletter, and will be repeated in February, 1987 newsletter. Hosts, Bob & Arlene Ackerman, Gus & Neva Brining.

April- Paradise, California. Hosts, George & Maxine Truman. Co-hosts, Everett & Phyllis Howell.

July 17-20: Farragut State Park, Coeur d' Alene, Idaho. Host, Bill Keith.

August 5-9. Lost Bridge Campground on the Salmonie River, near Fort Wayne, Indiana. Flyer with complete information will be in May newsletter. Hosts, George & Ruth Whiteside. assisted by "many other little Ultra Elves".

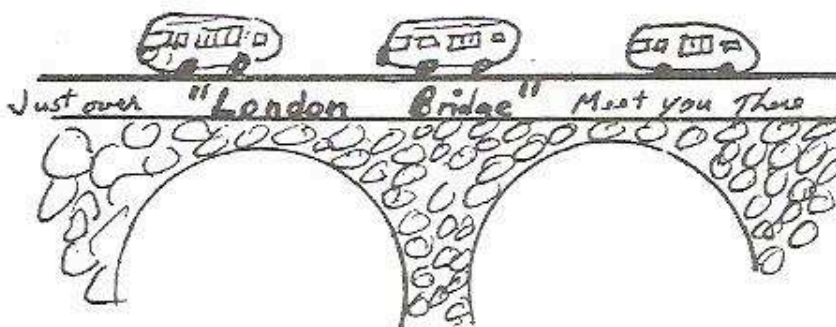
ARIZONA RALLY JAN 22-25 1987

LAKE HAVASU CITY on the COLORADO RIVER

CRAZY HORSE CAMPGROUND---(602)855-2127 or 4033

Primitive Area -\$6.48 per day up to 4 persons

Store, water, showers and dump-station available,
(also some full hook-ups)



EVENTS AND SCHEDULES

COFFEE HOUR
CRAFTS ---Threasa
TEC. SESSIONS
AUCTION, bring items
BRING FIRE*WOOD
THUR. MULLIGAN STEW (bring ingredients)
FRI. REGISTRATION (10-12) \$2.00
FRI. NIGHT POT LUCK
SAT. DINNER OUT
SUN. COFFEE, CHURCH SERVICE and fond farewells



HOSTED BY:

Threasa Vandersteeg
Warren and Nobia Suckow
Dan and Betty Reinhardt

From: Office of the President

Subject: 1986 National Rally business
report at Ladybird Johnson Municipal
Park, Fredericksburg, Texas 78624

October 10, 1986

The subject Rally was held with a quorum of members present. The following items of official business were transacted, and by this report are placed in record.

1. The election results are as follows:

President: Jim Craig (mid-term carryover)
Vice President: Don Richards
Secretary: Maybel Griggs
Treasurer: Louis Griggs
Eastern Director: Jerry Dute
Western Director: Al Polus

2. It was voted on and the majority of members present accepted that the 1987 National Rally will be held at the Lake Hamilton Bible Camp, Hot Springs, Arkansas - October 5 thru October 11, 1987.

3. Motion Introduced:

That the '86 National Rally Agenda Item #1 (proposed amendments to By-Laws of the Ultra Van Motor Coach Club, Inc.) be accepted as recommended by the Board of Directors. The motion passed. Items accepted are as follows: #1,2,3,4,5,8,9,10,12,13,14,15,16 & 17. Items not listed were not accepted.

4. The Officers and Directors and date of expiration of their respective positions are as follows:

Executive Directors:	Ernest & Edna Newhouse (indefinite)	
President:	Jim Craig	October 1987
Vice President:	Don Richards	October 1987
Secretary:	Maybel Griggs	October 1987
Treasurer:	Louis Griggs	October 1987
Director, West:	Forert Franz	October 1987
Director, East:	Jean McMasters	October 1987
Director, West:	Nobia Suckow	October 1988
Director, East:	Pat Fitzgerald	October 1988
Director, West:	Al Polus	October 1989
Director, East:	Jerry Dute	October 1989

Appointed Committee Chairmen are as follows:

Rally Chairman, East:	Charles Smith	Technical Editor:	Jim Craig
Rally Chairman, West:	Harold Washmuth	Merchandise:	Louis Griggs (East)
Public Relations:	Robert Franz	Merchandise:	Dan Reinhardt (West)
		Historian:	Louis Griggs

Approved at the final Business Meeting Session.

Jim Craig, President

THE RALLY THAT WAS HELD IN THE HEART OF BIG TEXAS

As Don Richards and Gus Brining, his assistant wagon master, finally had us all nestled among the beautiful pecan and live oak trees in the park, none of us lost time in coach-hopping and greeting our many friends from across the nation. This being our 20th year anniversary we were pleased to have 50 Ultra Van Motor Coaches and 8 associates, with twenty states represented. Pete and Rose Shuler our sheriff and deputy, came the farthest and Earl McCrary came the shortest distance. Great showing.

Thanks to the Host-Marion and Gary Grootenhaar, Gene and Betty McMasters for a job well done. Have you ever seen and received such nice prizes pulled from a box before? It was like magic. There should have been a camera focused to catch the gleam in each ones eye.

By the way did you notice the big white and blue 20th year Ultra Van Banner displayed among the trees in the park? The credit goes to Earl McCrary in getting this made for the club. This will be passed between the East and West at each National Rally, to be used the following year. Hats off to you Earl.

Our days were fun filled with activities, such as; krafts, tec.sessions, side trips, and Fredricksburg Octoberfest and just socializing. We must not forget our all famous Potluck Dinner. As usual more delicious food was served than could be eaten. The table looked like Coxes Army was coming for a feast. After making pigs of ourselves, we were privileged to meet and hear our guest speaker, Commander Erich Bergner, relate the history of Fredricksburg. He served 39yrs. of his life in service for his country during WW11 and retired in 1982, with the rank of Commander in the U.S. Navy. We also had other guest in our midst namely; Francis and Lucille Carroll, from nearby Kerrville. They hosted the longest National Rally ever, in Arp, Texas, Oct.9-21-74. Mrs. Helen Brightwell, guest of Marilyn and Walter Davison, Mr. and Mrs. Steve Morris, son and daughter-in-law of Jean and Leonard Morris, Mr. and Mrs. Herrmann, son and daughter-in-law of Mary and Bill Herrmann, daughter and two grandchildren of Pat and Marge Fitzgerald, grandson of Theresa Vandersteeg. We say welcome to all.

The ladies night out was enjoyed by all and especially those who liked German food. It was held at one of the better resturants called Des Fest of Fredricksburg. After dinner we were introduced to the new incoming officers of the club. Those installed were Vice-Pres.-Don Richards, Secretary-Maybel Griggs, Treasurer-Louis Griggs, West Director-Al Polus, East Director-Jerald Dute. Congratulations to all. We are proud of you and know you will serve us well.

Saturday night was our last evening together and one to be remembered. It was hilarious and full of belly laughs. We are so glad we didn't have Warner Bros. or Metro Goldwyn Meyer in our midst. If so, I'm sure they would have discovered several actors and actors and actresses that would be in Hollywood today. The Ole Time Theater characters were Clyde and Kay Stanton, Margaret Fitzgerald, Jerry Hutton, Don Richards, Howard Bozo, Morris Randle. Victor Hinderliter. So Hollywood, eat your heart out, We are the winners.

11/86

Another highlight of the evening was our auctioneer, auctioning off the costumes used in the skits. The treasury pot was filled to the amount of \$21.45.

Ice cream and cake was served before going to our respective places.

Our Sunday morning service was cancelled due to inclement weather which left us with nothing to do but bid our friends goodby and wish them God's speed and traveling mercies until we meet again in 1987.

Respectively submitted.

Annex Tardis

1986 Ultra Van National Rally Report by Wagormaster

State	No of vehicles	
California	10	107 People
Florida	9	
Arizona	6	
Ohio	6	
Texas	4	
New Mexico	2	
Michigan	2	
Missouri	2	
Maryland	2	
Iowa	2	
Alabama	1	
Mississippi	1	
New York	1	
Colorado	1	
New Jersey	1	
Utah	1	
Indiana	1	
Idaho	1	
South Dakota	1	

As of November 13, 1986 the Club has 233 members who have paid thru at least 1986; of these, 27 are "A" (associate) members, and 30 are listed as singles.

I'm terribly sorry to have to miss this twentieth anniversary of the founding of the Ultra Club. Two business deals developed problems, one that has been lingering, past due, for over eight years, has been in bankruptcy for nearly four years. It now appears that it will finally be paid sometime during this week between the sixth and tenth.

I first want to take this opportunity to thank all of the people who have contributed so much to keep the Ultra Van alive for these 20 years. I won't attempt to go through the list because, sorry to say, I haven't kept close enough to know them all, but I especially want to thank the two couples who I think have contributed most.

Without Ernie and Edna Newhouse, I doubt if the Ultra Club would have prospered as it has. In addition to the social and educational value the club has offered the incentive to keep our Ultra Vans in good running condition and looking good. Without an incentive it is so easy to let the little things go. The paint job, the upholstery and draperies deteriorate so gradually that you really don't notice until you think of who may see it at the next rally. The 100,000 mile plaque, I'm sure has encouraged many to show off how well they have maintained their coach for so many miles.

Without Len and Edy Ryerson, we wouldn't have the maintenance manual and many would have given up due to maintenance problems. If you are on the road with problems especially when you need help from a mechanic not familiar with the Ultra Van or need a part or if you call me, the manual makes it so much easier to communicate. Let's have a good round of applause for these two dedicated couples..... I think they deserve a standing ovation.

I, of course, am proud of the Ultra Van and the fact that it has stood up so well without any major basic structural problems, even though the empty weight has skyrocketed from my original specifications. With the use of foam in place of spun glass for insulation and the structure carrying the V8 engine are the two big ones. The turnbuckles on the A frames added a lot of weight and actually are not as strong as a tube, due to the deep cut threads.

When I designed the Ultra Van, I didn't plan it for more than our own use. We have never enjoyed air conditioning so I have not been an advocate of air conditioning and the required auxiliary power in the motor home. I do realize, however, that air conditioning is absolutely necessary in some parts of the country. Many people are carrying much more in provisions and spare parts than I ever considered. I designed the Ultra Van to gross at 4,600 lbs. and there are many that weigh more than that empty. Anyway, the bottom line is that it has stood up to a lot of punishment.

Incidentally, for those that are carrying lots of weight, I highly recommend that you get rid of the turnbuckles and if you still have the cast beam above the front coil springs, you should replace it with the I beam, same as in the rear over the springs. It is not a real difficult job and is covered very

well in Len Ryersons manual, Section 9. If you replace the turnbuckles, you should be sure that the attached points have the slots and cam washers so that you have an adjustment. If, due to errors in dimensions in the rear, you run out of adjustment, using the cam washers you can add shims between the bearing housing and where it fastens to the A frame with the four bolts, to gain additional adjustment. Another point to watch, if you are running with a gross over 4,600 lbs., is where the ball joints fastens to the lower front A frames. I used SAE "fine thread" bolts, Hutchinson used US Standard Cap screws threaded into the aluminum casting. Len Ryerson covers this point very well.*I'm sending a page from Len's Manual that shows a tube connecting the trunion points at the base of the rear A frames. I am not sure what serial numbers do not already have it. I had it on the units that were delivered from Hutchinson in Mid 1966.

The fact that pleases me most is that Ultra Van owners are such knowledgeable people. Everytime I talk to an owner for the first time, I just have to ask them what their line of work has been. I'm real proud to have this type of person choose the Ultra Van.

Now I understand that I'm to concentrate on how the Ultra Van project got started.

I have to go back to Blackwell, a little town in Oklahoma where I went to high school. My family moved to Blackwell in 1929 to get away from the 50 degree below zero days in Wisconsin. Blackwell had an airport and two World War 1 Airplanes. It was my first opportunity to see airplanes up close.

Since I was exceptionally talented working with wood, I not only realized that the structures being used would be simple to repair, but also simple to duplicate. Hardly a year had gone by until I was making repairs on planes and of course wanted to learn to fly. There was hardly enough work to trade for enough flying time to learn by hands on flying, so I decided to build a glider. The glider was a great success, about thirty young men learned to fly it, some went on to flying careers.

Airplanes have been my major interest ever since and the expertise that I learned from the aircraft industry is what made it possible to do the light weight streamlined motor home project.

We will skip the details on the 30 years between Blackwell and the Ultra Van project, except to say that I got a great amount of aircraft experience. During WW2 I was superintendent of final assembly of the 29. This experience was responsible for the light weight streamlined concept of the Ultra Van. I actually did not have experience to make it any other way. In 1963 the chairman of the board for Clark Equipment Company paid me well to go to Lansing, Michigan so their engineers could see the Ultra Van. He then wanted to hire me to help them reduce the weight of the Cortez. I told him I would not know where to start or how to proceed on their design.

It is now 1960, 26 years ago. I've been deep into airplanes for 30 years. I have sold an airplane project to people in California who were planning large scale production. I had agreed to go to California to transfer my knowledge and expertise by working for the purchaser for a reasonable time.

* Referred page is at the end of this article.

After completing my agreement with them, I had a rather good income from the airplane project. I made some investments and half way retired to play with my toys in California. I had a ski boat, had learned to sail, I really loved all sorts of water sports, was a pretty good snow skier and really enjoyed the mild climate of Oakland, winter and summer.

One of my toys was a spartan trailer which was about midway in size between what we now call a travel trailer and a mobile home. How nice it would be if I could drive the unit instead of towing it with a car and be able to tow a boat. I would save nearly half the weight. I started converting the spartan, planning to put an engine in the front and leave the rest of it pretty much as it was. I couldn't find an engine and drive system.

It's a good thing that the Olds Toronado was not available or I would have been able to carry out the original plan and the Ultra Van probably would not have been born. In the process of looking for a suitable power plant I looked at the Corvair. The concept was so perfect except the amount of power available would not handle the Spartan. I decided that I could start with a whole new design, strictly from my airplane experience and build a unit with nearly as much space and cut the weight in half again.

I rented a building and started construction September 1, 1960. January 2, 1961, I got the vehicle license, they were issued on an annual basis at that time, and started driving it. The empty weight was less than 1,800 lbs. 24 feet long, full eight feet wide, 75" tall inside. Five times the cube of the VW Van and 400 lbs. lighter. Even before the interior was finished, I took it to the mountains to test its sustained climbing ability and the project was on the way.

The reason that the light weight and streamlined shape was so easy for me was my overall aircraft experience, plus the static test program that I had just completed on the airplane project. It is really amazing how a box carries a load. I like to go through the shoe box demonstration to get people thinking. You see how flexible it is without the lid. With the lid on it is very strong and in fact you can cut some pretty big holes in it and it is still very strong. You must, however, leave a good beam at the top or bottom or you loose it all. Most motor homes, built in truck chassis, have a load carrying door latch so that the door is part of the structure, due to the relatively heavy weight of the chassis that is torsionally very flexible. This concept requires an even stronger box than if it didn't open or close the door unless you are on a relatively level surface.

I had planned to have a question and answer period at this time so if someone will write down the questions from the audience and mail them to me I'll try to get the answers into the next newsletter.

Again, I want to say that I'm sorry to miss this memorable occasion.

Dave Peterson



What a surprise to receive such a beautiful plaque. It will continue to remind me that a big bunch of people really do appreciate my efforts, a great satisfaction to be so honored. Christy Barden made quite a presentation, lots of pictures, even with me in the left seat of a Boeing 727 that he was flying for Continental Airlines. Thanks to all club members.

We are so sorry that we were unable to make it to the greatest rally of them all. We need to get our lives less complicated so we have time for the really important things.

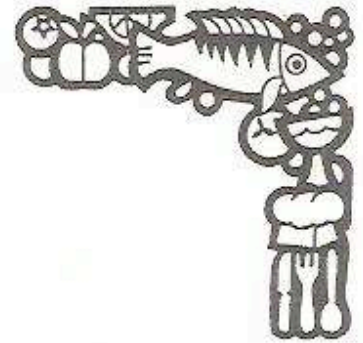
Sincerely,

Another Surprised Fellow: The following is several excerpts from a letter I received from our Ernest Newhouse Award Recipient, Len Ryerson.

"First of all, Jim, I want to thank you for your phone call from Texas with the good news. You sure caught me off-guard and completely flabbergasted. It was difficult to believe at first - as I have not been as active in the club of late - with my best contribution, The Manual now a thing of the past. Frankly we have received our rewards over the years from the many many letters and phone calls from people all over the country voicing their thanks when it helped pull them out of difficult and sometimes costly situations.

Just many thanks to all for it proves there are a lot of friends out there. And that's what its all about - Friends, as we proceed thru our ways.

Len Ryerson #513



MICHIGAN RALLY
Grand Rapids
July 30 - August 3

The Michigan Rally began on Wednesday as the registration tent was erected and Ultras began to arrive. There was much chatter as we greeted new arrivals and coach hopped. We had a bonfire in the evening.

On Thursday a lucky group was invited to go canoeing on the Rogue River, to be filmed by a local TV camera crew. By the time that group returned, the morning goodies were gone. We did, however, get back in time for a craft session. Some of the men left in the morning to go to the Cervair Convention, "The Grand Affair". You should have seen the junk these guys brought back. Transmissions, differentials, cylinder heads, etc. . . One guy bought ten rear axle units complete with trailing arms and struts. Walt Davison agreed to transport these to Arizona for him. It's sure good to have such friends!!

Friday was "tubin" down the river-day for the brave souls who signed up. What fun! The water was a little chilly, but the scenery made up for that.

Saturday evening after dinner we all enjoyed a hay ride through and around the campground. Didn't see too many people under their coaches working this time. They were too busy with other things. Saturday nine Ultras went into Grand Rapids and a general Ultra meeting was held. The Vice-President of UVMCC, Harold Washmuth, addressed the meeting, as did the Secretary-Treasurer of Corsa Chapter 999 (Whales of Wheels) Louis Griggs. We also heard from Pete Koehler, outgoing President of CORSA. About 30 people attended this meeting. The parade of Ultras into town was a traffic stopper. Saturday a Zucchini cookoff contest was held by the Campground Manager. Winner of first prize was Maybel Griggs; because of many requests, her recipe is included elsewhere in this newsletter.

Saturday evening saw another campfire. Some magnificent door prizes were awarded, courtesy of an anonymous donor. Beam boxes, Walkman radios, lead glass crystal, etc. Entertainment by some of the group followed--Ed Hull led a hilarious skit entitled "My Uncle Levi".

Sunday the Church Service was led by the Grootenhaar's son-in-law. A big hand to our hosts and hostesses, the Grootenhaars and Stantens for a fun-filled rally. They did a great job!

Did you know that at the rally held this summer in Grand Rapids, the campground held a Zucchini Cook-off Contest. Our own MAYBEL GRIGGS won 1st place in the Cooked Division!! I just happen to have her recipe here for you. I also talked the winner of the other categories, Doreen Romig of Wyoming, Mich. into letting me copy her recipes. As I was copying them down, she served me a piece of her 2 time winner, Apple Zucchini Pie. It was great!!! Thanks Doreen and Maybell!

Cooked category - Maybel Griggs
via Treva Casselman
Zucchini Jam

5 cups peeled zucchini, grated
4 cups sugar
1/2 cup lemon juice
1 lg pkg jello, orange, peach or
apricot
1 cup(sm can) undrained crushed
pineapple
Cook zucchini without water 12-15
min. Add sugar, lemon jc. & pine-
apple. Cook 6 min. Remove from heat.
Add jello, stir until dissolved.
Pour into prepared jars and seal
with parafin.
* * *

2 Time Best Overall Winner - Doreen

Apple-Zucchini Pie

4 cups zucchini-peeled seeded & sliced
as apples (use large 2) steam till
transparent (about 5 min)
Drain in colander. Cool for 5 min. Add:
1 - 2 teasp cinnamon
Dash nutmeg
2 Tablesp butter
3 Tablesp flour
1/2 c. white sugar
1/2 c. brown sugar
1 Tablesp. lemon juice
Mixed cooled zucchini and rest of ingred.
and put in pie crust (unbaked)
45-60 minutes - Test with fork
* * *

Zucchini Dip

1 pkg (8oz) cream cheese
2 T. mayonnaise
1/4 t. lemon juice
1/4 t. Beau Monde seasoning
2 T. chopped walnuts
1/2 c. unpeeled grated zucchini

In med size bowl, beat cream cheese, mayo
lemon juice and Beau Monde until smooth
consistency. Stir in nuts & zucchini.
Cover. refrig 3 hr. Serve w/crackers 3 c.

Best Overall & Baked-Doreen Romig

Zucchini Casserole

2 Cups diced zucchini
2 eggs
1/2 cup bisquick
1/4 cup parmesan cheese
1/2 cup oleo - melted
1/4 cup cubed cheddar cheese
1/4 teasp. salt
1/4 teasp. garlic salt
1/2 c. diced ham (chicken breast)
Butter casserole, beat eggs & stir
in other ingredients.
Pour into casserole
Temp 350' for 30-40 minutes
* * *

Desserts - Doreen

Zucchini Carrot Cake

2 eggs
1 c. sugar
2/3 c. oil
1-1/4 c. flour
1 teasp. baking powder
1 teasp. soda
1 teasp. cinnamon
1/2 teasp. salt
1 c. carrots, grated
1 c. zucchini, grated
1/2 c. chopped nuts
Beat 1st 3 ingred. until smooth. Add
baking pwdr, soda, cinnamon & salt, mix-
ing well. Stir in flour, carrots and
zuchinni, nuts are optional. 350' 35 min
or until top springs back when lightly
touched.

Frosting

3 oz. cm cheese
3 t. oleo
2 c. confectioners sugar
1 t. vanilla
Mix until smooth and spread on cooled
cake.

11/86

Baked - Doreen

Zucchini Casserole

- 4-1/2 c. sliced zucchini
- 2 small onions, sliced
- 1 stick oleo (melted)
- 1 sm. box stove top corn meal stuffing
- 1 c. cm of chicken soup
- 1 c. sour cream

Cook zucchini & onions until tender. Meanwhile melt oleo & mix with cornmeal mix.

Press 1/2 of stuffing into greased 9 x 13 pan

When Zucchini & onions are tender, drain well & mix in chicken soup & sour cream and pour over stuffing in pan. Add remaining stuffin over top.

Bake 350' - 20 min. covered uncover, bake 10 min more

Raw - Doreen

Marinated Vegetables

- Zucchini - cut up
- Carrots - cut up
- Onions - cut up
- Any other veg - cut up

Italian dressing. Doreen used Kraft Zesty Italian but she suggested that anyone on a diet could use lo fat dressing - Good Seasons

We've received several of the questionnaires with good suggestions of places to go in our Ultras, and our thanks to those of you who have responded. We know there are more of you with good ideas, and hope to hear from you soon.

Please mail your completed form to:

Harold Washmuth
2075 N. Via Tomas
Camarillo, CA 93010

SHOW ME WHERE TO GO

I. POINTS OF INTEREST

II. REST STOPS

III. OVERNIGHT PARKING

A. Free

B. Paid

IV. CAMPING

A. Free

B. Paid

These are the categories we're looking for. Use as much additional space as needed. Draw a map if you think it would be helpful.

ULTRA POSTSCRIPTS ★★★★★



Ernest Newhouse
15239 El Soneto Drive
Whittier, California 90605



"When is the last time you had your radiator flushed? Awww, c'mon now! Corvair? I said radiator."

THE BIG CONVENTION: The National is over; the gathering of Vans from coast to coast was tremendous. We enjoyed it. I'm sure everyone did. The celebration of the Club's 20th anniversary was super. Len Ryerson won the fine Silver Medal Award for outstanding achievement and dedication towards Club betterment. So now Edy (who, of course, was awarded an earlier pure Silver Medal) can flaunt her's with Len's. Our sincere congratulations to both of you. The Club loves you for your individual and combined efforts.

"People who just tear off and wad up gift wrappings have no soul. Now that I've said it, I'm scared. Did I EVER tear up a wrapping?"

TEXAS SLANG WORDS: Traveling along the I-10 freeway, we pulled in at a Texas Rest Stop. A big, robust gentleman, sporting a Texan-type wool-felt hat, strolled over. "I'm from Austin. That's the most streamlined, the lowest, the prettiest motor home I've ever seen." Then he asked where it was built, availability, etc. At ANOTHER Rest Stop--"I'm from Hawaii; used to work with Dave." ANOTHER--"Owned one; what CLUB?" Half the FUN in attending rallies is along the way, sightseeing, contacts, getting there.

CELESTIAL CONCERT: "Life's a priceless violin, and God gives us the bow; So we may play in harmony, EVERYWHERE we go."

NATURE AT WORK: This is a repeated caution; with a practical solution. More people die each year in the United States from BEE STING than from snake bite, according to information from sources that should know. In the event of a hornet or wasp or bumble bee attack, often the venom builds up in one's body so that the FIRST sting is less dangerous than subsequent poisonings. A person should remember how many TIMES over the years that he has been stung---the 7th time leaves only a few minutes, according to one naturalist, to obtain medical help before death. But, some people have more resistance than others. Edna and I have just invested in a Sawyer Venom Extractor and Snake/Bee First Aid Kit. We will carry it in coach #603 hereafter. At rallies, if anyone experiences a sting or bite, it will be available for immediate use by club members. Texas is being invaded by fire-ants, coming up from south of the border. The venom pump can be used for ant, spider, tarantula, jelly fish, snake, scorpion or bee injections.

Think how happy you'd be if you LOST everything you have right now; then FOUND it again. TEMPER: one thing that IMPROVES the longer you KEEP it.

SEMINAR EXPENSES: This is the LAST YEAR you can write-off travel and other costs to attend an investment seminar....that tax-break ENDS December 31st. By the way, the new Tax Reform Act also normally allows no deduction (starting January 1987) for financial education costs. What does this suggest? Quite a few Club Members are subscribers to "Economic Newsletter". Those who wish to renew their subs to EN should do so BEFORE YEAR-END to assure the tax write off. Last year I had decided to retire, but long-time clients said, "You can't!" So....I'll be editing it another year on the revised periodic/schedule (rather than every month). The annual price was adjusted --\$96 for all subscribers EXCEPT ULTRA MEMBERS. It is only a bare-bones \$24 for all our good Club friends. We are not soliciting subscriptions at \$24; it is a service offered to the Club...a member advantage only for those desiring same. That low fee covers the Mailing Company and costs.

11/86

A LITTLE SUGAR NOW AND THEN: A bit of humor came from Ultra's Indiana members, the George Whitesides ----- "...he said that that that that that that writer used was UNNECESSARY." Your Postscripts editor thinks that that sentence is that self explanatory that it needs no further explanation.

100,000 MILES: At the Fredericksburg, Texas German dinner we saw four (4) more Ultra families get the coveted little 100,000 mile plaques...namely: the Harold Starbirds, the Walt Davisons, the Warren Suchows, the Jean Mc-Masters. Those new awards make a total of TWENTY NINE Ultra families that have toured 100,000 miles behind that wide windshield. Actually, thirty one awards have been made -- the Chance Fitzgeralds and the Gordon Harveys received their FIRST HONORS back in 1978/1980 respectively. The Newhouses didn't hit the mark until 1979. But C and G came back AGAIN for a second plaque. What a grand TOTAL they have driven....200,000 miles in an Ultra!

CURT SIGNS along the roadways said "DON'T MESS WITH TEXAS" Let's say, it would be advisable to deposit all trash in proper containers--ANY state.

IOWA'S #100 ULTRA: At the Texas "Awards Dinner" yours truly made a remark over the public address system --"I'd guess that at least a hundred Ultra owners across America don't even know an organization such as ULTRA CLUB exists." Afterwards, from the Len Morris family-dinner-group, an idea was offered. Why couldn't Club Members (in EACH state) closest to HEADQUARTERS Motor Vehicle Departments (not branches) request...the address of all state licensed Ultra Vans. The records are open to the public we are told. Then a proposal could be mailed to each owner not yet a Club Member. THEY direly NEED THE CLUB. What an idea! Let us know results. Let's all go to work.

KIDS --- "You just can't beat 'em." But...sometimes the sweet little angels require a bit of discipline. And...most of them APPRECIATE law and order.

FINANCIAL SECURITY: Have had a few calls (since Texas) about the Economic Newsletter---didn't bring up the matter at the seminar. Newer members, it seems, do not have much background---maybe we owe them a brief explanation. We do our very best to teach subscribers the many tricks of successful investing, employing the 20-plus years as president of Walbef Investment Corp. (which I founded back in 1953). Compliments have been received that one idea (or so) over a full year, more than repaid the small annual fee---the strategies and tactics described in each issue produced extra profits---subscribing really cost them nothing. NOT EVERYONE is able to USE investment counsel, but most have need for sound advice...many families do not realize how disadvantaged they have been. EN answers letter-questions; gives expert "consensus" opinion; supplies sources--like names, addresses, phone #s; warns about specific risks; offers fundamental advice and conservative financial planning. ONE STRATEGY: Start new subscriptions BEFORE YEAR-END to prudently obtain tax deduction of every cent of the cost.

DEFINITION OF AN ALARM CLOCK: a mechanism designed to scare the daylights into us. Experience is KNOWING a lot of things you shouldn't do.

FORMER CONGRESSMAN, RON PAUL: (quote) "Thanks to the political crocodiles in Washington, we face mega-inflation, exchange controls, a sick dollar, an international and domestic banking collapse, more Gestapo tactics from the IRS, new restrictions on hard assets, and a depression...learn about the government-manufactured volcano bubbling under the surface of the economy, and how you can protect yourself from the coming explosion." Is he wrong? Well, Dr. Paul said a BIG mouthful there. He also writes, "Some investments will protect you. Others are like walking into the IRS and saying, "Take me; I'm yours." His reports often offer "inside" information. We listen.

Happy traveling to every member out there in Ultra land.

Ultra Van Motor Coach Club, Inc.
Treasurer's Report - Third Quarter, 1986:

Balance 7/1/86:	4296.58
Receipts: dues	190.00
Benham Capital Management Group	30.38
Arlene Ackerman-patch money not used	19.20
Pete Schuler-badges	4.00
R. Franz-stationery sold	6.00
To account for:	4546.16
Expenses: Jim Craig-Pres. expenses 4/10/86	21.27
Secretary's expenses-newsletter	500.00
Jim Craig-Pres. expenses 5/14/86	26.47
Treasurer-postage & copying	18.56
Total expenses:	777.50
Balance 9/30/86:	\$3768.66

Respectfully Submitted,

Louis C. Griggs, Treasurer

Please note: Look at your mailing label. The year thru which your dues are paid is on it. If you happen to pay your dues twice, you will be given credit for another year. Treasurer tries not to refuse money at any time.

New members since last newsletter:

<p>#303 John & Lucille Felderman HCR 5 Box 558 Kerrville, TX. 78028 Ph: 512-895-1771</p>	<p>#215 Chuck & Helen Blair 1008 7th Street SE Puyallup, WA. 98372 Ph: 206-845-4593</p>
<p>#407 Alvin & Geneva Grille 660 Newman Avenue Jefferson, LA. 70121 Ph: 504-733-2998</p>	<p>#533 Ray & Doris Crowley Rt. 11-3701 Creasy Sp. Gs. Rd. Columbia, MO. 65202 Ph: 314-442-0367</p>
<p>#300 Mark Hall P. O. Box 1229 Morongo Valley, CA. 92256 Ph: 619-363-7707</p>	<p>T2040 H. Dale & Maxine Marine 709 N. 1st Street Garden City, KS. 67846 Ph: 316-276-2878</p>
<p>#538 Curt & Stella Hilsenbeck 15608 E. Girard Place Aurora, CO. 80013 Ph: 303-690-1993</p>	<p>(new Add.) Paul & Charlotte Rowland 11407 112th Ave. Youngtown, AZ. 85363 Ph: 602-972-6347</p>

Chuck & Helen Blair (#215) believe that their coach was the first one out of Hutchinson--built by Ultra, Inc. Does anyone know of an earlier one? If so, please let historian Louis Griggs know.

Names of people interested in buying an Ultra Van:

Wiley Zimmerman
3135 Whipporwill
Ponca City, Ok. 74604

WZ. spent two hrs. at Minden extolling the virtues of the Ultra. Had one once, but men working on it at a garage wrecked it.

Ron Jacobsen
441 Silver Street
North Babylon, N. Y. 11704

RJ. is member of a Corvair Club, called LCG on phone 9/18/86. Went to see Pete Schuler's coach.

David Fain
112 Waddell Drive
Hendersonville, N. C. 28739
Ph: 704-692-9700

Sent written inquiry; was sent list from last newsletter.

Coaches for sale: (in numerical order)

"Ultra Van" #217 110 H.P., auto transmission, interior--cherry wood color is very good. New shocks, brakes, and rugs. Bucket seats, paint condition fair, was redone in 1982. Michelin tires. Transmission rebuilt in 1982. Wiring redone. Windshield good. \$6495.00 OBO. SASE for photo. Betty Landreth, 3525 Fruitlane Sp. 17, Coeur d' Alene, ID. 83814, (208) 667-4845.

"Ultra Van" #232 ~~110~~ ^{SOLD} engine, auto trans. 3.89 rear axle. Brakes, rear axles wheel bearings, "u" joints, front steering bearings replaced or rebuilt, and numerous improvements done. All glass good. Paint good, cherry wood interior. Transmission and engine oil coolers. New large rear window installed. New rug. Overall condition of van is very good. Ready to travel. Best offer over \$5995.00. Jim Craig (619) 571-3493 (delivery available) SASE for photo.

✓ "Ultra Van" #346. 1968 Ultra 110 HP 4 speed trans. new paint & bumpers, large rear window, new springs, shocks, brakes, rear wheel bearings repacked. 4000 miles on engine after overhaul. Patrick Coxsey, Ph: 805 736-6064. \$7400.

"Ultra Van" #492 1969 Ultra Van exceptionally clean inside and out. 110 HP Corvair modified for increased low speed torque. Repainted with beige urethane acrylic enamel. New carpeting, lined drapes, venetian blinds. Make offer. Hal Honer, 30493 Kings Valley Drive, Conifer, CO. 80433. Phone (303) 838-5295.

"Ultra Van" #547 1970 Chev. 307 CI. V-8. New shocks & springs, good condition.

"Ultra Van" #455 1969 110 HP Corvair. Completely rebuilt engine & trans. fiberglass tanks, decent condition. Both for sale--one must go. Jack Jacobsen, c/o The Engraver, 1222 Ashbridge Road, West Chester, PA. 19380. Phone, (215) 430-0123.

Parts available: A generally good supply of Corvair parts, including instrument panels as used in Ultras. Send SSAE for list. Charles W. Dye, 2902 N. 60th Drive, Phoenix, AZ. 85033.

AVAILABLE ITEMS

"New Ultra Van Rear Window" (See last newsletter for details of window), supplier says this window is now out of production and he only has 12 each in stock. Better buy yours now. Price reduced to \$75.00 to move them out. I ship them by UPS (approximately \$6.00/8.00). Send check of \$83.00 (extra will be returned) and save COD charge of \$3.00. \$175.00 installed by appointment. Jim Craig #65 (619) 571-3493.

"Ultra Coach Owners Manual" (Len and Edy Ryerson's Technical Manual). This is the Ultra Van technical bible. Highly recommended. Only a few left from last printing. Buy now before they are all gone. Price \$58.00, plus UPS shipping (approximately \$3-5.00). Mail check or money order of \$58.00 plus \$5.00 shipping (extra will be returned) to Len Ryerson, 18618 Rayen St., Northridge, CA 91324. Phone (818) 349-5058.

"Windshields! Original Ultra" 1 each, R/H side (plain) uncut \$350.00. I will deliver to any Western Rally. Jim Craig #65, (619)571-3493.

More parts: two Corvair crankshafts for 164 CI. engine, all journals Mike standard-\$5 crating charge, plus shipping, or they are free if you pick them up here. Also two Powerglide late model transaxles, 3.55. Gears look good, condition of trans. unknown. One torque converter, one flex plate, one bell housing for auto. and one for manual trans. Make offer on these. Louis Griggs

"Ultra Coach Painting" \$750.00 (one color), American auto service, Mr. Keith Bowman. 8775 Miramar Place, San Diego, CA 92121, (619) 452-7200. (Paint used is Ditzler Acrylic Enamel with Hardner).

"New Business Vests" You saw them at the Texas Rally, available in sizes small to XX large. Color blue, has your name over right pocket and "Ultra Van Mtr. Coach Club" embroidered over left pocket in gold color thread. Made of blend of Dacron, polyester/cotton twill, waist length style. Machine wash/dry. No ironing. Indicate name desired over right pocket. Price: **until February 10, 1987; \$11.99; size XXL, 14.99; shipping \$4** Jim Craig #65 (619) 571-3493 Note: Over a dozen members already have theirs--so order now!

"Technical Guide" and "Vair Tip" Booklets

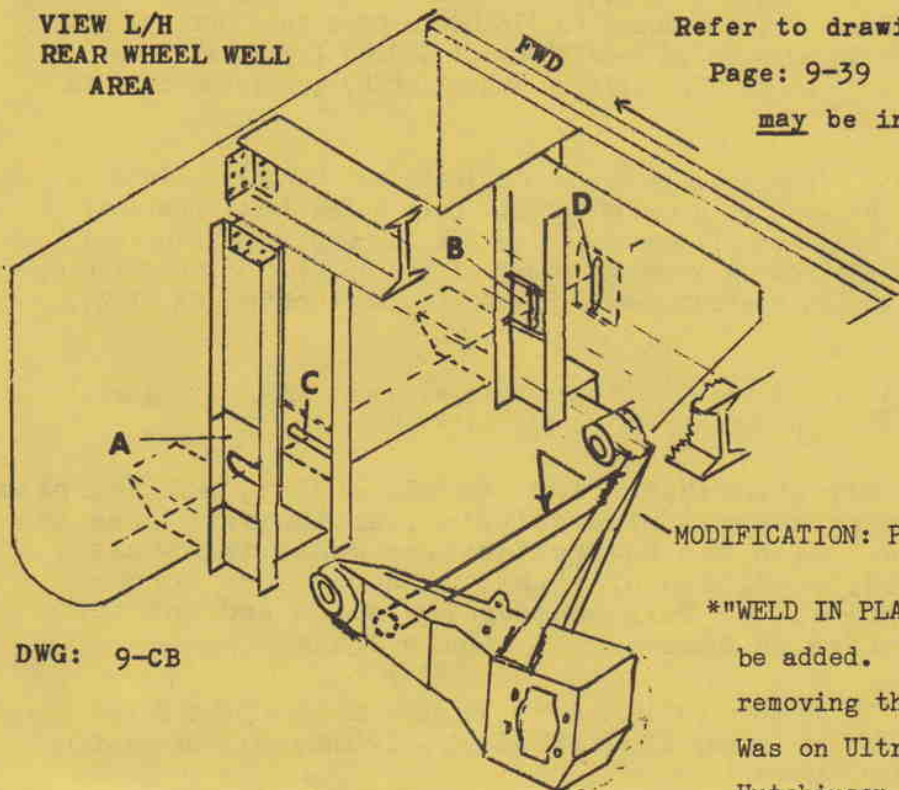
1. CORSA TECH GUIDE, \$19.95 each plus \$3.00 P/S = \$22.95. Mail check to: CORSA TECH GUIDE, C/O R. Blissard, 12403 Barryknoll, Houston, TX 77024.

2. VAIR TIP BOOKLETS, 12 issues available, 1974 through 1985 including a separate index booklet. \$3.00 each or \$36.00 a set including the index. Satisfaction assured or money back. Check to: San Diego Corvair Club, C/O John Evans, 3292 Via Bartolo, San Diego, CA 92111.

New Ultra Fiberglass Inner Front Canopy (white) This is the unit above the driver/passenger area that has two doors in it. It is brand new and has a white finish gel coat. \$250.00 or trade. Delivery available. Jim Craig #232 (619) 571-3493.

REAR SUSPENSION STRUCTURE & WHEEL ALIGNMENT PROVISIONS

VIEW L/H
REAR WHEEL WELL
AREA



Refer to drawings of steel plates on
Page: 9-39 to identify which type
may be installed in your coach.

MODIFICATION: Per Dave Peterson 10/86

*"WELD IN PLACE. This tube should
be added. It can be added without
removing the "A" frame." (Note:
Was on Ultras delivered from
Hutchinson starting in mid 1966)

SPECIAL NOTE FOR SAFETY

When overhauling or rebuilding rear suspension system it is very desirable to have ALL ferrous parts MAGNA-FLUX inspected and non-ferrous parts ZYGLO inspected. Zyglo is black light for cracks and sub-surface defects. This type of check could detect a fault before a break occurs.

The same applies to front suspension and steering parts. All aircraft landing gear parts, even bolts and nuts are checked this way at EVERY overhaul.

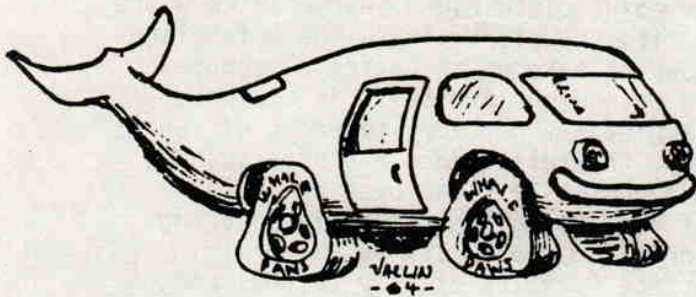
Look in the Yellow Pages under MAGNETIC INSPECTION SERVICE for a shop near you or call any Aircraft Service Shop....The same shop handles Zyglo.

Many a potential failure has been avoided by this preventative service. Even a stretched and weakened bolt can be detected.

A portable dye penetrant equipment can be used for the same purpose to check for surface cracks while a part is still installed on the vehicle.

*Revision added 11-1-86, JHC

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

Quote: "Maintenance done on the Ultra Van at your home is not likely to be repeated on the road."

By Ultra Wrench

Those of you that did not attend the recent National Rally missed out on seventeen different topics. We had a little rain that tried to dampen the sessions there, but it didn't effect the enthusiasm of the group.

I will include most of the topics that we talked about at that meeting in the next few newsletters.

Also, I would appreciate it if some of you would submit your helpful hints or technical tips. Surely you are getting tired of mine by now? No matter how minor it may seem, send it to me.

Jim Craig
Jim Craig
Chairman

Whale Tip; Winter 1-86, "Magnetic Oil Drain Plug."
Ref. Ultra Manual Section 12, page 12-7.

The Chevrolet Division sells a magnetic oil drain plug that fits Corvair engines and most other GM engines. The part number is 337185 and costs about \$3.50. Be sure to order the nylon gasket part number 3921989. You will be amazed at the wear particles this plug catches from the oil. The advantage of the magnetic plug is that the magnet trapped particles do not have to go through the pump (causes wear there) on the way to the filter. The biggest advantage is that during cold start up and engine warm up the oil filter is bypassed thus allowing untrapped particles to circulate through all the oil system--particles trapped on the plug don't get recirculated during warm up.

Tom Silvey #410

Whale Tip; Winter 2-86, "Vega Point Breaker Plate fits Corvair"
Ref. Ultra Manual Section 15, page 15-53.

The typical GM small engine distributor point plate had a wear problem where the point mounting plate punched pivot hole fits the pivot pin in the main plate. Even though the small wire spring was supposed to take up the extra clearance, much variation in dwell and resulting timing change was and still is common. Some technical tips indicate that the Vega engine was not very tolerant of the above mentioned timing variation. As a result Chevrolet added a bronze bushing to the pivot hole to reduce the wear. Also added was a strap over the vacuum advance arm to keep the vacuum advance rod from lifting the point plate during vacuum advance operation. I found this information from a tip by Racer Al Harris. As Harris says, this improved part fits Corvairs exactly (62-69) and should outlast the vehicle. The ones I bought look very durable.

Tom Silvey #410

Whale Tip; Winter 3-86, "Brake Line and Heater Corrosion"
Ref. Ultra Manual Section 11, page 11-7.

The propane heater in #410 has an intake and exhaust system with coaxial tubing as in most motor homes. The tubes that are secured to the coach outside wall and baffle slip into the I.D. of the heater intake and exhaust tubes with a slip fit. Rain water running down the exterior wall can run into the openings especially if the vehicle is parked with the right side low. This water or snow is further aided in heater entry by the wind.

Not only does this rust the heater interior but the slip joints let some of the water leak out and fall on the brake line to the rear brakes. I was appalled at the rusty condition of this brake line which is hidden in the left wall behind the heater. The heater and attaching tubes were also badly corroded.

Heater removal involves drilling out several pop rivets but it's worth the trouble in order to inspect this critical area and correct two potential hazards to ones health--no brakes and heater exhaust fumes inside the coach. I tape over this heater opening when not in use to keep the weather out. A planned fix is an exterior baffle redesign to shed the water away from the heater opening.

Tom Silvey #410

Whale Tip; Winter 4-86, "Pony Pump Kit Update"
Ref. Ultra Manual Section 6, page 6-13.

Repair kits P/NSRK-2 are still available at \$6.50 each plus shipping.
Change telephone number in manual to new number (213) 223-4296.

Dan Reinhardt #404

Whale Tip; Winter 5-86, "Tanks, An Analysis of"
Ref. Ultra Manual Section 5, page 5-2

TANKS--ULTRA Tanks are part of structure/fuselage. If tank(s) were made of stainless steel, would the added rigidity transfer undesirable stresses to aluminum fuselage? Maybe? Some might be said or questioned if made of fiberglass.

Certainly making tanks deeper at center gives advantages (as in later coaches for water and holding). It would have been better if fuel tank also had a true low point or "sump" section to insure more positive fuel "pick-up" point. Darn good point.

But note: Sump should have a fairly large plug--same like later coaches have, with pick-up tube coming right into cup in plug. Incidentally, I use, in 513, a strainer from early Volkswagon-Pros 4" long, 'O' ring sealed and slips right over 5/16 alum pick-up tube. Drain plug keeps it in place.

FOAM COATING OF TANKS During research for manual, I sought advise and knowledge from insulation experts and their general opinion was:

- A. Sprayed foam of 2 1/2" uniform thickness would have a resistance to cold penetration (loss of heat) for approximately 2 1/2 to 3 hours only thus for an overnight stop of 8 to 12 hours would not insure any freezing, especially as "outside" of foam is subject to air current flow over it--heat loss while driving would increase considerably. Also, as foam is not "sandwiched", it becomes a great trap for dirt, water, mud, etc. A further reasoning shows that rough texture of foam just adds to underside drag. In addition--foam coating will hide those first indications of spots that pinpoint first corrosion points. So, on 513 I removed all the foam from water and holding tanks. Of course, I don't but rarely, drive or stay in sub-freezing areas.

I've given lots of thought to the Ultra Tank problem and those to be met in the future, knowing full well that I too will have to face them and find a solution.

FUEL TANK Aluminum seems to be adequate providing upper skin is deep V formed laterally to add to plywood floor strength. Tapering to a low of 7" with a sump at low point is very desirable to insure no "skip in fuel pick-up." Fast history of Ultra fuel tank problems is minimal (so far). See manual pages 5-8 for DWG of later type plug and how to machine for "O" ring seal. Hutchinson failed at this point.

WATER AND HOLDING TANKS These are, have and will be a problem in the future as corrosion from inside advances. Some Ultras had fiberglass holding tank. Some Ultras had fiberglass water tanks. But there was no consistency in use. Have yet to see an Ultra with both water and holding tank of fiberglass in same coach. My "gut" feeling is that stainless steel is the best bet, providing that top piece is deep V grooved for longitudinal rigidity to support plywood flooring which also reduces spot weight pressure on internal baffles.

However, stainless steel does not have the metal memory of aluminum; thus when twisted, distorted, bowed or bent will not return to original position/shape. Even fiberglass has some ability to return--but to get the strength it must be thicker and heavier (lbs.).

During my career with Flying Tiger Lines, we operated six Budd Conestola Airplanes which were all made of stainless steel. They creaked, groaned and moaned in flight. Worse yet, they developed literally hundreds of small to medium wrinkles both on fuselage and wing--even the flaps. Whole ship used monel rivets. But worst of all was development of hundreds of skin cracks that had to be "stop drilled" after every trip. Ships finally looked like a sieve viewed from inside out.

One year of operation, Tigers gave up and disposed of balance (two cracked up over Rockies--causes never determined). Not enough left to analyze.

IN SUMMARY--ON TANKS If I had adequate engineering training, I would seriously consider designing and building in trusses in tank compartment area, then hang plastic tanks in cradles and kill many birds with one stone.

- (A) Available in all manner of shapes and sizes.
- (B) No corrosive and light weight.
- (C) Would be able to provide "tunnels" or fork and aft passages for wiring--power plant controls--propane lines, etc., etc.
- (D) By this type construction, one could skin the bottom area for smooth airflow and gather less dirt, mud, etc.

Of course all this is dreaming--I don't have the knowhow to even start such a project. Also, the biggest problem would be how to support flooring for fuselage inside traffic. Then too, plumbing, tank to tank would be another ball game.

In all Ultras, always regretted there was no "tunnel" force and aft to accept controls--wiring--piping and etc.

Did once make numerous "thinking sketches" trying to get workable ideas, but working alone probably missed most obvious solutions. That's a job for a "think tank group."

Len Ryerson #513

Whale Tip; Winter 6-86, "Bright Bulbs and Voltage"
Ref. Ultra Manual Section 15, page 15-12.
and whole tip; Summer 4-86

The subject of light bulbs and system voltage has been touched on in various club bulletins, the Ultra manual and various rally technical sessions.

The underlying problem of lousy lights is low voltage--fix it first. The next thing that makes the big difference is installing the new "Bright Bulbs." These are available from supplier as noted in about referenced whale tip; summer 4-86.

Ultra Van #366 and 401 have both made improvements and really have bright (wow) lights.

Walt Davison #366

Whale Tip; Winter 7-86, "Corvair Oil Coolers"
Ref. Ultra Manual Section 13, page 13-15

The Corvair engines used four different oil coolers through the production years. They are as follows:

1. 1960-62; Folded fin style. This unit is made similar to other makes used in small aircraft. Reported by some to be the most efficient of the four styles used. In tests made by G.M. it dissipates about 160 BTU's per minute, keeping the oil at 280° F with engine at full throttle and ambient air at 100° F.
2. 1963; Three plate type--referred to as the economy type. Made of preformed plates welded together. Use assigned to the standard and 102 H.P. engines. This was not used or least found on many engines.
3. 1963; Eight Plate Type--used on the turbocharged Spyder engine. Made same as one noted in item 2 above, with more plates added.
1964; Eight Plate Type--used on all engines except turbocharged spyder engine. (Spyder used a twelve plate type).
4. 1965; Twelve Plate Type--used on all 140 H.P. and turbocharged engines and cars equipped with factory air conditioning. (No additional types were added 1966-1969).

To improved efficiency of the cooler on your engine install seal plates at each end of coolers. This eliminates the leakage of cooling air and forces more of it through the cooler. Available from Clarks Corvair Parts. Ref. Cat. page #12 item #59 (shrouds) Note: Purchase correct one for your type cooler. (12 or 8 plate). Also reference Vair Tip 11-4-1976 in the 1976 booklet for all of the applicable GM part numbers.

Jim Craig #65

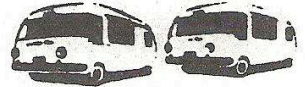
Whale Tip; Winter 8-86, Spark Plugs.
Ref. Ultra Manual Section 15, page 15-21

During a recent technical session, it was recommended that the NGK plug #B5HS is a preferred unit for the average Corvair engine because of its broad high range. Below is noted two other sources:

Champion	L-87Y	COLD
	L-86C (preferred one)	
	L-92Y (projected tip)	HOT
	L-95Y	
AC	42F	COLD
	44F (preferred one)	
	45F	HOT
	46F	
	47F	

Jim Craig #65

An original swifty, thrifty, nifty poem
by Bobbi Hull, #357



Back in the Winter of '85
On a cold but sunny morn,
Hull family members met in Ohio
Where an Ultra Van dream was born.

Number 357 needed lots of love,
As it had some bugs and dings,
But with Bill's expertise and Bobi to help,
They knew they could fix "that thing"!

So they drove it to Illinois;
And this, then, begins the real story
Of wrenches and ratchets and oil and grease
With not one moment of Glory!

The interior needed to be redone
With carpet and couches and curtains.
And the silver aluminum & fiberglass shell
Needed buffing and shining-that's for certain!

Then road-worthy tests were the order of business
To see how the Ultra would run,
So they packed up the rig and hit the road
In search of new sites and new fun.

But with every trip a new bug would surface,
And Bill would get long in the mouth
As he replaced the fuel pump, the axle, and belts
On Interstates east, north and south.

But the trip out West where the timing chain pinged
And the Ultra's temp ran at 250
Found the Hulls feeling weary and totally convinced
That only "For Sale" would be nifty!

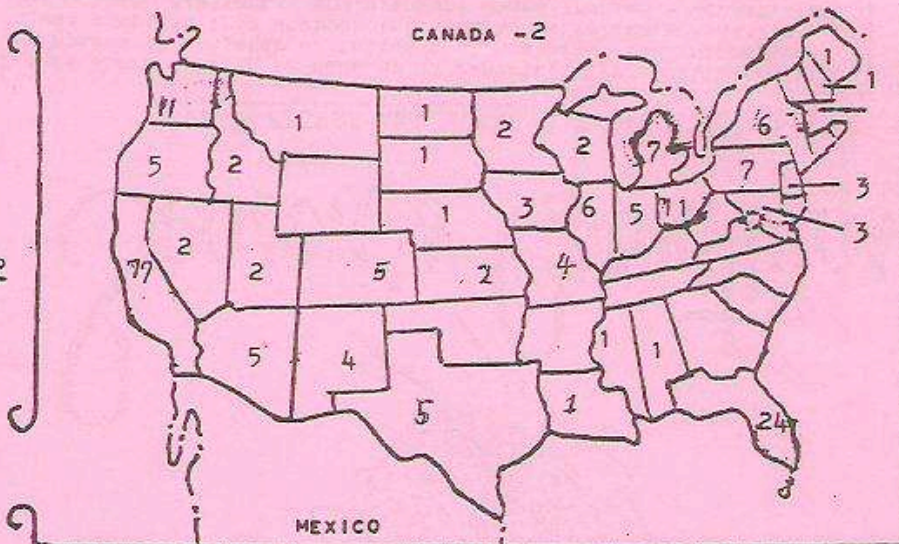
But Bill persevered so the Hulls could attend
Their very first Ultra Van Rally,
And where the Rogue meets the Grand the Hulls realized
That the pings and the clinks are a hobby.

So no "For Sale" sign shall ever go
In the window of three-fifty-seven,
And the Hulls want to thank you for sharing your fun
And showing us that "Tinkering" is heaven.

We love you, Bobbi



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November 1986



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