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PERSONAL

Summer 1989
 Newsletter

AIR MAIL



MARLENE CRAIG, SECRETARY
 7011 SANTA VISTA RD.
 JOSHUA TREE, CA 92252

ULTRA VAN MOTOR COACH CLUB, INC.



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.

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Officers: 1989 Ultra Year
President: Jim Craig, #271
Vice President: Nobia Suckow, #331
Secretary: Marlene Craig, #271
Treasurer: Katherine Polus, #401
1988 Ernest Newhouse Award Recipient: Mory Snyder, #489
Technical Chairman: Walt Davison, #366
Regional Rally Chairmen: East - Jean McMasters, #330
West - Nobia Suckow, #331
Club Historian: Louis Griggs, #334

All reports of regional rallies, advertisements and etc. are to be forwarded to the Secretary by deadline dates as noted below. Amendments suggested for the Club By-Laws are to be sent to the President. Technical Tips are to be sent to the Technical Chairman. Deadlines for newsletter inputs are: November 15, February 15, May 15, and August 1st.

The President's Report

May? It can't be the month of May already, but it is. Wow, the hurrier I go the behinder I get! Seems like we all plan more than we can actually accomplish within the time allotted for those plans. Anyway, Marlene and I have enjoyed a couple of fun months, first traveling to the recent Lake Isabella rally, which had a very good turn out. (See rally report elsewhere in this issue for details) We followed the Snyder and Franz families home after the rally and spent a few days at each of their homes. We had a good time there disassembling Corvairs, kicking tires, eating out and etc. Robert Franz and I drove down to Oakland one day to visit Dave Patterson and picked up some parts. While there we had a chance to look over the 700 Series Ultra. Dave has it about 90% completed and it is looking good. Perhaps we can print some photos of it later. On the way home we spent a couple of days with each of the Ultra families, Jim and Sharyn Bents, Milt and Gene Rayburn, and Len and Ed Ryerson. At each we had an enjoyable visit, thanks again you-all for your hospitality. As of today, (May 24) we just completed a week long "Group Ultra Van" rally here at our house. Everyone had a good time visiting, eating those great potlucks, dune buggy riding, eating wieners on a stick, visiting the local train collection and a strange and unusual desert home. If you were not here you missed a lot of fun. Enough of this personal stuff, let's get down to the nitty gritty.

Technical Tips: Help! Help! Please zerox copies of your old Ultra Technical Tips and send them to Norm Helmky, R R #1, Carrying Place, Ontario, Canada K0K1L0. He is compiling all old tips and plans to furnish a booklet of the tips, with an index that can be added to your Ultra Manual. (A sample to be shown later) Note: Send all new tips to Walt Davison.

Overnight Parking: Don Richards has sent in his results of collecting all names of Ultra members that have volunteered their houses for overnight parking. (See article elsewhere in this issue)

More on Technical Tips: Technical Chairman, Walt Davison and Norm Helmky outdid themselves for this issue in the amount of tips they have sent in. Good show, guys. Be sure you all read them. Very good info.

Eastern Merchandise Chairman: The current chairman, Jean McMasters has advised me that he would like to step down and have someone else take it for awhile. Are you interested? The job consists of carrying the club merchandise to each rally, selling the items there, forwarding the money to the club treasurer, and providing the President with a by-annual inventory report of merchandise on hand. Please advise me on or before July 1st, if you would like the job.

Ultra Van Story: Club member, Christy Barden has been requested by the editors of the Corsa Communique to provide an updated article about the Ultra Van. It should be a cover story so watch for it later this year.

Thanks, Christy for taking the time and effort to provide us with another article on the history of the Ultra Van.

Ultra Batteries: If you run out of voltage somewhere on a future trip. Call the following company to find the nearest supplier for a replacement battery. (They carry the early Corvair long battery too) "Interstate Batteries", 1-800-CRANK IT.

Ultra National Rally: Chairmen, Robert and Roberta Franz report that everything is coming along fine and that you will soon receive a packet from the Chamber of Commerce in Ruidoso. Lots of info in it. (See flyer in this issue for details)

Rallies: Review the rally schedules in this issue and attend one of your choice.

Have a great summer and we will see you in Ruidoso, New Mexico.

Jim Craig #271



1989 RALLY SCHEDULE

1. June 8-11, Cumberland, MD (Griggs') Check map for directions. For those wanting to convoy from Florida on June 3rd, please call Jean McMasters, (407) 626-0388
June Mini Rally - Woodland Valley, (Whitesides - Warren, Ind.) after Cumberland.
2. July 13-16, Summerland, B.C., Canada (Schroyen's)
3. September 28-October 4th, National Rally (Ultra week), Ruidoso, NM (Franz's)
For those that want to convoy from Florida the schedule is:
Sept. 20, - Round Up - Ocala Hill Parking Lot
Sept. 21, - Mossy Head, FL I-10 (Free hook ups) Panhandle Opera House - (904) 892-4050
Sept. 22, - New Orleans - Visit French Quarter and stop over at the State Park in town. \$7.00
Sept. 23 - Beaumont, TX - (Shopping center)
Sept 24-25 - San Antonio (Earl McCrary's Bar BQ etc. - (512) 492-1398 Estate)
Sept 26, - Big Spring, TX (Free overnite) Compliments, Chamber of Commerce
Sept. 27, - Arrive at National - Contacts, Bob Ackerman or Jean McMasters

Additional rallies by Group Ultra Van

1. October 6-15, Albuquerque, NM (Balloon Fiesta) (Boydston's/Craig's)
Reservations required, details on flyer.
2. October 28-November 12th, Joshua Tree, CA (Craig's/Ballew's)
3. November 3-5, Palm Springs, CA (Inland Empire Corvair Club)

Extra attraction - Sept. 14-17, Reno NV, 26th Annual National Championship
Air Races, (Stead Airport)



Maryland Rally



Louis & Maybel Griggs, Hosts.

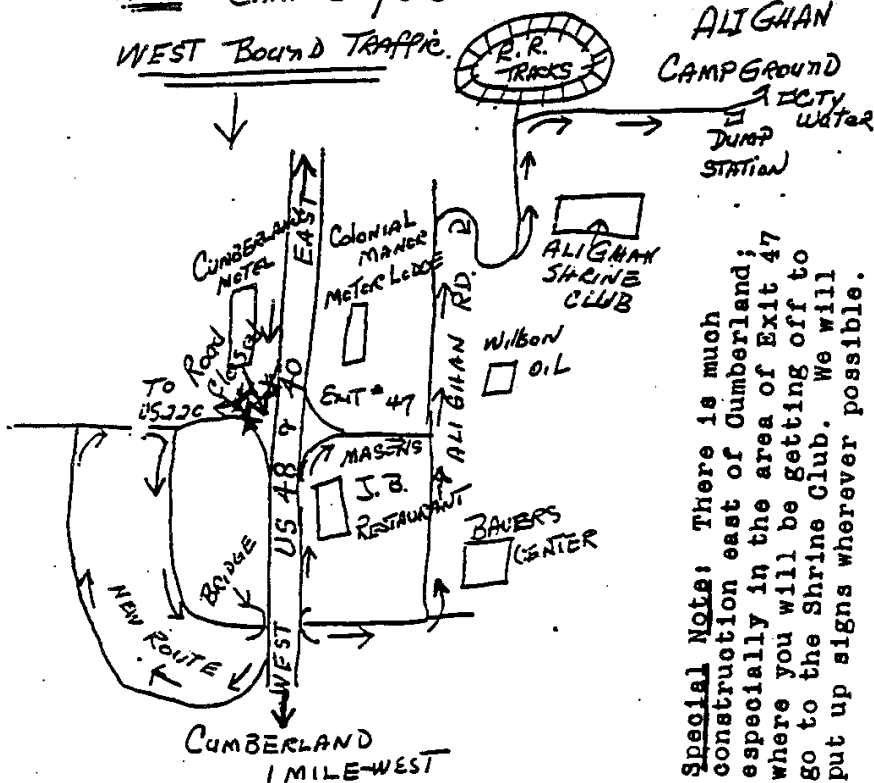
Rally June 8th to 11th: at All Ghan Campground, two miles East of Cumberland, Maryland on US 40 & US 48. EXIT #47.

Electricity is available at each site; also, City water and a dumping station in the campground. Shade trees, rest rooms, level campsites.

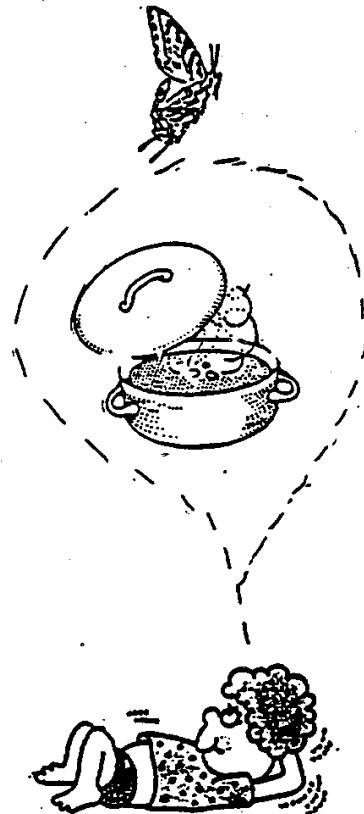
Registration, \$2.00 per coach. Rate, \$5.00 per day. Come early and stay late, if you wish.

Activities: Craft sessions, Tech sessions; this weekend is Heritage Days in Cumberland, with craft displays from many states on exhibit and sale. Transportation to this affair will be made available by your rally hosts. Yankee swap, \$5.00 maximum, Pot luck dinner. A sit-down dinner will probably be available at the Shrine Club, easy walking distance from the campground.

NOTE! CHANGE for WEST Bound Traffic.



Special Note: There is much construction east of Cumberland; especially in the area of Exit 47 where you will be getting off to go to the Shrine Club. We will put up signs wherever possible.



Discover

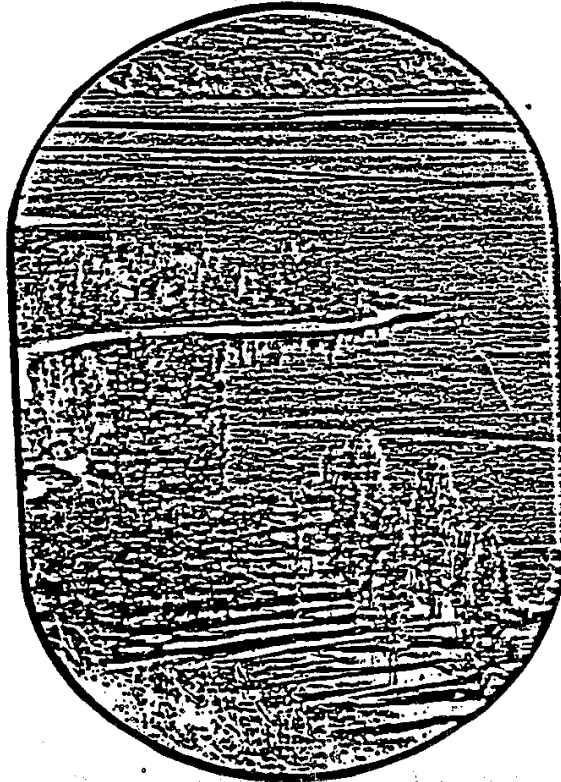
JULY 13 - 16

FUN IN THE SUN

HOSTS: SCHROYENS

R.R.4
SUMMERLAND, B.C.
VOH IZO

CHERRIES



JULY 13 - 16

RALLY

PHONE: 604- 494 8510

CHERRIES

SUMMERLAND

BRITISH COLUMBIA
CANADA

CEDARBROOK CAMPGROUND
5011 HIGHWAY 97
SUMMERLAND, B.C. VOHIZO

RATE: \$10.00 / day

Electrical hook up
Free showers
Pool
Shade
Beach within walking distance

CHERRIES IN SEASON

4.

5/89

Fiesta de Ruidoso

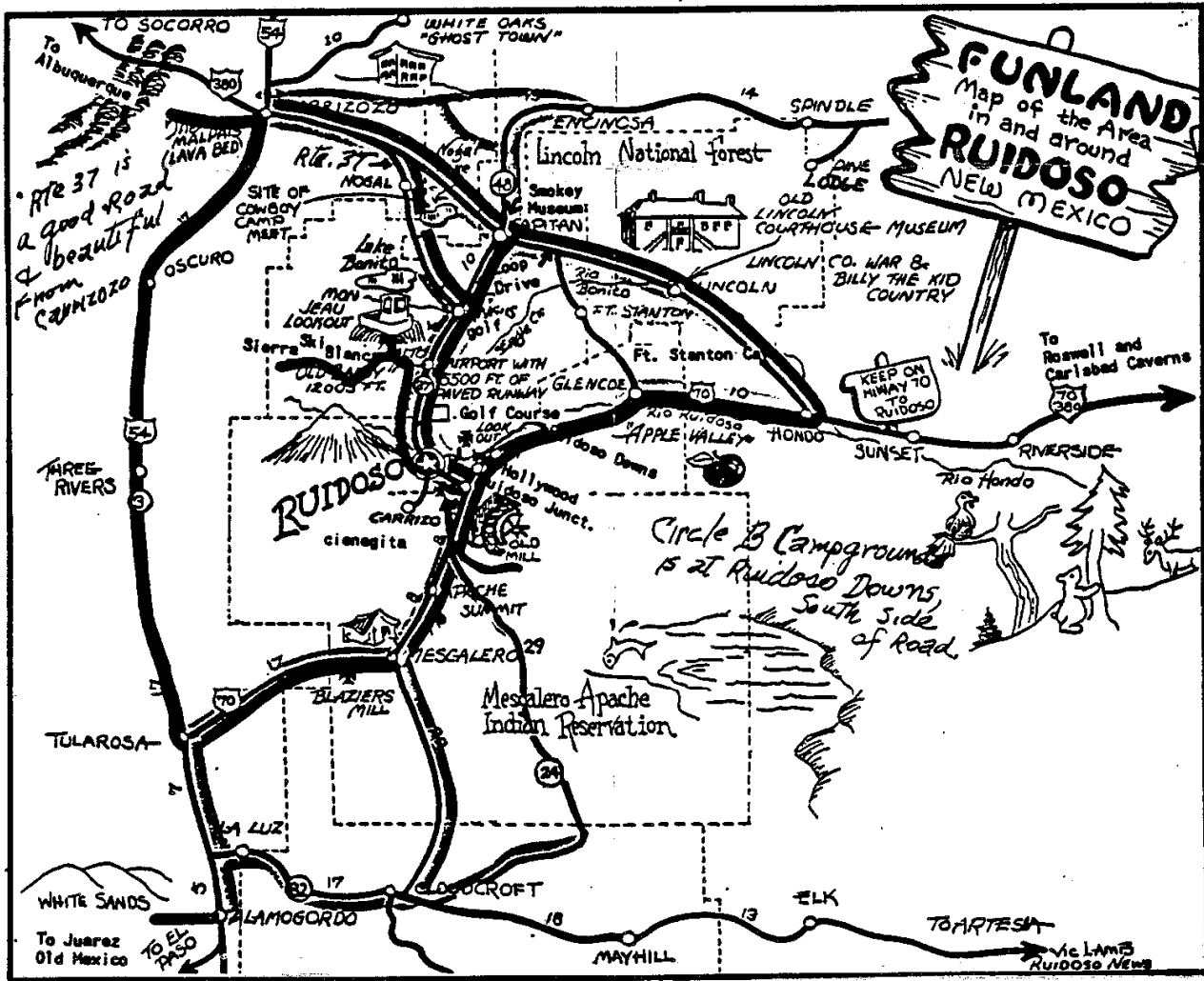
Annual Utavan Motor Coach Club Rally

Sept. 28 - Oct. 4, 1989

at Circle B Campgrounds

on Rte 20 at Ruidoso Downs

You will soon receive a mailing from the
Ruidoso, New Mexico Chamber of
Commerce.



UPDATE:

"Fiesta de Ruidoso"

Reservations confirmed at Circle B RV Park for next Ultra Van Motor Coach Club National Rally. September 28th to October 4th, 1989, at Ruidoso, New Mexico.



Arrangements are underway for the visit to the National Space Center at Almagordo. This is 44 miles away and will take most of a day. Those that have been there recommend this.

A ladies crafts committee has already purchased materials for some unique projects. Those involved at this point are Gene Reyburn, Betty Reinhardt, Threasa Vandersteeg, Jane Harrison, Maybel Griggs, Ruth Boydston, and Nobia Suchow.

Jim Craig has arranged with an artist and shop in Ruidoso for a picture that may be applied to T-shirt, regular shirt, sweat shirt, or jacket at buyers discretion. Starting price is expected to be \$8.00. The theme picture was shown and approved at the February Arizona Rally.

The Boydstons are working on plans for our attendance at the Albuquerque Balloon Festival following our Rally. This starts October 6th. 600 colorful hot air balloons will be soaring from a staging area on the edge of the city.

Any questions may be directed to Bob and Roberta Franz. Start your planning!



Group Ultra Van Rally

October 6, 7, 8

Albuquerque International Balloon Fiesta



Those of you who have signed up for the rally are in for a spectacle seen nowhere else in the world. Approximately 500 hot air balloons in the air at one time. You will be afforded the opportunity to enter the actual launching area each morning and walk among the balloon crews and watch the preparations being made to launch. You will have available food vendors, delicacies and the usual concessionaires selling all kinds of souvenirs. You will be awakened each morning at about 6 A.M. by fireworks. At sunrise the balloons begin to lift off and the spectacle begins. There is usually some activity until about noon. We will plan on going into our parking area sometime after noon on Friday, October 5th. I will locate an early arrival site and an after rally site both of which will probably be a "dry" camp.

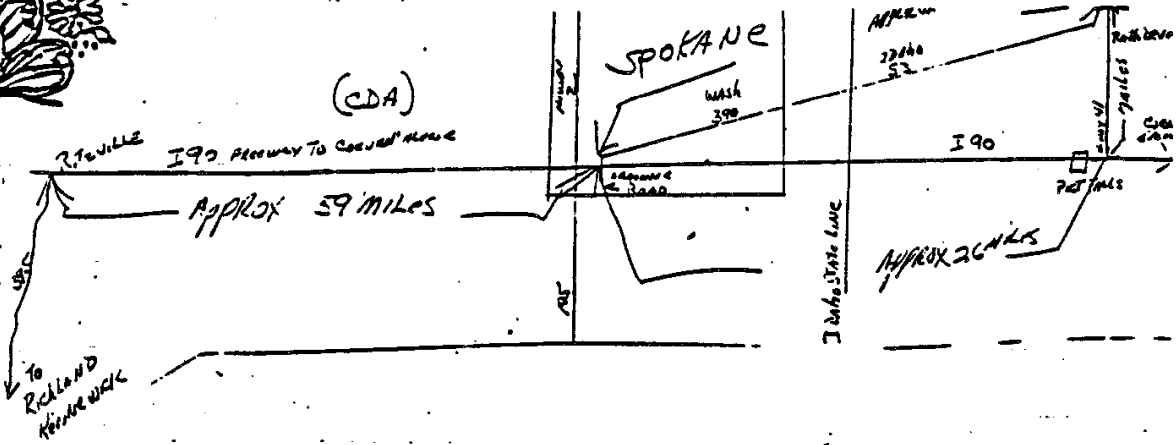
Francis Boydston - #435



Rest Stop for Canadian Rally

Bill and Dee Keith have been kind enough to offer their home as a rest stop before the final 250 miles to the Canadian Rally. His directions are as follows: Get on I 90 and go east to Ritzville, continue on I 90 to Post Falls, Idaho. Go east of Post Falls to Exit 7, turn left or north on Hwy 41 to mile post 7, approximately 100 ft. past mile post 7 (small gas station on right side of road), turn right and go 1 block to large pink and white house on southwest corner of block. Look for big yellow numbers on porch post #511. You are there! Stop! Everybody is welcome - stay as long as you want.

Bill & Dee Keith - #274



New Member: Allen E. Driggers, Sr. #518
 208 Faugallis #77
 Indian Harbor Beach, FL 36293
 Summer address

Winter address
 212 San Marco Ave. Suite 130
 St. Augustine, FL 32084

Changes:

- New winter address for Vic and Vivian Heesacker #516
2508-21st, Columbus, NE 68601
- New address for Jerry and Judy McCoy #414
P.O.Box 1602, 3532 Illinois Trail, Frazier Park, CA 93225
- New address for Ron Hinz #353
1451 Hammond Pond Rd., North Augusta, SC 29841
- New address for Jerry Hutton A-508
c/o Jeff Wolf, 6551 Powder Horn Drive, Canton, Mich 48187, Phone 313-454-1447
- Corrected phone number for Anita Tefft A-277
415-424-4284
- New address for Richard and Mary Pase #373
19463 Loxahatchee River Rd., Jupiter, FL 33458 407-746-5723
- New address for Chance and Margaret Fitzgerald #286
c/o Jerome Kern, Rt 1 Box 172, Vincent, AL 35178
Margaret would like to express her thanks for the special "computer birthday card" from all the nice Ultra friends.

At long last the list is complete, or as complete as it can be at this time. The names of those members who give permission for fellow Ultra members to stay on or near their premises overnight have been compiled through the newsletter, the mails, and several rallies including the 1988 national in Louisiana. Undoubtedly there are more, but their names will have to be added to the present list at a later date. Perhaps once a year it can be reviewed and renewed. Through essentially the same channels a list of nine rules have been developed, reviewed, improved upon and are hereby submitted as a guide for those members stopping overnight. Although minor changes in them were suggested by many of the respondents, they are listed as general regulations to follow so as to minimize problems and enhance the good relationships that are common among Ultra owners or those who previously owned one and now have a different make. The Bible says, "When two or three are gathered together.....", so in our club's case, when two or more are parked together..... you can finish that one. Here are the rules as developed by the best minds in the business!

1. Choose only those volunteering overnight stops as indicated in the directory.
2. Phone before you arrive; come only if invited. (Eight hours advance notice is reasonable)
3. Park where directed and as long as the host allows.
4. In leaving, check your parking area and take your trash with you.
5. Keep pets under control and pick up deposits.
6. Keep noise and conversations quiet.
7. Don't dump unless host volunteers his facility.
8. Send a thank you note or letter to host as soon as possible.
9. Use overnight courtesy only when driving motorcycles.

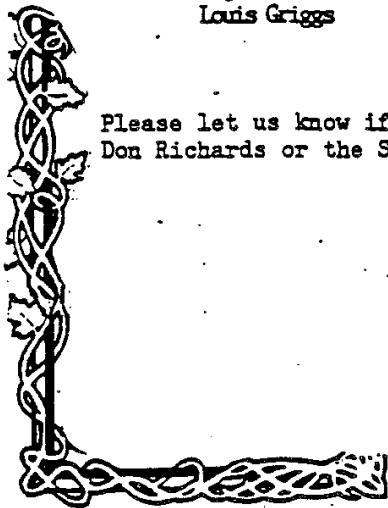
These are the Ultra members who grant permission for other Ultra members to stay on their premises overnight.

Albert Austin
Lester Bell
Charles Elair
Robert Bobb
Francis Boydston
Gus Brining
Jim Craig
Robert Cole
Russel Day
Jerry Dute
Art Eller
Chance Fitzgerald
Robert Franz
Elga Green
Louis Griggs

Bill Halander
Vic Hinderliter
Gordon Harvey
Maurice Hamstreet
Ed Harrison Ron Hinz
John Hoffman
Harold Honer Ed Hull
Charles Hunter
Patrick Keena
Bill Keith
Jerry Kern Ted Kujawa
Wilfred Keith
Glenn Lee
Jean McMasters
Bill Mitchell
Dee Morgan

Ernest Newhouse
Walter Payne
Morris Randall
Dan Reinhardt
Milt Reyburn
Don Richards
Pete Schuler
Evelyn Shepherd
Thomas Silvey
Morey Snyder
Clyde Stanton
Harold Starbird
Warren Sukow
Henry Yakei

Please let us know if you would like to add your name to this list by contacting Don Richards or the Secretary. Then you will be included in the next listing.

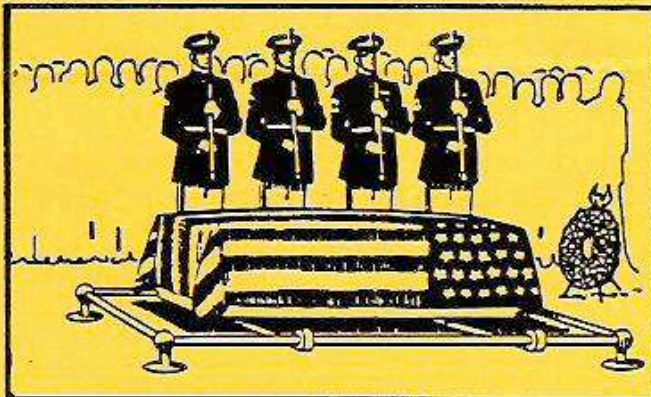


ULTRA POSTSCRIPTS ★★★★★

Abraham Lincoln said, "I will STUDY and improve myself---and, perhaps my chance will come."

THE EYES HAVE IT: Mid-April an incident occurred that proved educational, a surgical procedure - on a large television screen. The eye was enlarged to 15" across. In an adjoining room the electronic marvel of TV made possible the viewing, with the same tremendous magnification that the surgeon, himself, employed during the implant operation. It was incredible! The noted Dr. Marcus Lemley removed Edna's natural refractory and replaced it with a previously-measured manufactured lens. Carefully the scalpel made the necessary incision, the high-energy titanium instruments did their job, as the skilled doctor worked with rock-steady hands. Like a miniture vacuum cleaner, the tiny nozzle was then inserted to remove any remaining particles. After the new lens was in place, he performed each stitch, with nylon suture, then triple-knotted for security. Imagine sewing up an eye - but with more than 1,000% magnification, I guess it's about like lacing a football. Edna was semi-awake - didn't mind the ordeal. The west-coast cost of such eye surgery is \$6,100. which is usually covered by insurance. We understand that Dave Peterson #602 also had this done. We trust Dave is getting along as well as Edna appears to be. We've had more than usual company during this period---from far and near. The Boydston's #435 from New Mexico were also welcome guests. Others traveling this way, call and "we'll leave the light on for you."

Will Rogers said, "Invest in LAND; they aren't making any more of it."



OUR NATION'S WAR VICTIMS: Those millions of Americans who have died in foreign lands during late conflicts, suffered the ultimate sacrifice. They ARE no more. But our memories of their valiant deeds will never die. Those who return in wheel-chairs, the thousands of paralyzed veterans who can no longer live a normal life, need our sympathy and support. On May 29th "Memorial Day", on Veteran's Day, and EVERY day, let us BOW to these truly heroic Americans.

One Good Friend says, "I eat HONEY with my peas; I've done it all my life. Not because I like it, but it keeps them on my knife."

SMOKE/FIRE ALARMS: Statistics tell us that most fatalities from fire are the result of inhaling SMOKE. A relative died that way a few years ago -- and he lived in a NEW (absolutely "fire-proof") apartment building. Every home in the nation should have at least one strategically located SMOKE ALARM. Every Motor Home should also have this life-saving protection. A smouldering fire at night, caused perhaps by a defective switch or a wiring short, could kill without even the courtesy of waking you up first. One can buy alarms now (on sale) for low as \$10 or so. The advice from experts: Don't go to sleep another night without a Smoke Alarm in your bedroom (and we should echo: Don't go on another trip in your Ultra without one). They are the cheapest "Life Insurance" you can buy! Some time ago #331 showed the Alarm he mounted properly in his coach (on the ceiling between Bath and Closet). #603 has had such a device for several years. The only problem in restrictive enclosures (such as a motorhome) is that they tend to "go off" during daytime use of the oven or when making toast, and so on. The SOLUTION: Mount a switch on the side to---

Postscripts -- #2

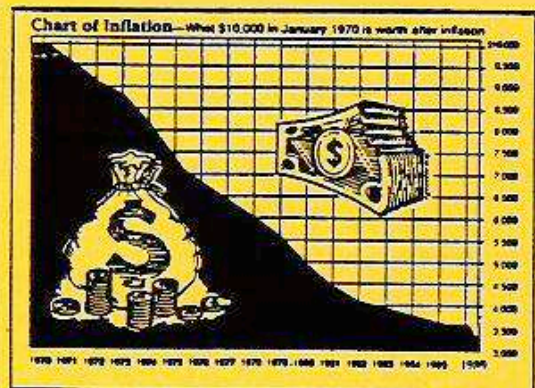
turn it off during daytime. Just carefully drill a 7/16th" hole, install a small electrical switch, snip the wire-lead from the positive terminal of the 9-Volt battery going to the unit, and hook up the two "cut" ends to the switch. EASY! Alarms vary--you may need to solder short extensions to the wire ends. Now--flick the switch off each morning, but NEVER FORGET to switch it on each evening before you retire. Safety first.

AKAGA: George Bush wants to be remembered as President of a Kinder and Gentler America. What does "AKAGA" mean? Is it some far-off land, or a new brand of motorhome? No--it's the acronym for that which he would like to be remembered, using the first letter of each word. Now we know.

PROFESSIONAL FINANCIAL SEMINAR: We have just completed attending the 4-day National Conference For Independent Investors. In person were Hans Senholz, Dr. Gary North, R.E.McMaster, Howard Ruff, Dr. Mark Skousen, Jack Anderson, Don McAlvany, Art Linkletter, and at least a score more of other investment experts. America's sharpest financial minds were there for us to pick on their brains...each a guru in his field. The theme this year was, "Money strategies for rough times." The \$295 single (or \$395 per each couple) attendance cost was well worth while for the 3,000 people from all over the U.S. who could learn a few more investment tricks. Most flew in, but I talked with a gentleman from Alabama who said he drove 2,000 miles to absorb the newest and safest strategies. He LIKED to drive. What facts gleaned at the Convention can perhaps be reported in Postscripts that might change the life of every club member? It would take far too many words. We tried to sniff-out the best new ideas. Liquidity is a problem. Inflation should peak by year-end. The market is still up, but risk is growing. The economy is weaker. Maintain a low profile. Contraction continues. We live in the United States of America. Does everyone know that by 1992 (in 3-years) there will be a United States of Europe? -- if plans materialize. It could be a sort-of ROMAN EMPIRE all over again. Let's be optimistic. 330-MILLION people are joining hands to create this new United Europe.

TAIL END: All horses drawing the Carriages in New York's CENTRAL PARK are now wearing diapers. Many club members have been there, have enjoyed those historic Carriage rides! On a business trip, we stayed in the Park Hotel some years ago. Nostalgic experiences are always remembered! Will the New York City requirement that their animals wear "pants" add to the modesty of this famous eastern tourist-attraction?

THE DOLLAR'S VALUE: See the CHART---would you dare take a "ride" down this SLIDE? For more than 40-YEARS the "purchasing power" of the U.S. dollar has decreased. Check it out here...since 1970 our currency has been depreciating at a ROLLER COASTER rate. \$10,000 put under your mattress in 1970--would be worth less than \$3,200 today. If you were a smart business person, would you INVEST in the American \$ if there were better choices? You certainly would NOT. Silently, yet rapidly, the DEPRECIATION goes on. When investing, it often is necessary to assume a reasonable risk, to assure some honest gain.



Ernest Newhouse says, "The government should no more be bailing-out Banks that make bad loans, than it should bail-out Restaurants that make bad food."

HAVE YOU HEARD? A goofy guy was so STUPID he studied five (5) DAYS---to be sure he wouldn't fail a blood test. And---he was so LAZY he married a pregnant wife. Then, he took her to a Grocery Store (because they offered free delivery). Fuzzy cuppy ha!

Your Ultra Friend, *Ernest*

ULTRAVAN SPRING RALLY in FLORIDA

What a unique spot to hold a Rally! The Florida Lions Camp otherwise known as the State of Florida Lions Camp for the Visually Handicapped. It's located thirteen miles east of Lake Wales on Hwy. 60 and then three miles back. What a sight to behold as you enter the grounds--numerous rustic buildings nestled under huge live oak trees, and with a campground located on land jutting out between the waters of a very deep Lagoon and Tiger Lake where the breeze off the water calmed the heat.

The Rally was held March 29 thru April 2, 1989 and hosted by Gilbert and Melva Coen and Norris and Charlene Houck, under the direction of Jean McMasters and all done a marvelous job. While the Rally started on Wednesday many were there on Monday to enjoy the surroundings and greet their friends. The Rally began at 9:00 with our usual Coffee Hour with coffee and goodies and continued each and every day afterwards. We had the use of the second largest Mess Hall on the grounds for all our activities whether Tech Sessions, Crafts, Games, Dinners, Coffee or what have you. It was within easy walking distance of all whether you were in the Campground or in one of the Cabins as we were. And it was Air Conditioned which was appreciated as the temperature was in the upper eighties most of the time with the exception of Saturday morning when a cool breeze blew in.

The men had a roving Tech Session one day when they visited each UltraVan to see what changes for improvement had been made--as if UltraVans need improvement! From all the literature found on the various tables think Walt Davison kept the men busy and interested. We all missed the Griggs who had been called home because of the serious illness of her brother. With Maybel not there, the ladies had no Crafts as such but we were busy all the time. Some had their own knitting, crocheting etc. with them and others played Dominoes or Rummy Cube. When not busy with that they were out looking for the baby hoot owls in one of the huge live oak trees near the Chapel. And speaking of the Chapel it was beautiful beyond words. The windows were stained glass and that large room had everything that would be needed. Our Sunday Morning Service was held there. Don Richards and Jean McMasters both did outstanding work. Do think maybe they missed their calling! Outside the Chapel was the Bell Tower which chimed and struck the hour and gave concerts at least once a day. Then, too, the ladies enjoyed walking the Nature Trail and seeing the animals there for the children. Speaking of animals, we were awakened each morning by the 'singing' of the peacocks and peahens which roamed the grounds. At times they were joined by the guineas! Some say they heard the 'grunt' of the alligators.

We marveled where all the 'goodies' came from when we gathered for the Pot-Luck Supper on the large screened room next to the mess hall and looking out over the water. The Armadillo Bar-B-Q, as outlined in the Program, turned out to be Chicken which was arranged by Jean after the Ackermans were unable to be there because of illness in their family. We even had Florida's famous Key Lime Pie. You see Bob was to do the Bar-B-Queing. We missed them.

On Saturday morning we took a trip to Lake Kissimmee State Park with our sack lunches to visit Cow Camp. It was different! You were made to believe you were living back in Civil War days and there we found why our Rally was named the 'Florida Crakers Rally'. You know why? We won't tell you. You should have been there. Maybe next year!

Marilyn Davison came to the Rally with her walker and had a delightful time. She recently had a fall in their kitchen and fractured a hip. We were pleased to have Archie Marks and Jeff Rumble spend Friday with us but we did miss Mary and Marion. We acquired a new member--Mr. Allen Driggers from St. Augustine who had just returned from California where he purchased #518 which was the unit originally owned by Carl and Verna Foster whom we remember from our first meeting with the Western Group. As we were told Carl had the idea while he was President in 1972 of locating the UltraVan owners in the East and inviting them to a Rally and that Rally was in Henderson, Arkansas in 1973. Welcome to our group, Al, and come often if not every time.

You should have been to that Yankee Swap on Saturday nite. Pat Fitzgerald really kept everyone in line. About the time you thought you had a "goodie" it was snatched from you. Do think before the evening was over all that could be consumed was consumed and Jerry didn't do it this time.

Those who enjoyed the Rally were: From Florida: McMasters, P. Fitzgeralds, Houcks, Driggers, Harveys, E. Lee, Grangers, Randalls, Rudolphs, Davisons, Guthries and Bartletts. From Ohio: C. Smiths, Richards, Coens and Brinings. And Hunters from New Jersey, Schulers from New York, C. Fitzgeralds from Alabama, Hutton from Michigan and Helmkey from Ontario.

It was a good rally and a good time and maybe we can do it again next Spring.

News Brining

P S #393 hadn't awakened from its winter nap and Brinings didn't want to miss seeing their friends so tossed everything in the car at nearly the last minute and went down. Stayed in one of the cabins and had as big a time as anyone.

Note from Marilyn:

I want to thank you all for your thoughts, your courtesies, and your prayers. And I want to remind everyone - if there is something you should do - do it now! And if your spill something - wipe it up now! That was quite a trip I took when I stepped back into that little puddle of furniture polish that I had spilled on my kitchen floor. There would have been no need for surgery and three months on a walker if I had done it "Now".

I tell everyone to keep your hand in the hand of the Lord. He takes you through everything, through today and tomorrow, through this great life, through death, right through eternity. Now that is a blessed assurance.

I told Walter I wished my 13 weeks of healing were over. He said I may as well go back further and wish I hadn't spilled the polish. That's the truth too.

We enjoyed the Ultra Rally at Lake Wales. Great to be there. Now I look forward to seeing you again here or there whenever, wherever.

Love, - Marilyn Davison

MINUTES of FLORIDA SPRING RALLY

The Business Meeting of the Spring Rally of the UltraVan Motor Coach Club Inc. at Florida Lions Camp, 2819 Tiger Lake Road, Lake Wales, Florida was opened at 2:40 P M on Saturday, April 1, 1989 by our Wagonmaster, Lynn (Charles) Hunter #556. He gave the following Report: 21 member units registered made up of 19 coaches and 2 cars. Of the 19 coaches 14 were UltraVans and 5 were X brands. Total of 39 people. States represented were: Florida 12, Ohio 4 and 1 each from N.J., N.Y., Ala., Mich., and Ontario, Canada. Monies collected: Dues \$45.00, Camping \$810.00, Registration \$42.00 with a Total of \$897.00. His report was approved.

The meeting was then turned over to Pete Schuler #397, our Eastern Director. He welcomed all and reminded us we should be making our arrangements for the National Rally in 1990. Harlingen, Texas was suggested as a location but was decided the location too far south for easy travel. After considerable discussion it was decided our Eastern Director should contact Earl McCrary #T2014 of San Antonio, Texas and ask him to check for a suitable location in the more northern portion of Texas.

He then asked for nominations for the various offices to be filled at the National Rally this October. The only nomination secured was Norm Helmkey #547 for Eastern Director who responded he would be happy to serve if elected. We were urged to give this item more thought and report to Pete without delay. Lengthy discussions were held on other offices with no definite results.

Jean McMasters #330 announced there would be another caravan to the National this year and those interested were to contact him for complete details.

A rally will be held in Indiana or Ohio in June 1990 to be hosted by Whitesides #365, Richards #379, Walthers #424 and Brinings #393.

All were urged to vote when they receive the Ballot for the National slate of Officers.

A moment of silence was held for those we have lost recently namely: Leroy Fowler, Bill and Mary Herrmann and Gary Grootenhaar. A card was signed for Bertie Joy who is ill and facing surgery.

Don't forget Louis and Maybel are looking for a big attendance at their Cumberland Rally this June.

The Sheriff, Margie Fitzgerald #448 turned \$3.00 in fines.

Meeting was adjourned. Be sure to attend the Yankee Swap tonight at 7:00.

Neva Brining
Neva Brining #393
Acting Secretary



APRIL RALLY REPORT

Our April rally was held at beautiful Lake Isabella, and we thank our hosts, Millie and Mel Dinesen for arranging everything for us. We came a day early and found that eight other Ultras were there also, and parked in the upper "Tillie Creek" campground. We had a nice visit and then we ladies decided to play "Skip-Bo", and I think we have one for the record book - there were eight of us and with extra cards we started playing in the afternoon and the game went on until after dark. Edy Ryerson brought out two big flashlights for each end of the table so we could see the cards, and Gladie Bell kept the mosquito spirals burning. We were so happy when Virginia Lyles won and we could all go to our coaches and to bed - but we did have fun and laughs.

The next morning we moved over to group campground #2, parked under huge shade trees, and began our spring rally. It was nice to see all of our people back and feeling good once again, after being ill so long with the flu. Gladys Bell had the ladies busy right away with crafts - some brought their quilting to work on, and others just visited. Edy Ryerson, Evie Shepherd, and Marlene Craig had an assembly-line method for making those cute "Skip-Bo" card cases. We were under the blooming locust trees, and far enough away from the men's tech sessions, so we didn't disturb them.

You can't say our Ultra Club members don't have heart or compassion. The people who were at Eller's transmission clinic had been trying to heal a baby cottontail rabbit that the cat had brought into the yard. It didn't make it, so Roberta Franz fixed him up in a box, with flowers, and Bob gave a clever eulogy, and bunny was laid to rest, under a tree - even a wooden cross for one of God's little creatures.

On Friday evening we had dinner out at Wofford Heights, up the road a piece from Tillie Creek. The food was good and Millie had arranged for them to bake and decorate a cake in honor of our March, April, and May birthday people. Back at camp, we had a roaring fire and sang songs, accompanied by Hank Yakel on his harmonica and Jim Bents on ukulele. Ester Snyder brought out marshmallows for Jim's son, Derrick to roast, but our recent heatwave had almost melted them together in the bag. Ever try to pour a marshmallow on a wienie fork? He managed, and so did Ruth Boydston (our official roaster).

Besides the regular assortment of coffee-hour goodies each morning, Millie brought out delicious pull-apart rolls that her friend Betty had made and sent for us to enjoy.

Elgy Green, Hank Yakel, Mel Dinesen, and P.W. hiked into town each morning for breakfast.

Our fishermen reported that the fish weren't biting this year - so no fish dinners this time! Our Saturday evening potluck was a good one then later on some played cards while others enjoyed the campfire again.

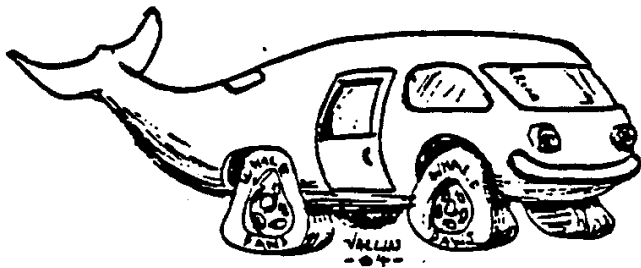
Sunday's devotional service was given by Warren Suckow and what beautiful words he delivered for us. Esther Snyder was in charge of music and the good old hymns we sang. Art and Millie Eller drove in from Los Angeles for the day and brought Helen and Lou Laslo. We had an early potluck and another beautiful cake that Millie Eller brought for Helen's birthday.

A few started leaving after church, others stayed until Monday - our check out day. I have a poem with lots of verses but the last one says it all:

Adventure bids me down the road
To visit nature's beauty grand.
I'll follow wind and rain and sun
To God and nature's wonderland.

Respectfully submitted,
Evelyn Donaldson

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 WALT DAVISON #366

ULTRA TECHNICAL TIP # 9-89

Index: Fuel System

Alabaster #342

John Alabaster sent in a copy of an article from the April 89 issue of Road and Track magazine on octane boosters. A very complete, well done article. The bottom line is that octane boosting by going from regular to premium is in a relative sense a very cheap way to go. My personal thoughts are, if you need more octane than pump premium, you probably have a problem with "state of tune". Fix the problem. But anyhow, it would seem that the use of additives poses the following: 1. Long term effects on vehicle fuel system. 2. The cost in some cases is ridiculous, and always much higher than the "oil company" octane. 3. At the very least they are an annoyance to use. 4. Last but certainly not least, the toxicity/health aspects are somewhat dicey. But as someone said "you pays your money and takes your chances." Lotts Ruck.

ULTRA TECHNICAL TIP # 10-89

Index: Safety Item

Davison #366

Recently when starting the coach at home, (this shall be known as having your troubles in the perfect location), all I could get the engine to do was idle. It idled very nicely, but even the mighty Corvair has a little trouble keeping up with traffic at idle speed. Problem. The "C" clip that connects the accelerator rod to the Powerglide TV-lever was gone. Ah but would all my problems be so nicely timed and so cheap to fix. I have had a gas pedal/engine connection disconnect one previous time. It was not so well planned and resulted in a very lively time. Moral. Loss of power can be a major problem if not timed well. Please check gas "feed" system from pedal to carbs. Now.

ULTRA TECHNICAL TIP No #

Index: Misc. Ramblings

Davison #366

I recently had an occasion to look up a members phone number in the club directory. In the process I took the time to leaf through the whole thing. (One of the nice things about being out of work). Time to spare. What fascinated me was how few names I really knew. Now I've been a member for some fifteen years, and have been to some several rallies, both E7W. Looking back it seems we see the same "Hard-Core" at most rallies. Hey, no complaint there, but I wonder if the rest of you folks know what you're missing. Now this is the Teck Column, and we try to get it all out, but lets be honest, to get it all, and get it right, be there is the name of the game. On the other side of the coin I'm sure there's a lot of smarts out there thats not getting into the mainstream. Now from a non teck side I can say, you are (the non-attenders) L-Not getting your full moneys worth. 2. Missing out on some great times with some nifty people. So, whats say, give it a whirl. Gee, you just might turn into a "Hard-Core". And thats not a bad thing, beleive me. The end.

Ultra Shoulder Seat Belt Installation

Being used to the security of shoulder seat belts in the car, we had to install them in 547, but as you likely know, there is no provision for securing the upper anchor bolt of the three point harness.

Engineering a restraint system is beyond the scope of most of us as it involves many design factors, but there are some "rules of thumb" which if followed, will likely result in an acceptable installation. After my own investigation, I consulted with Walt Davison and reviewed his technical references to evolve the following "rules of thumb":

1. The lap part of the belt should attach at a 45 degree angle.
2. The diagonal belt should be pass over the shoulder, halfway between the neck and shoulder cap.
3. The diagonal belt must not pull downward on the shoulder. Keep the upper attach point six inches above the shoulder and not more than four inches behind the shoulder with the seat fully to the rear.
4. Belts should be kept as short and tight as is comfortable.

To determine what was to be done, the decorative panels were loosened. Problem One, the hull structure is not strong enough to anchor the upper seat belt bolts. On the entrance side, there is only a six inch vertical box section of thin aluminum between the door the door and front window. The drivers side is even worse, just two vertical ribs six inches apart. Horizontally, there are stringers over and under the windows. This structure cannot (without strengthening) support an anchor capable of absorbing a 7 to 9 G pull, the recommended minimum.

Next to the seat was reinforced with a vertical 1/8 x 1 x 2 "U" channel installed between the stringers. Since the side of the hull is curved, the "U" channel had to be bowed a bit, but not enough to prevent the window from sliding. A double box section was created on the left side by adding a .040 aluminum panel (14" x 36") over the ribs and U channel.

Thick aluminum plates (8 x 18 x 1/8) were slid under the bottom of the top cupboard and overlapped both the box section and the new vertical "U" channel by an inch. Holes for 1/8 rivets were drilled around the plate and through the ribs at one inch intervals. The plates were held temporarily in place with Cleco clamps until the upper anchor bolt location was determined.

Since it was impossible to get behind the box sections to buck solid rivets, the plates were riveted with steel pop-rivets for strength.

The decision of where the attach points should be, was complicated by several factors. Our seats ('84 Mazda 626) can slide, recline and rotate, also the regular occupant of the passenger seat is a bit shorter and quite a bit lighter than the driver, so the anchor spots are in different spots on the right and left sides of the coach.

The upper anchor bolts are 7/16" Grade 5 bolts which came with the J.C. Whitney belts (12-6244U). Most auto and truck belts are too short so we chose these belts as they were 140" long and met the Federal Motor Vehicle Safety Standards #209. Behind the bolts are 3" steel washers. The exposed bolt ends were hidden with part of a plastic 35mm film can.

Now the belts are complete.....hope we never need them. Interested? Catch me at a rally and I'll show you step by step pictures.

Installation of Steel Bellcranks

Before beginning, a caution, this is not a "couple-of-hours" job.

You should have two new tie rod ends and one pitman arm bearing to install, before beginning. Aircraft quality equivalents to Spherco bearings already installed, are made by Heim and Aurora. They are listed in the Aircraft Spruce & Specialty Catalog, pages 106-108, 1-800-824-1930. Another possible source is Wicks Aircraft Supply, 1-800-221-9425.

	Spherco	Heim	Aurora	Quantity
Rod End Regular	TRL-7	HFL-7	MG-7	
" " Extra Capacity	ARL-7N	HFXL-7	AG-7Z	2
Pitman Arm Bearing	SBG-6S	LHA-6		1

The "Extra Capacity" end has an outer shell of SAE 4130 Steel, heat treated to 175,000 PSI. It is better suited to the Ultra steering application, considering strains imposed on the steering system at near zero speeds with wider tires installed.

Tools needed: Wrenches - 1/2" and 9/16" open/box end
 Allen Keys - 1/4" across the flats and 6-32 screw
 Thin wall socket to press out pitman arm bearing
 Vise or press, 23/64" and #3 drills,
 1/4-28 and 6-32 taps, 3/8" straight side reamer

Before starting, a few steel left hand bellcranks have the grease hole on the back, making it hard to grease. This type should be re-drilled at a point bisecting the angle of the arms, opposite the existing hole. Use a #3 drill and 1/4-28 tap. Clean all the chips out before pressing in the needle bearings. Put grease fittings in both holes. The edge of the spherical pitman bearing hole is already tapped for a 6-32 set screw. Run a 6-32 tap through the hole just to make sure its clean.

Press two large and one small needle bearing into each bellcrank and center the pitman arm bearing in the left bellcrank so the set screw when tightened is in the groove around the outside of the bearing.

Remove the old bellcranks as described in the Ultra Manual, Section 10. If being fitted to hull prior to #411, the bellcrank attachment must be changed as outlined in the Ultra Manual Section 10, pages 38 and 39. If the crossover shaft has not been modified, this is the time to do it (see Ultra Manual Section 10, pages 44 & 45).

The Ultra Manual shows all crossover shaft bolt holes as 5/16". The steel bellcranks need a 3/8" bolt, so the inner bellcrank attach holes must be enlarged to 19/64" and reamed to 3/8". Be sure the new bolts are Grade 8 quality with unthreaded shoulder long enough to extend right through the needle bearing. Move the crossover shaft from side to side and if the bolt head or nut binds on the hull skin, relieve the area slightly. Be sure to grease the joints on both sides.

Dust shields over the tie rod openings prevent dirt, water and mice from getting into the hull. Watch for a Tech Tip about how to make these dust covers.

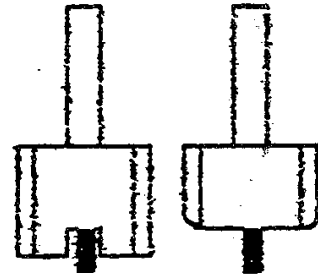
Spot-Facing Heavy-Duty Aluminum Lower "A" Frames

Later Ultra Vans have heavier lower aluminum "A" frames with the ball joints attached using 5/16-18 bolts screwed into blind holes. These have been known to pull-out causing the "A" arm to drop on the road.

Len Ryerson suggests a fix is to drill through the "A" frame and use SAE Grade 8 or aircraft AN bolts and nuts to attach the ball joints. This requires spot-facing on the rounded sides of the casting which is difficult to do in the average home shop without a special spot-facer and pilot shaft costing between \$30 and \$40 for each size.

Spot-facing can be done inexpensively by modifying a router bit like Vermont American 22165 to make a 3/4" diameter face or 22169 for a 7/8" dia. These bits have a 3/16 pilot tip. The bottom was ground flat and the corners were rounded slightly to stop any chance of starting stress cracks.

Carefully drill a 3/16 hole from the center of the open end of the three existing bolt holes until the drill comes out through the casting. These holes are used as a pilot for the modified bit when spot-facing.

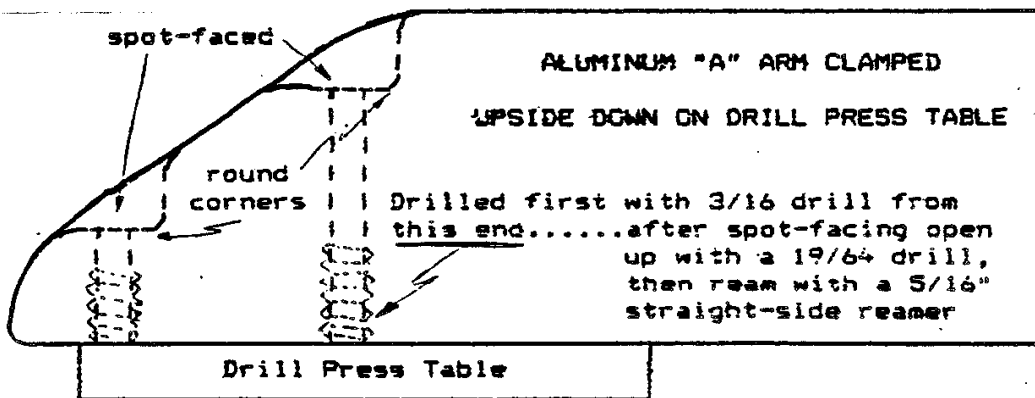


Before After

Clamp the flat side of the "A" frame casting to a drill press so the spots being faced will be parallel to the ball joint face. By moving the table around, the router bit can be positioned exactly over the pilot hole. The speed of the drill should be around 900 r.p.m. Feed the bit very easy so the tool will not jam when removing the aluminum.

Once spot-facing is complete, drill through the pilot holes with a 19/64 drill, then reamed out with a 5/16" straight-sided reamer.

In addition to the Grade 8 fasteners, it is also a good idea to use a thread locker like Loctite to make sure. Tighten the bolts to around 30 foot pounds. I used six 5/16-24 SAE bolts, four were 2.25 inches long and two were 1.25 inches.



If anyone wants to borrow the modified router bit, give me a call or drop a note in the mail (Norm Helmkey #547).

Fixing the Wiper Park Switch

If a wiper does not park automatically and you know it did at one time, the problem is likely a burned up autopark switch. Its not serious, but it must work if you want to add an intermittent wiper control. Getting the motors out for either repair or replacement is much harder than doing the actual repair.

As outlined in the Ultra Van Manual, four wires come to the motors, the slow wire is #24, 31 is high and 32 is park, ground is GND. Four screws hold the back cover, watch not to damage the gasket.

The self-park switch is a carbon button sliding on the "D" shaped contact rivetted to the cover. When opening the cover, watch for a carbon button on a plastic pin and spring, they can be discarded.

Two wires are soldered on the D contact, the red goes to a connector for wire 32, the blue wire connects to wire 24. Unplug these wires as all the work is done on the cover. Be careful not to disturb a little nylon cap on the gear end of the link arm. This cap will be used to activate a switch we will mount inside on the cover. Scrape most of the grease off the gear end inside the gear case.

Now the fix. Buy two subminiature lever switches, (Radio Shack p/n 273-016) and some tiny bolts (2-56 X 1/2") with nuts, also from R/S. Drill out the rivet holding the D contact to the cover. Unsolder both wires from the contact and solder one on each end post of the switch. The middle switch contact is not used.

Measure down from the top of the cover 1-11/16" and draw a line across just over the American Bosch logo. Next, from the left side, mark 2 lines, at 3/4" and at 1 1/8". Where the lines cross drill tiny 1/16" holes. Then, drill holes on either side of the first hole and file between to make adjustments slots. Hold the switch against the cover with the lever hanging down. Put the bolts through the switch so the heads will be on the inside. Loctite the screws into the switch and when set, slide the screws through the holes in the cover you drilled. The nuts go on the outside to allow any adjustments needed.

Put a little lithium grease on the nylon gear and on one side of the gasket to keep it in place. Connect the switch wires to the connectors removed in the 4th paragraph. Carefully replace the cover, watching to be sure the switch lever is over top of the nylon cam. Make sure the ground wire is under a cover screw.

Test by connecting wires 24 and 32. Momentarily, flick the switch on, then off. The motor should start and run to the park position when it opens the switch contacts. If the arm goes below the stop point at the start of the cycle, adjust the position of the switch. The switch lever can also be bent slightly to stop the motor at exactly the right place.

I moved the right motor to sweep more of the windscreen by drilling a new hole, 9 1/2 inches left, near where the fiberglass and aluminum meet. The angle of the right wiper head was changed so the wiper arm would lay even with the bottom edge of the windscreen when it is parked.

Ultra Van 115 Volt Wiring

Ever gotten into your coach in a campground and felt a slight electric tingle when touching the aluminum side?

The reason for this tip will become apparent when you learn the 115 volt wiring in our coaches does not meet UL standards. You can with a little checking be sure it is safe. To begin, take a little time to read the Ultra Manual Section 15, pages 94-98.

In applying for insurance on 347, our agent asked for the UL/CSA sticker number to confirm the level of wiring safety. The Canadian Standards Association (CSA) is like the US Underwriter's Laboratory.

Since there was no sticker, the agent warned me that in the event of a fire and we were hooked to a Shore Line (115 volt power) the fire insurance would be void, if it was determined to have started from an electrical source. This led to my own inspection and testing with a ground fault type tester and then I completely rewired the coach.

A very simple tester is available in many trailer supply places for under \$7.00. It has three indicator lamps to signal six conditions, three of which are bad and two of which can KILL YOU.

Our device (called SNAPIT CORRECT) has three prongs, a ground and two parallel blades which plugs into any standard "U" ground outlet. The pattern of the lights is as follows:

	RED	GREEN	GREEN	SAFE ?
1. Every thing OK	OFF	ON	ON	YES
2. Open Neutral Wire	OFF	OFF	ON	MAYBE
3. Open Ground	OFF	ON	OFF	MAYBE
4. Open Hot Wire	OFF	OFF	OFF	MAYBE no power
5. Hot or Reverse Ground	ON	OFF	ON	NO can KILL
6. HOT or Reverse Neutral	ON	ON	OFF	NO can KILL

Its not uncommon to plug in at a campground and find a 2, 3, 5 or 6 condition. Our SNAPIT is usually plugged in the outlet beside the door so when we enter, the power condition is apparent. Its also handy to check the outlets in your home, its amazing how often the black and white wires are reversed.

A correctly wired "U" ground receptacle has a white wire under the silver colored screw, the black wire to a brass screw and the ground (bare) wire to the green colored screw. This assures all wires are correctly connected at the fuse or breaker box. The "U" should be at the bottom so if the cord drops out, the ground pin disconnects last. Look around your home, if professionally done the "U" is usually at the bottom, but its not a guarantee, so check it.

OK you say, but whats wrong with Ultra wiring. First the green, white and black wires are twisted like rope, with NO protective cover. Rubbing on a sharp aluminum edge can easily cut through. Where the wires enter a box, there is no cable clamp to prevent vibration. Finally, many black and white wires are reversed.

You owe it to your family, your guests and yourself to beware!!!

Replacement Inner Speedometer Cable

If you have ever broken an inner speedometer cable while on the road and tried to find a replacement, you likely know most parts stores only carry a 72 inch universal replacement cable.

The cable needed for the Ultra Van which runs from the speedometer to the left front wheel is about 84 inches long.

While searching the shops for a replacement cable, I learned the HELP series, (you know, the red packaged parts you see in many automotive sections of K-Mart or Wal-Mart) are pack by Motormite Manufacturing and discovered they have a 101 inch universal cable (p/n 10104). When available, the price is generally under 5 dollars. This cable has a new tip and crimping tool all packaged together in the blister pack.

Instructions are on the back of the card. Basically, all you do is measure the new cable to match the combined length of the pieces of the broken cable, cut it with a file or Vice Grips, put the new tip on the end with the crimping tool in place around the tip, and give the tool a whack on the edge with a hammer. This crimps the tip to the cable.

Apply a little light graphite grease to the end and along the cable as you slide it into the outer casing. Rotating the inner cable as it is inserted also helps get it out through the spindle and into the square drive socket in the left wheel bearing cap.

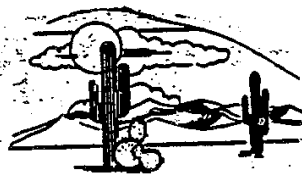
ULTRA VAN MOTOR COACH CLUB, INC.

Treasurer's report, May 1989

Check Book Balance February 13, 1989		\$	2,632.93
Benham Capital Management-Money Fund Account			<u>2,000.46</u>
Balance as of February 13, 1989			4633.39
Monies Received:			
Membership Dues	435.00		
Benham Capital Management	40.97		
Merchandise Sold	<u>185.00</u>		
Total Monies Received			660.97
Disbursements:			
Merchandising Expense	80.00		
Newsletter & Secretarial Expenses	250.00		
Treasurer's Expenses	<u>13.65</u>		
Total Disbursements			<u>(343.65)</u>
Check Book Balance May 15, 1989			2,950.25
Benham Capital Management-Money Fund Account			<u>2,000.46</u>
Total Fund Balance		\$	<u><u>4,950.71</u></u>

Respectively Submitted:

Katherine R. Polus



WHEELS & DEALS *Buy-Sell-Trade*



All advertisement items will be printed two times only. Advise the secretary if a repeat of advertisement is desired, note newsletter deadlines on front page of this newsletter.

FOR SALE

Ultra Van Windshield and Front Side Window Covers. This is a three piece set. Each cover can be installed separately. Side window covers can also double as screens to keep the insects out. The covers are off-white in color or you can special order in brown, creme or white. Material for covers is called, Shelter-Rite "Poly-R" Fabric. It is a 7 oz. vinyl coated polyester fabric, which has superior resistance to ultra-violet rays. It is an extremely strong fiber for added years of product service. It can be cleaned with mild detergent or for heavy soil or grease, T.S.P. or 409 may be used. The set comes with stainless steel snaps installed, snap receptacles to install on coach, instructions and a heavy duty storage bag. Material shields out 90% of sunrays, vision out is good, others cannot see in. Price is \$79.95, plus shipping. Installation free, if I'm at the next rally. Jim Craig #271, (619) 366-9104 (Same address as the Secretary.)

Machine Shop Service: Quality, professional Corvair engine, transmission and differential rebuilding. Bullet proof valve seat replacements. Turbocharger rebuilding. SASE for price sheet on types of rework available. UPS shipping to your door. Deveck Machine, 64120 Pioneer Lp. Rd., Bend, Oregon, 97701. Telephone: (503) 382-7590.

#100 1966 Ultra Van. 455 Olds Front Wheel Drive, Automatic transmission. Dash and roof air, 62,000 miles. Paint excellent, interior sharp. \$8,500. Contact Steve Harrison, Harrison Ford, Inc., Jefferson, Iowa, 50129. Phone: (515) 386-2121 or 1-800-255-2255 Ext. 3434.

#292 Ultra Van. Engine recently overhauled, new differential, bearings and seals, electronic ignition, C. B. All new radials, new carpeting, excellent upholstery and exterior, air conditioned. \$7,500. Jack W. Moore, 13203 Emerald Dr., NW; Gig Harbor, WA 98335. Phone: (206) 857-6906.

#357 1968 Ultra Van. 455 Olds Toro Rear Drive, professionally converted. All new radials this past summer. Oversized fridge. Completely remodeled inside. Roof air conditioner. 110 volt. Paint stripped, looks like Air Stream. Nice coach for \$7,500. Call: Bill and Bobbi Hull, 217-348-1750. or write: 310 Polk, Charleston, Illinois 61920.

For sale by Bill Binney, #295, (619) 363-6424:

1. 110 H.P. cylinder heads (fresh rebuild) 8.1:1 comp. ratio - \$200 a pair
2. 110 engine rebuilt - \$950 exchange
3. 140 engine rebuilt - \$1,250 exchange
4. 3.55:1 automatic transaxle (late) Good used - \$100

* NOTE: Foam Bumpers. All orders for the foam bumpers have been forwarded to the manufacturer. Allow 4-6 weeks for delivery.

Thanks, Jim Craig

Bill Helander still has three unclaimed bellcranks. Please contact him if they belong to you. 213-691-1353

FOR SALE (Continued)

1969 Ultra Van Motor Home, #410, 64,000 miles, good condition, paint removed for painting, good windshields, 1½ set spare windshield, 140 HP engine, 110 HP spare engine, many spare parts, new carpet, new drapes and upholstery. \$5,800 with spare parts, \$5,200 without spare parts. Tom Silvey - 317-335-3772, Box 68, McCordsville, IN 46055.

#267 Ultra Van - 110 Corvair - engine/trans/differential/steering/shocks rebuilt or replaced, 25,000 miles ago. All wheel bearings and brakes rebuilt 15,000 miles ago. External oil coolers on engine and trans, Norcold fridge, roof A/C, steer-safe, 4Kw Onan, queen bed, instant water heater, nice cherry interior, repainted. Also included - spare engine, trans, differential, starter, alternator, Ultra manual. \$5,895 Without the Onan generator the price is \$4,650. Make offer. Bill Mitchell, Route 3 Box 627, Georgetown, TX 78626, 512-869-1691.

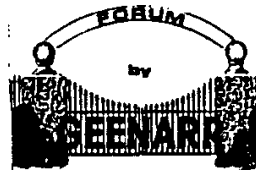
Wanted: Ultra-bright tail lens for the Ultra Van. Original toilet bowl and plumbing hardware. Screen door that fits Ultra Van door opening. Darrell Woofter, 436 North 23rd Street, Las Vegas, NV 89101. (702) 388-2900

WARREN WEEKLY

Vol. 3 No. 29

Warren, IN

Wednesday, August 31, 1988



Bellville Mill Dam repairs begin

Yes the above spelling of Bellville is correct. It was not a place for domiciling beautiful women as the Bellville name on the County road signs would indicate. The name had its beginning when a ballmaker, James Smart, came to the area from Canton, Ohio, and built a shelter on a hillside which they named Bellview. This was in 1837. As a little town sprang up around the mill that was built in about 1849 or 1850, the name was probably changed to Bellville.

Now about the Bellville Dam. A very old newspaper article says it was originally built of logs to furnish power for an up and down saw

mill that sawed the lumber for a mill that was built later.

We have seen evidence that some, if not all, of the logs in the dam were walnut wood. This dam served until 1913 when it was destroyed by the flood of that year. It was rebuilt in concrete by the owner, a Fred Willgrube. The cost for this project was six hundred (\$600) dollars payable in GOLD COINS. With the war threatening, the American dollar was taking a beating back then too.

In the process of this rebuilding, the concrete was mixed by hand and moved out in wheelbarrows. Some years ago we met a man who said he had helped by pushing a wheelbarrow. We regret we cannot remember his name. It seems that dirt was allowed to fall into the forms and when the river washed it out later, holes were left in the dam. Since then the dam has suffered from neglect.

On August 15, 1988, in hot, humid, uncomfortable weather, extensive repairs were begun in an

effort to repair the dam. The U.S. Geological Survey was interested in co-operating because their very expensive stream flow gauge at 800 South is based upon the water-flow over the Bellville Dam. This gauge sends data to a satellite which forwards it to Harrisburg, PA and then back to Indianapolis, IN. It should be apparent that holes in the Bellville Dam would seriously alter this information.

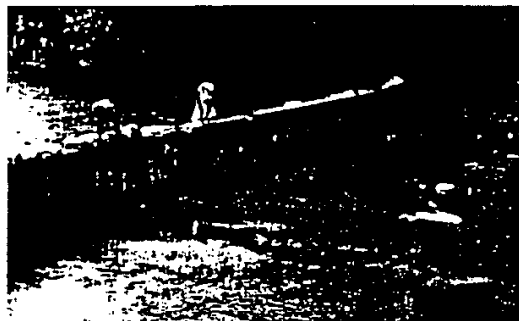
So on August 15, large six inch siphon hoses were installed to lower the pool above the dam. After lowering the water level, various forms were constructed and on Friday, August 19, 1988 more than thirty yards of concrete were PUMPED to repair the dam.

We have emphasized the word, pumped, because it is quite different from pouring concrete. A special mix and a special aggregate is required. This mixture can be pumped through hoses and pipes to the top of high rise buildings or great distances horizontally. At the Bellville Dam project the greatest distance was between 175 to 200 feet across the dam.

We grant, this was much easier than the way the boys did it back in

1913. Now if you think this is a lazy operation, you should try it sometime on a ninety-five degree hot and humid day.

The owners of the Bellville property feel quite proud to have been a part of this project. For much of the above information, we are grateful to the former owners of the Bellville property, their heirs and assignees.



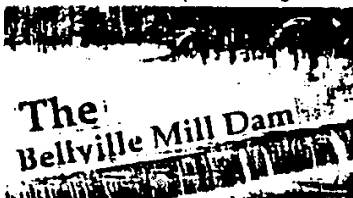
Workmen prepare the Bellville Dam for the arrival of a special mix to bolster the structure. (Photo work courtesy of Alfred Rubie. WW appreciates his efforts on a very hot day!)

written

by

Ruth and George Whiteside

Tuesday,



RUTH M. WHITESIDE GEORGE H. WHITESIDE

At the '88 National Rally in Broussard, we were asked about selling an Ultra Van to someone in Canada. Here is our experience bringing #547 through the customs procedure at the Canadian border.

Canadian law on importing used vehicles was very protective of the auto industry, compared to that of the USA. Upto December 1988 only used vehicles over 15 years old could even be imported.

In addition to customs duty, few people realize Canada has a hidden Federal Sales Tax of 12%. In addition, most provinces (state) levy a second sales tax averaging 8%. As an aside, the average Canadian pays 52% of earned income in various kinds of taxes (Sales, Federal, Provincial, Municipal, Energy, Services, etc.) Socialized benefits such as we have, like; universal health care, children's allowance, old age pensions, etc. have to be paid somehow.

At Canada Customs, the US selling price was changed to Canadian dollars (1.27 when we bought #547). Federal Sales Tax at 12% made the value \$1.42 and duty was compounded at 9.2% to make it \$1.53.

When the duty and tax was paid, a Federal form was issued to show legal entry. This form is surrendered at a Provincial Motor Vehicle License office, but before a license is issued, some provinces, like Ontario have stiff mechanical fitness inspections (cost about \$70). Also, in Ontario, the sales tax is 8%.

The net result is for each US dollar of the selling price, we paid \$1.66 Canadian, but to paraphrase the TV cosmetic commercials; "an Ultra Van is worth it".

Now at home in the driveway, everything had to be put in tip-top shape for inspection and licensing.

The wheel bearings, brakes and brake lines were replaced. Being a V-8, it has Corvette rear disk brakes so the calipers and trailing arm fixed pipes were replaced with stainless steel types. The rotors were turned, which was a mistake to be covered in a future tech tip.

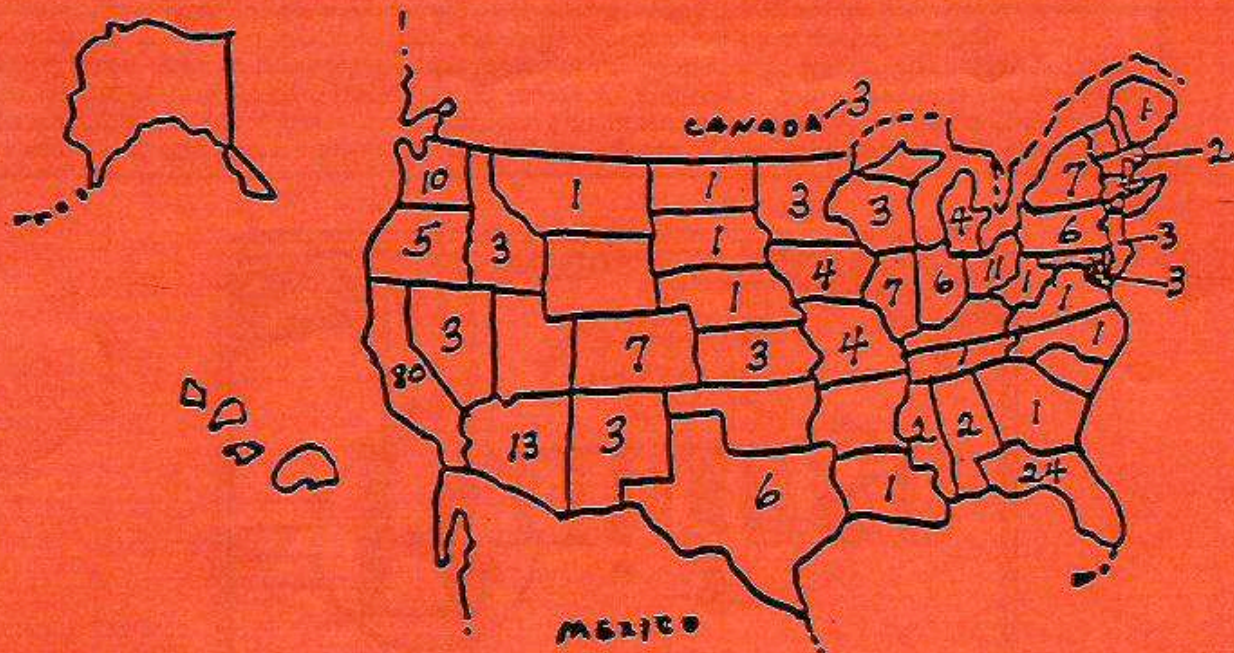
The steering cross-over shaft between the aluminum bellcrank arms being badly worn, was modified as described in Len Ryerson's manual. At the '88 National we saw the quality of Bill Helander's steel bellcranks and decided it was imperative to get a set from his next batch at any cost. These are a "must have" safety improvement.

To protect the pivots and stop water from splashing into the tie rod openings in the hull, a pair of flexible covers were made from an old truck tube. Hopefully, these will also deter any mice.

Finally, we arranged for the inspection. Everything passed except the loose front seats. These had to be replaced with DOT approved seats, which were later changed for 1984 Mazda 626 bucket seats.

Postscript: On Jan 1, 1989 a US-Canada Free Trade Agreement came into effect in both countries. Over the next ten years all customs tariffs between our countries will be removed. Duty was dropped on "US made" used vehicles over 8 years old. The ageing factor will gradually be dropped. Federal/Provincial sales taxes are unchanged..

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