

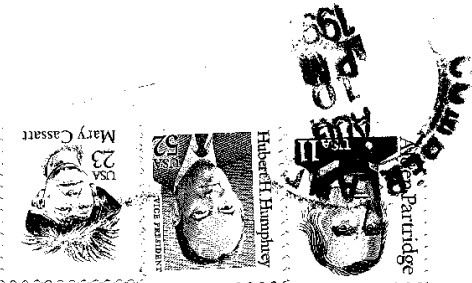
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PERSONAL

FIRST CLASS MAIL

FALL Newsletter
1991



Maybel Griggs, Secretary
626 Brookfield Avenue
Cumberland, Maryland 21502

ULTRA VAN MOTOR COACH CLUB, INC.

a Taste of Fall



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 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.



Officers, 1991 Ultra Year:

President: Robert Franz #472; Vice President: Gladys Bell #546
Secretary: Maybel Griggs #334; Treasurer: Louis Griggs #334
1990 Ernest Newhouse Award Recipient: Jim Craig #549
Technical Chairman: Jim Craig, Corvair; Assistant Technical Chairman V-8,
Len Ryerson. Regional Rally Chairmen: East, Jean McMasters #330; West, Nobia
Suckow #331.

All reports of Regional Rallies, advertisements, etc. are to be forwarded to the Secretary. Please use a margin of at least 3/8" on copy; any hand written copy that you want typed should arrive a week or so before the deadline. All dues are to be forwarded to the Treasurer. Please bring up to date any address or phone number changes. Technical tips are to be sent to the Technical Chairman. Amendments suggested to the Club By-Laws are to be sent to the President. Deadlines for Newsletter inputs are: November 15, February 15, May 15, and August 1.

PRESIDENT'S MESSAGE

Roberta and I had a great time participating in the Eastern Rally at Holland, Michigan. Everyone was so friendly, and the Rally events were well carried out, plus the parades and exhibits of the Tulip Festival were beautiful. Also, we were part of the general meeting. This will hopefully set a precedent for the future. We will submit our travel vouchers to the Club Treasurer for disposal. Plans are progressing satisfactorily for the National at Neosho, Mo. There is a slight hitch in the number of days available at the campground. We will need to leave the building on Sunday morning immediately after our Religious service. The Suckows can arrange nearby parking for those that wish to linger. Be thinking of a least one quality item for the silent auction. We are making arrangements for a visit of the Heart of America Corvair Club of Kansas City, Mo. So far, 22 Ultra Vaners have responded with their intention to attend, and several more have indicated some degree of probability. If anyone else now intends to come, please notify me. This will be helpful and is not binding. Theme T-shirts or sweatshirts will be available. Also, dash plaques commemorating the 25th anniversary be presented to all coach families registering.

*Best wishes,
Bob & Roberta
We hope to see you in Missouri*

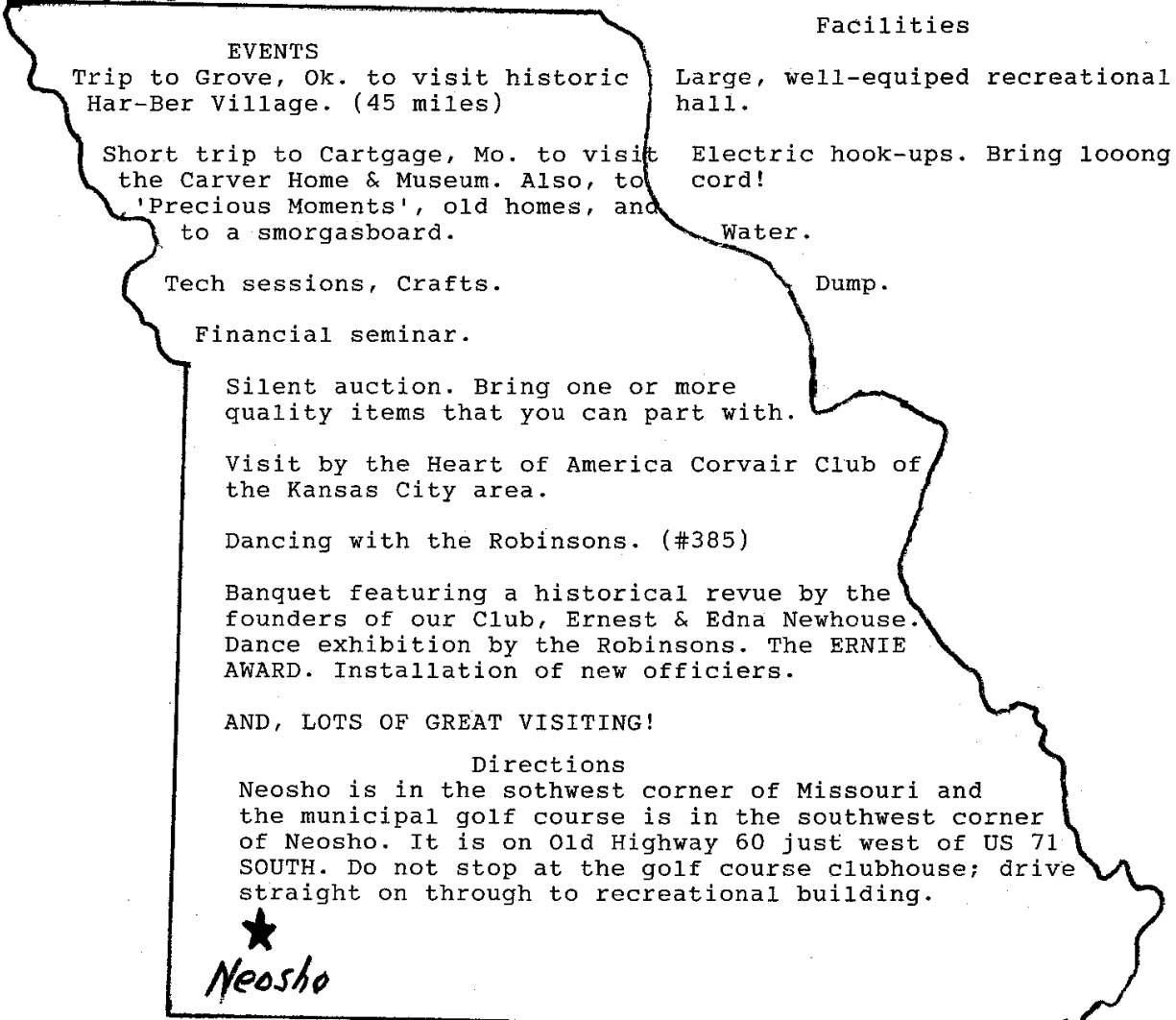
NATIONAL RALLY AT NEOSHO, MISSOURI.

Monday, Sept. 23rd, through Sunday morning, Sept. 29th., 1991

25th anniversary of the formation of our Club.

THEME: HERE'S THE SILVER, NOW LET'S GO FOR THE GOLD!

We will be parked under the trees next to the recreational building on the municipal golf course.



EVENTS

Trip to Grove, Ok. to visit historic Har-Ber Village. (45 miles)

Short trip to Cartgage, Mo. to visit the Carver Home & Museum. Also, to 'Precious Moments', old homes, and to a smorgasboard.

Tech sessions, Crafts.

Financial seminar.

Silent auction. Bring one or more quality items that you can part with.

Visit by the Heart of America Corvair Club of the Kansas City area.

Dancing with the Robinsons. (#385)

Banquet featuring a historical revue by the founders of our Club, Ernest & Edna Newhouse. Dance exhibition by the Robinsons. The ERNIE AWARD. Installation of new officers.

AND, LOTS OF GREAT VISITING!

Directions

Neosho is in the sothwest corner of Missouri and the municipal golf course is in the southwest corner of Neosho. It is on Old Highway 60 just west of US 71 SOUTH. Do not stop at the golf course clubhouse; drive straight on through to recreational building.

★
Neosho

Facilities

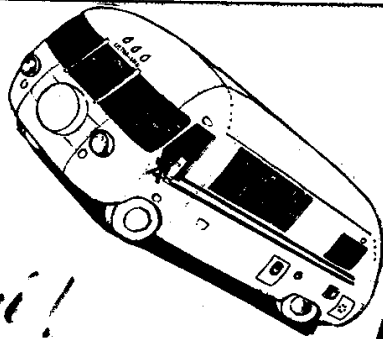
Large, well-equipped recreational hall.

Electric hook-ups. Bring looong cord!

Water.

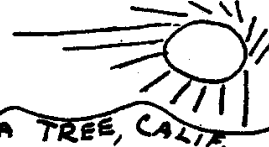
Dump.

*You'll get
a kick
out of
Missouri!*





HIGH DESERT MINI RALLY



JOSHUA TREE, CALIF.

WHEN: October 26 through November 7

HOST: Jim and Marlene Craig - #549

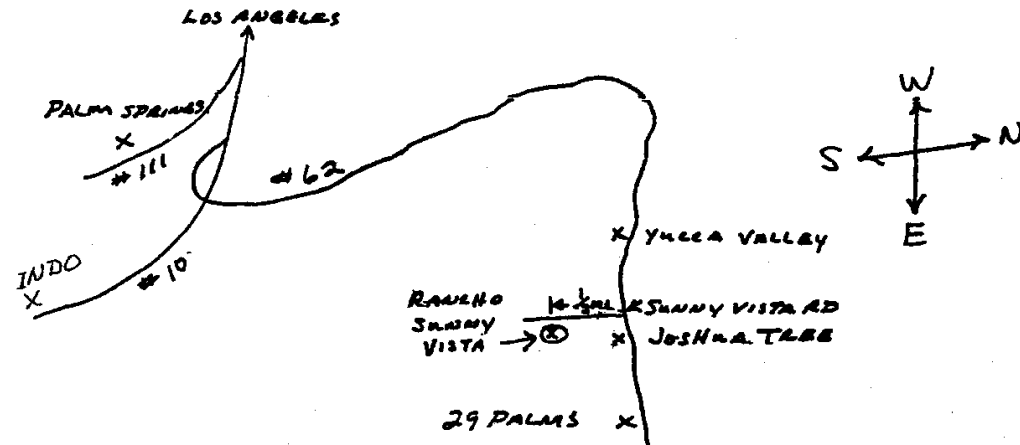
LOCATION: Rancho Sunny Vista
7011 Sunny Vista Rd.
Joshua Tree, CA 92252
619-366-9104

The event will be held at the host's homesite.

This is an open rally time for those of you that would like to enjoy some pleasant weather in the high desert area (3,200') 45 miles north of the Palm Springs area. The rally will be held prior to and after the annual Corvair Fan Belt Toss held at the Desert ExpoCenter in Indio, CA, Nov. 1-3rd.

Tours of the local area points of interest and dune buggy trips into the desert are planned, in addition to the usual potlucks, games and etc.

Hook-up and dump facilities are available on site. Plan to come before or after the Fan Belt Toss event or the whole time, as your schedule permits.





UPCOMING RALLIES

National Rally at Neosho, Missouri September 23-29, 1991. See flyer, page 2. Dick Granger expect to bring advance publicity on the movie "My Girl", which features an ULTRA VAN.

High Desert Rally--Joshua Tree, California October 26-November 7. See flyer, page 3.

Knight Trail Park, Laurel, Florida. March 25-30, 1992. More on this one later.

Alaska trip-in the works for summer Of 1992. See page 10.



NEW DIRECTORY

Your Secretary plans to have the new Directory assembled and printed in time to bring to the National Rally in Neosho. Plan to pick up yours there. If you can't get to the National Rally, try to get someone who is, to pick up your copy.

A mailing label will be attached to each copy. Undelivered copies will eventually be mailed. Postage costs more than making the Directory; your cooperation will save the Club much money.

Because a new Directory is shortly forthcoming, new members are not listed in this Newsletter; but we have quite a few new members.



Special notice to our Canadian Members:

To transmit money to your Treasurer, go to your Canadian Post Office and buy a Canadian Postal Money order, payable in US funds. Please have it made out to Ultra Van Motor Coach Club, or Group Ultra Van, as the case may be. Dues for our Canadian members are the same as for US members; do not send any extra to cover differences in postal rates. US Federal Reserve system refuses to process checks on Canadian banks, even when denominated in US funds. Our local US Post Office cheerfully cashes Canadian Postal Money orders made out in US funds, at par. (No extra charge).

The local Post Office likes checks from Al-Gar; most of them have accounts there.



A phone call from Marlene Craig informed us that member Marie Schroyen, of R. R. 2, Summerland, B. C. VOH120 is seriously ill. Please send cards?

TULIP TIME '91 RALLY MAY 17 thru 20

WOW! We had a RALLY in Michigan!

It was in conjunction with the Tulip Festival which is held every year in Holland. We hear those who were there to attend the Festival really did enjoy it. We know those who took in the big PARADE on Saturday had to put on more clothes as it did turn cold. The balance of the time the weather was beautiful. All of our activities were held in the County Activities Building on the Fairgrounds and it had all the necessary facilities.

Those in UltraVans enjoying the Rally were: from Florida - Jean and Bette McMasters; Walt and Marilyn Davison; Pat and Margie Fitzgerald; from Maryland - Louis and Maybel Griggs; from Ontario - Norm and Marion Helmkey; from Ohio - Don and Mickey Richards; from New Jersey - Len and Olive Hunter; from Michigan - the hosts, Clyde and Kay Stanton and Don and Yvonne Hodges. Also in a Van but not an Ultra were Tom and Paula Bogardus. We had a Fly-in: our President, Bob Franz and Roberta flew in from California, picked up a car in Chicago and drove the rest of the way. Drive-in were: Marian Grootenhaar, our hostess from Michigan, Walt and Elizabeth Payne from Minnesota and Gus and Neva Brining from Ohio. You know what - we were all house guests of Marian and did we have fun! Oh, forgot to say - Marian sold her UltraVan to the Hodges and for their first Rally she requested they serve as hosts. How about that!

The Rally began on Friday evening with a Dessert Get-Together. We greeted old friends, we greeted new friends and then we were served the delicious dessert furnished by our hosts. Later we assembled for the evening activities. We played Card Bingo! All during the evening and in fact, all during the entire Rally one or other of the hosts was giving out numbers for drawings. Believe you me, you better have those numbers with you at all times and be there for the various functions because if you were not there when your number was called you were out of luck. A sneaky way to get you there on time! Those prizes were well worth it!

Saturday morning started with the usual Coffee Hour which we had each and every morning. Then the men went into their Tech Sessions which I do believe never stopped. They were always discussing something. For the ladies Don Hodges secured wooden shoes and suggested we each paint or decorate one for a souvenir. How appropriate - wooden shoes and Holland! You should have seen the beautiful work done by the majority of the ladies but not me - have no talent for painting.

Saturday evening we had the famous Pot-Luck Supper after those tired folks found their way back from the Parade. The tables were so pretty. You would never guess what the table decorations were! Bouquets of chocolate tulips in various colors. Marian had made them. Good but rich! After dinner there were some hilarious games going on until time to go to bed.


Sunday Coffee, Devotions, Brunch, Business Meeting, Monkey Business and all this before Supper. Clyde and Jean conducted the Devotions, we went to the Hatch for Brunch and we all ate too much. After we could make it back the Business Meeting was called by Louis Griggs during which we heard talks from both Bob and Roberta. We were so happy to have them at an Eastern Rally. Then the Monkey Business! Where does Marian get all those ideas? Just ask some of our couples how they liked to eat red licorice in string form or eat a chocolate and nut sundae from their husband's hands. For Supper we ate "Pigs in Blankets" that Marian had made and brought from home.

Maybel took time out from her duties as Sheriff to bake them so they were good and hot. With all her other duties Maybel was busy making arrests and collecting enormous fines.

Monday morning we made plastic jewelry. Of course, Jean would outdo all by making a gold UltraVan pin for Bette to wear and enjoy. The afternoon was spent shopping and getting ready for the Big Beach Party that night out on the water front. Did we enjoy that! Don, our new member does know how to build one hot campfire. We ate chips and dips, hot dogs and hot (?) Pork and Beans and everything else that goes with it, ending with S'mores.

Tuesday morning we said our Good-byes with a promise to see each other as soon as possible. Oh yes, we had visitors during the Rally. Bette's brother and wife spent time with us and we know they enjoyed it as much as we. Jay Boes was with us. He lives in near-by Zeeland, owns #310 and had never heard of the UltraVan Motor Coach Club. He does now -he and his wife, Jean are our new members. Welcome! Dr. and Mrs. Kenneth Wildman from Ada, Ohio were there. They are interested in UltraVans.

Our thanks to Marian, Clyde, Kay, Don and Yvonne for one GREAT RALLY
See you all at the National in Neosho.

Neoa Brining 

PS: Who forgot to give us the "Hello" messages from our friends in Ohio?



WESTERN RALLY AT FAIRGROUNDS, CRESCENT CITY, CA., JULY 18-21, 1991

Hosts were Mel & Millie Dinesen and Lenord & Brenda Tekaak with help from Ray & Donna Pagel, local residents and relatives of Millie. They arranged all the little touches that help make for a successful rally.

The Chamber of Commerce gave digital key chain watches and other items. Leonard brought and set-up badminton, croquet, volleyball and horseshoe courts. These were on the grassy parking area where the spectators could watch the strange antics. Also, coffee hour and silent auction were held here.

The first night, Millie made split pea soup and Leonard made a humongous salad. Bob & Roberta brought the last of the remnants of 50th anniversary cake. (Chocolate with chocolate-raspberry filling).

Another great pot-luck was held inside with Leonard showing a VCR tape of our trip into the Stout Redwood Grove with swimming, diving from rocks, and rafting on the nearby Smith River. Also, films of their trip that day with granddaughters Amy & Kelly going up and down the Rogue River on the mail boat. (jet).

Our 'evening -out dinner' was held just across the street and was highlighted by Hank Yakel playing old time songs on the harmonica for our sing-along. The fairgrounds management provides a bingo night which Brenda Tekaak lightened by 100 bucks! No one else gave any report. Sunday morning religious services were held on the lawn near our coaches. with a message given by Warren Suckow and Hank Yakel's music. Esther Snyder and Fran O'Meara led the singing. With lots of hugs and "see you in Missouri" we were on our way to more adventures on the road and then home.

Millie Dinesen and Roberta Franz

ULTRA POSTSCRIPTS ★★★★★

"You can PICK lemons off trees, but you have to DIG for diamonds."

STATEMENT OF POLICY: For more than 20-years POSTSCRIPTS has been a fiercely INDEPENDENT written discussion on a myriad of subjects. This issue is not an exception. No, we didn't just fall off a turnip truck. Always an attempt is made to present "educated" opinions (which means simply that some study was made of each subject before an opinion was arrived at). Over the years, topics such as the nation's infrastructure, to the best Motor Home in the world, to the Internal Revenue Service, have been written up...anything, from soup to nuts. We tell it as we see it, but as briefly as possible, WARTS and all. And---it is NOT our aim to talk anyone -into- following our mud flaps. Now and then, there has been bitter with the better! Not a soul can please everyone, but in Postscripts we just TRY to offer some IDEAS and some HUMOR that can be helpful or entertaining to the majority. That's Postscript's policy.

"When elephants STAMPEDE.....the grass always gets trampled."

THE POTTER'S WHEEL: Oh, what can't be accomplished by an experienced artist at his spinning table! He can smooth the rough clay and bring wanted shapes to completion; he can add substance and/or texture, as desired. Mighty works are often wrought from SIMPLEST materials. It is as if justice, liberty, and trust, were all wrapped up in the clay, or the cotton, or the wood, or the glass, or the steel used by artisans in every art or occupation. The KEY to the potter's (or ANYONE'S) success lies in the ability to VISUALIZE the finished product, plus KNOW public desire. He needs PERSPECTIVE! Artists (and ALL of us) can best develop a degree of skill through repetitive action, along with humbleness and self-reliance to be REALLY successful. SUCCESS boils down to 4-words....each beginning with the letter "W": We must WANT it, WATCH for it, WORK for it, and patiently---WAIT for it. The potter knows these values.



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"Why is six (6) so AFRAID of seven (7)? Because seven EIGHT (ate) nine."

MAN'S GREATEST ASSET: Health is by far anyone's greatest asset. In the United States 1,371 people die of CANCER every day. The medical profession has been working for decades on a cure---nothing sure has yet been found. Edna and I are going to die! (so are you). We all know that. But---she and I will NOT die of cancer. How can I be so sure? Because it has been documented that certain diet elements tend to cause or allay the disease. We have mentioned this before but it bears repeating---each of us require protein daily, so why not some amygdalin-type - rich in the element laetrile (vitamin B-17) as found in certain nuts. This is said to be a deterrent of the virus. It's the best anyone can do until a better cure is found. Laetrile is highest in almonds...so we have 6 to 8 of 'em (each) every morning with our cereal (not the flavored or barbequed ones-just plain roasted). "There's a Lot More to Health than Not Being Sick" is the title of a new book by Dr. Bruce Larson. How TRUE! Cancer Research Corp./America says, "We know that 70% of the cancer in the U.S. is preventable. One giant step forward is diet." They recommend less red meat, less fat, and more fruit and vegetable fibre. They are working on lymphblastic receptors, gene expression, protein factors in brain tumor biology. Why do I write AGAIN about this? Some things discovered are urgently TOO IMPORTANT not to be shared.

Postscripts #2

"You cannot bring prosperity by discouraging thrift. You cannot strengthen the weak by weakening the strong. You cannot help the wage earner by pulling down the wage payer.....You cannot help man by doing for them what they could and should do for themselves." --- Abraham Lincoln

THE ECONOMIC CLIMATE: Quite a few members depend on a report of business and investment conditions. Very unsure! Many retired investors who rely on interest earnings from their CDs or Money Market accounts are in shock. The Federal Reserve lowered RATES to help stimulate the economy. Some of the events we see happening remind us of a DOG walking on its hind legs-- it is never done very well, but everyone is surprised that a dog can do it at all. Is this the time to shout fire? Not yet. But if you sniff around, you'll be able to smell smoke. We think the recession-SPRING has been compressed and sooner or later it will jump. We'll see a slight improvement short-term....not a sudden UP-TURN, or "V" type, but rather a "U" shaped SLOW recovery....then the NEXT downturn will be much more severe. Not a single one of all the serious national problems has yet been corrected. Even some of the Insurance Industry is suffering. As a safety net, we took a "loan" of 90% against our SPID Annuity Policy. Better safe than sorry! Think about it. Treasuries are considered secure.

"Who is in charge of all the hedges and shrubbery at your house?" You should know-----it is President BUSH, of course.

ULTRA FACTORY BROCHURES: Club Member, Dennis D'Amico and son stopped at our home for a visit. He brought along a big bundle of Ultra Inc. sales catalog sheets he had printed at his own expense. At the Tehachapi club rally, we distributed many of them. Thank you, Dennis, for this kind gesture. So many do SO MUCH for Ultra Motor Coach Club and its members. Although expressed "thanks" may be rare, appreciation is always real.

It is a FACT: Some people NEVER GO TO CHURCH. (until at the END, when they go in a casket). Consider: Wouldn't it be wise to go while "quick"?

SILVER ANNIVERSARY: The dreams of tomorrow are shaped by the events of today. Ultra Van Motor Coach Club, Incorporated is celebrating 25-years of growth and success. Look at what we have going for us----this viable, living, nation-wide organization is honoring its Silver Anniversary (1966 to 1991 inclusive). Many club members have found pure joy in helping each other the past quarter of a century. Yet, there could be many Ultra owners across country who still do not (??) know a CLUB of owners exists. More PUBLICITY would be good. Each of us should thank the Officers and all the Committee Members who have done a great job. Be sure to get in on the VOTING this year! The participation of everyone is important when electing the Club's next President, the other Officers and Directors, as well as the 1991 'Newhouse Silver Medal' recipient. If at all possible, attend the Ultra National Convention (Neosho, Mo.) September 23rd to 30th, a full week of fun and excitement. Those unable to attend in person, please check your desires on the Ballot and MAIL IT now.



VOTE

ANN LANDERS: One of Lander's columns was sent to me awhile back; here is an abbreviated version (a client wrote to Ann): "I call my dog "Sex". He is a great pal, but has caused me much embarrassment. I went to city Hall to renew his dog license, told the City Clerk I would like a license for Sex. He said, "I'd like one too!" I said, "You don't understand, I've had Sex since I was nine years old." He winked, "You must be quite a kid."

Your Founding Member, *Schment* Newhouse

MINUTES

General meeting JULY 20, 1991, at Fairgrounds,
Crescent City, Ca.

The meeting was called to order by President, Bob Franz.
The minutes of the Tehachapie meeting were read by Millie
Dinesen.

Wagon master report: Mel Dinesen 11 coaches. 7 Ultras.
9 California
1 Arizona
1 Canada

Guests: Amy & Kelly, grandchildren of Leonard & Brenda Tekaat.

Old business: Discussion of future rally sites.

January, '92 Probably Death Valley. Jim & Marlene
Date to be recommended by them.

April, '92 Travelling rally.(something like a
progressive dinner). This will cover
a triangle in Arizona. Suckows and
Reinhardtts.

July, '92 Kings Canyon suggested by Leonard
Tekaat. This would be a dry camp in
Grant's Grove.

Everyone was urged to scout for a suitable site for
the 1993 National Rally.

New business: It was voted that there should be a silent auction at
this year's National Rally with one or more 'worthy'
objects from each coach.

Election of officers at National in Sept. was discussed.
The candidates are, president, Leonard Tekaat; v.pres-
ident, P.W. Donaldson; secretary, Mabel Griggs; treas-
urer, Lou Griggs; and western director, Millie
Dinsen.

Ernie Newhouse showed certificates of appreciation that
are available. These could be used to honor anyone
other than the ERNIE AWARD recipient. It was voted to
bring this up at the National meeting.

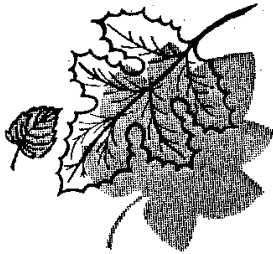
Letter of appreciation to be sent to Crescent City
Chamber of Commerce for aid to our rally. Also to Ray &
Donna Pagel for their help with arrangements. Donna is
the niece of Millie Dinesen and is a local resident.

Good & Welfare: Art Eller is doing well but faces more
surgery.

Esther Snyder & Peg Hemstreet thanked
everyone for their cards and calls
during their illnesses.

Millie Dinesen reported a profit of \$4.50 from this meeting. There
is now \$419.87 in this kitty.

Meeting adjourned.



Alaska Highway starts off slowly

The first 285 miles of the Alaska Highway are a bit of a disappointment, but from there on it all becomes worthwhile.

The RV had rolled 2,750 miles from Southern California just to get to the famed highway's starting point at Dawson Creek, British Columbia. Wilderness is what was anticipated from that point.

Instead, the RV rolled up and down gentle hills surrounded by farmland and managed forest.

The scene was broken occasionally by huge scars of clear cut territory, then by oil and gas wells and refineries and little towns built around lumber mills.

However, there were indications that this was not the lower 48. Fuel and food prices are sky-high in this resource-rich territory. We paid up to \$2.75 a gallon for diesel. Regular gasoline runs about 8 cents a gallon more, and premium runs about 25 cents a gallon more than diesel.

One RVer paid a much higher price. He counted on a particular station being open; a station listed in his guide book. Gas stations can be as much as 50 or 60 miles apart, and the station he was counting on was closed.

He called an emergency road service that provided him with 10 gallons of gasoline. The cost: \$160.

The lesson: Top off frequently.

Fort Nelson is 284 miles from Dawson Creek. This mill and refinery town has trappers among its population. Many RVers overnight there in one of several commercial RV parks. It is a place to refuel and prepare to experience the wilderness of the next stretch.

A museum on the north end of town displays artifacts used in building the Alaska Highway: military equipment, big bulldozers, along with many photos. The highway was built by the U.S. military to ship supplies to Alaska, which was thought to be vulnerable to Japanese attack.

After Fort Nelson, the Alaska Highway narrows and becomes quite rough. There are numerous gravel stretches, but in this country gravel is the next best thing to pavement. It may be muddy or dusty, but it is generally smooth and may be taken at a fairly good speed.

As the RV rolled northward, the oil and gas wells disappeared and the forests became wild. Wildlife became more plentiful. And we spotted black bear, moose, stone sheep, elk and loads of smaller critters.

The road soon climbs into the Rocky Mountains and what had been distant snowcapped peaks became the snow-covered mountains at the side of the road.

Steamboat Mountain affords great views of the Muskwa River Valley, if you pull over into one of the many roomy roadside rests. The pilot's eyes need to be on the winding road.

Summit Lake, about 100 miles north of Fort Nelson, makes a scenic lunch stop with mountain views.

Throughout this territory there is an ooh or an ahh around every turn. Cameras get a workout, and stops are numerous.

But even these views failed to prepare us for the spectacular stopping point for the night: Muncho Lake Provincial Park.

The park runs for miles through the Rockies before the highway plunges to Muncho Lake at 2,600 feet. It is 7 miles long, about a mile wide and is surrounded by mountain peaks. The water is clean and clear with a deep green tinge. It is a good trout fishing lake and is little used.

Our campsite in one of the two 15-site provincial park campgrounds

came to \$7.70. There are no hookups, but the spacious gravel sites are right on the edge of the water. Each site includes a picnic table, fire ring and a pile of firewood.

There are no dump stations or easy to use water supplies in these campgrounds. Water is pumped by hand from a well. However there are dump stations in nearby resorts and commercial campgrounds.

We saw that the park campsites were larger, cleaner and closer to the lake than the commercial sites, but hookups are available at the commercials for those who cannot get along without them.

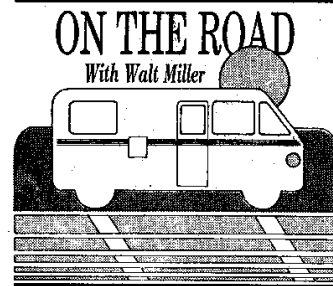


Photo by Walt Miller

Heading north on the Alaska Highway between Summit Lake and Toad River, British Columbia

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August
1991

ULTRA COACH CLUB ARCHIVE REPORT #6 - AUGUST 1991
by Norm Helmkey #356/547

In September, it will be two years since Jim Craig suggested a project, which resulted in the establishment of the "Ultra Van Motor Coach Club Archive". The project was to gather all previous tech-tips so they could be published in one or two booklets. This would allow new club members who would not have the earlier newsletters to benefit from the club members technical expertise from 1966 until the new member joined.

Through the response of a few folk in the club, I'm pleased to report we have gathered and cataloged nearly all the newsletters, most of the club rosters and a large volume of original factory literature plus a number of factory letters to satisfied and disgruntled owners as well as new prospects.

An alphabetic honor roll of the major contributors would read: Brining, Craig, Fitzgerald, Hull, Joy, Kraepelien, McCrary, Newhouse, Richards and Ryerson.

Some of you have older collections of Ultra Newsletters and literature which I hope someday you will give to the archive. In this way, some incomplete and/or tattered pieces can be replaced with material that is in better condition than what has been collected to date.

We now have seven, three inch binders full of Ultra info. In Volume 5, the "Associated Information Section", we have very few "Group Ultra" publications, perhaps some of you would like to clean out your old files and donate some "Whales on Wheels" to the archive.

Len Ryerson donated a copy of the Ultra Coach Manual and 34 pages of unique factory assembly drawings with detailed lists showing what type of aluminum was used in each sub-assembly.

Len also sent over 70 pages of technical data, instructions and material lists on how to convert to air-bags which I am sure like the factory drawings has never been published.

* * * * *
* How many tech-tips have there been since 1966? *
* * * * *

So far, we've computerized over 300 tips out of the 1966 to 1987 newsletters. There are at least 100 more Tech Tips that were published between 1988 and 1991. I hope to also get these into the computer by mid August.

In all, from the 400 tips, there is enough material to publish over 125 pages of past tech-tips with diagrams and pictures.

The archives will again be on display at the 1991 National as they were last year in Texas. Also, at Neosho, the Board of Directors will have to decide if the club wishes to go further with publishing the old tech tips and if there is enough club member interest, the factory assembly drawings with component lists.

"Exhaust Smoke" from Norm Helmky 356/547

While searching the old newsletters since 1966 for tech tips, it occurred to me that, unlike most other American clubs, our Ultra newsletter has no "member forum" where the members can comment pro or con on any issue relevant to our Ultra Vans.

Except for Ernie's Ultra Post Scripts, seldom has there been any comment by members to issues like: overnight in rest areas, RVs in residential areas, length of rallies, dump stations at rest stops, membership rules, camping fees, safety inspections, etc.

Exhaust Smoke is an attempt to correct the situation. It will live or die depending on your action or reaction.

I'll kick it off with a couple of comments relative to our beloved Ultra Vans, especially on items that have been requested in our Newsletter or in Whales on Wheels.

People who ask for information on Ultra Van fixes should at least acknowledge, either back to the publication or directly to the replier. How else can we know if the help was of any relevance. In the bull sessions this year, several people commented that they had answered such a request directly, but none to my knowledge had any feed-back. Response to good advice might result in a tech-tip. Surely, if its not worth a phone call, is it worth trying to help?

Some ideas on re-powering with Porsche or other exotic motors may sound good on the surface, but where do these high reving engines develop their peak torque? Mostly between 4,000 and 7,000 RPM. Their torque and horsepower output in the 2,000 to 3,500 RPM range just can't compete with the small block GM or Corvair engines "in our application".

Total rebuild of a 2.7 litre Porsche engine costs over \$6,000.

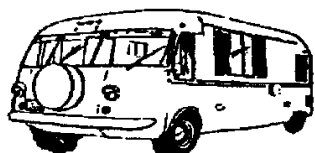
Also, look at the gear ratios available, these exotic engines are usually designed around 4 or 5 speed manual transmissions, with clutches to handle a vehicle of under 3,500 pounds. There are few, maybe two, Ultra Vans in that weight class.

A case-in-point, the failure of the BMW diesel in the 21 foot Vixen motorhome. The clutch and transmission just could not take the strain of moving 6,500 pounds reliably. Also, shift linkage for a manual 4 or 5 speed transmission is far too complicated, compared to an automatic. I'll give up several miles per gallon, for the reliability of a 2 or 3 speed "bullet-proof" automatic.

Fourth gear in most 4 speed automatics is an overdrive which is almost unusable in our Ultra Van application where weight and frontal area are often twice that of the donor vehicle.

No one seems to be concerned about the steel bellcrank issue. There's been ZERO response to the idea of feeding-back data as requested in the Summer '91 newsletter, on which coaches the bellcranks were installed and how many miles have they travelled.

Hershey dates for those interested are: Oct 10-12, 1991
Oct 8-10, 1992 Oct 7-9, 1993 Oct 6-8, 1994



Ken & Penny Wildman #338
419 N. Johnson
Ada, Ohio 45810
(419)634-4874

June 25, 1991

Dear Louis:

Enclosed please find our application for membership and a check for \$15.00. On Thursday, June 20th, after a horrendous 15 hour bus trip from Lima, Ohio to Fulton, New York, I purchased beautiful #338 from Wayne (Lucky) and Joy Howard.

We drove the coach down to Syracuse to rent a U-Haul, returned to Fulton and loaded the trailer with a spare engine, transmission, differential and converter. Completing our transfer of registration at the DMV with 5 minutes to spare before closing, left me free to leave for Ada, almost 600 miles away. We ran some water into the tanks to provide for "slosh" cleaning on the way back and I was off about 7:30pm.

Starting a 600 mile trip, in a "new" 23 year old vehicle, would have a nail-biter chewing on his elbows in no time at all. Two unscheduled stops and several sleep-required truck stop visits later, I rolled into Ada under my own power and without having had to call for help.

The first unscheduled stop came about 350 miles into the trip, several hours after the water-injector went on holiday. I suddenly had no power and the engine stalled as I coasted over to the shoulder. With thoughts of very expensive problems in mind, I switched back on, and the engine surged(?) into life. It easily and smoothly revved to about 4000 RPM and I shut it down for a "nap." When I started out 30 minutes later I found I had little acceleration and could only gradually get up to reasonable speed. At about 40mph, all smoothed out and it seemed to run fine, although most starts from a standstill were slow and with little power.

The second stop occurred when I slowed for a turning car on a two-lane highway and couldn't get an up-shift. After about 3 miles at 25 mph in low, I found enough shoulder to get off the road. Again, a thirty minute wait, and I decided to give it another try. Initially, it wouldn't up-shift so I tried slipping into neutral, "blipping" the gas pedal, and getting back into drive. Eureka! A nice perfectly smooth shift, and no further problems.

Since arriving home, I have had no further power-loss problems, BUT I have scheduled a visit to a garage owned by an old-time Corvair mechanic (three years of exclusively Corvair work at a Chevy dealership). Amazingly, his shop is within 10 miles of Ada. We could almost (Heaven forbid) push it there in an emergency, or Gus, my Wee Black Doggie, could probably pull it.

I think my problems were related to a fairly hot engine, a very hot day, and an out-of-tune engine. The upper shrouding is not complete, you can see some ground from the top of the engine, and the lower shrouds are still attached. I plan on taking the "Cool-It" and "Tune-It" Bull(etins) when I go for service.

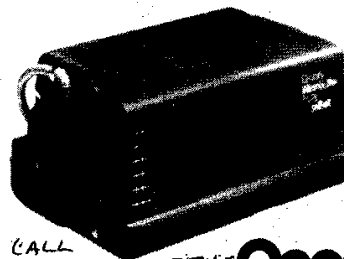
I welcome any ideas or suggestions related to these two problems, although I am hopeful that "my" mechanic will get it all sorted out for me. Once he's worked his magic I should be able to keep it maintained on my own.

Finally, I would like to thank the many members, yourself included, and especially Jean McMasters, for the patience and cooperation shown to my many phone calls. I wanted to learn as much as possible about the Ultra Vans before taking the plunge. The Ryerson manual that I bought from Jim Craig several months ago has had the ink read right off its pages. What a incredible piece of work the Ryerson's accomplished!

And finally (really) Penny and I (and Gus, too) would like to thank everyone at the Holland, Michigan rally for their hospitality.

Best wishes,

Ken



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sent in by member
Gus Brining

Replacement Windshields for Old Motorhomes

Owners of older motorhomes with cracked or broken windshields may be able to obtain the replacement glass they need from Glasparts Incorporated in Gladstone, Oregon, a suburb of Portland. As an example, Glasparts supplied the long out-of-production windshield for the 1972 Chinook in the accompanying photograph.

According to Diane Prentice, co-owner of Glasparts, the firm has bought inventories of older motorhome windshields from original sources, including manufacturers and dealers, and now stocks 95 percent of the replacement motorhome windshields in the Portland area. They include units for makes such as Bravo, GMC, Honey, Komfort, Landau, Mobile Traveler and Revcon.

Prentice said the company will even remanufacture windshields for



which original tooling no longer exists, provided there are enough buyers to justify the cost of new tooling. That is the case with the windshield for the Chinook, which is a Glasparts product rather than an original 1972 part.

Glasparts is currently considering producing its own windshields for Condor II, Grumman, Kragen and Travoy motorhomes, Prentice stated, provided there is sufficient interest among owners of those makes.

Glasparts Incorporated, 145 W. Hereford, Gladstone, Oregon 97027; (503) 650-9655.

The Secretary is in possession of a "50th Anniversary Document". All who come to a National Rally, and have celebrated their 50th wedding anniversary, are requested to sign this Document. Currently, we know of three couples who need to sign it: Snyder, Franz, and Ryerson.

Packed for the trip to Neosho are: the 50th Anniversary Document, a few back issues of the Newsletter, a printout of recent Club dropouts,, a bunch of copies of the By-Laws.

This copy of the Newsletter will run well over 2 ounces, so a few of you will get a request for certain information for the new Directory. Any of you who have a mistake in your address label, are moving, changing phone numbers, etc., please let your Secretary know now.

Again I would like to remind all that dues are soon due. Look at your mailing label. After your last name is the year through which you are paid up.

This letter from Ken Wildman needed to be shared. New member Jim Foust, from Rockwood, PA. bought Russel Grout's coach in California and drove it home.

We plan to bring the new 1991 Directories to Neosho, too; but they are not yet printed.

11/21/90

Some information about the Ultra Van Motor Home

The Ultra Van was designed by David Peterson, an aircraft engineer, who hand built the first one in 1960. After he built about 15 of them in Oakland, California, the rights to the design were transferred to Prescolite Lighting Company. Apparently this company only built a few, which they named "Travelon". After this company gave up, production was started up in Hutchinson, Kansas by Ultra, Inc., a subsidiary of Workbasket Magazine in a former World War 2 airplane hanger. A total of some 380 were built. Ultra, Inc. ceased operations in Kansas in June, 1970. The hanger since burned down, destroying all records there. Most Ultra Vans were built with the Corvair drive (Corvair engine with Powerglide transaxle). The factory did produce about 50 with the 307 cubic inch Chevrolet V-8 engine. Five more Ultras were started in 1973, with three finished to date. These were built in Sonoma, California under Mr. Peterson's direction. Most of the Ultras built were twenty two feet long, although several twenty four footers have shown up, and there is a picture of a twenty seven foot one extant. The last five were to be twenty six feet long, with a somewhat different drive. Owners since, have for various reasons, replaced the original engine with several others--Oldsmobile Toronado, Buick V-6, Ford, etc.

There are two clubs associated with the Ultra Van. The Ultra Van Motor Coach Club, Inc., founded by Ernest & Edna Newhouse of Whittier, California is restricted by its By-Laws to owners, or former owners, of the Ultra Van, Travelon, or Tiara (also built by Ultra, Inc.) This Club currently has about 200 members. It sponsors about eight rallies per year; usually four in the West, and four in the East, with one designated a National Rally. The National Rally is held in the central part of the country, in September or October. This Club publishes a quarterly Newsletter which is quite comprehensive. Rally information, coaches for sale, and technical information are all included. Editor of this Newsletter is the Club Secretary, currently Maybel Griggs. The Secretary and Treasurer are elected annually; therefore these positions are subject to change. Dues to UVMCC are \$15 annually, and should be sent to the current Treasurer, Louis Griggs.

The second Club associated with the Ultra Van is Group Ultra Van, which is a Chapter of CORSA (Corvair Society of America) Group Ultra Van is not restricted in membership. Members are encouraged to join CORSA, but are not required to do so. The principal activity of Group Ultra Van is a quarterly newsletter called "Whales on Wheels". Editor of this newsletter is Christy Barden. Membership in Group Ultra Van costs \$4 per year; on this rather spartan budget the Newsletter is considerably smaller, and is mainly technical in nature. Officers in Group Ultra Van are appointed. Current Secretary-Treasurer is Louis Griggs, who collects dues, handles finances, and prints mailing labels. Anyone who is interested may join Group Ultra Van--just send \$4 with your name, address and telephone number. There are presently about 150 members in Group Ultra Van.

Many owners belong to both Clubs. The mailing labels come from the same computer, and indicate the year thru which paid.

Louis Griggs
626 Brookfield Ave.
Cumberland, Md, 21502

THE TECHNICAL SIDE

Ultra Wrench Quote: "A \$10 maintenance repair on your driveway is better than a \$1,200 repair done on the road."

With the National Ultra Rally date getting closer, I have been contemplating what kind of technical sessions would be of interest to the majority. Since the membership has such a diversity of talent, I am recommending that you bring with you, information, ideas, and perhaps parts to show at the rallies technical meetings.

The meetings will be opened each day for anyone that would desire to pass on his or her technical info or just pose a question for the group to answer.

Several different tips are presented this issue, including one that was in the Group Ultra Van newsletter and a two page group of tips that got lost in club legal details last year. Enjoy. Note: In case you are interested in the Hayden Inc. radiator fans for your V/8, contact Hayden at 1-800-443-2665.

Tech Tip #12-91, Removal of the Infamous Gold Stripe
Ref. Ultra Manual, Section nineteen.

If you have ever tried to remove the Ultra Gold stripe you know that it is really bonded on the aluminum and old paint. A new 3M product is now on the market that is suppose to remove the stripes/decals etc. without harming the underlaying finish. It is called, Scotch-Brite Moulding Adhesive and Stripe Removal Disc. The disc must be run on tools that have proper speed and torque ratings.

Jim Craig, #549

Tech Tip #12-91, Bellcrank Spherical Bearing Replacement
Ref. Ultra Manual Section 10, Page 10-16

During the rebuilding of a set of spare bellcranks, I found that the spherical bearing was not available in my town, without a seven day delay to order one, at a cost of \$13 plus shipment. My parts supplier did have a "Hyme"*joint with the same size bearing in it for \$7.16. I took that, removed the bearing and it works fine. There is no recessed groove to set the screw in, but it was no problem to cut a niche to set the screw into. I used the rest of the Hyme*joint end for an extended nut for the idler pulley. *Hyme is a New Mexico slang word for "HEIM" (c)

Francis Boydston, #435

Tech Tip #14-91, Late Ultra Van Power Brakes - Safety Inspection
Ref. Ultra Manual Section Eleven, Page 11-27

The first thing that comes to mind when you hear someone mention V/8 Ultra power brakes is that the front wheels will lock up if you are on loose dirt, gravel or icy road conditions. That is correct, but it can be remedied. First though lets do a little inspection work.

I have noticed on my own #549 and have heard others say that at times they have had both feet on the brake pedal trying to stop their Ultra Van. There are many things in the system that would contribute to that, but I only want to make you aware of a couple of items.

First - With a flashlight, verify that the power brake pedal linkage is not bottoming out at each of the connection points from the pedal to the power diaphragm. (4 places) The place to look is where an arm fits between two tabs of the next link. The arm can bottom out in the bottom of the link. Depress the pedal fully to view the link points. My #549 was bottoming out at three of the links and where the power diaphragm plunger pin attaches. In that situation my pedal only moved the plunger in the master cylinder 3/4" (1 7/8" is the full plunger movement in my master cylinder) See P/N at end of tip. The power diaphragm has a full stroke of 1 3/8". After rework of my pedal linkage I can now get the 1 3/8" full stroke of the diaphragm.

Tech Tip #14-91 (cont'd)

Second - during your inspection verify that the "L" shaped link from the diaphragm plunger does not bottom out on the aluminum support structure. (Notch out the aluminum as necessary) I had to cut approx. a $\frac{1}{2}$ " deep notch $\frac{3}{8}$ " wide in my structure.

The Ultra Manual shows a picture of a dual master cylinder in Section 11, page 11-26, that is not correct for our Ultra applications. It indicates that the primary section is for the front brakes. The GM Corvette's service books and others I have, in all cases use the primary section (that section nearest the power diaphragm) for the rear brakes. (My #549 had the rear brake line installed as per the GM manual.) Len acknowledged that it is incorrect, but was only shown as an example.

Reference - #549 has a dual master cylinder, casting #5468115-1 (on bottom), 1 $\frac{1}{8}$ " bore size and attached to a 10" Delco Morraine vacuum diaphragm. Installation appears to be a factory installation.

Repair Kit for my P/N master cylinder is Bendix P/N 22670. **NOTE:** Be sure not to discard any parts from your master cylinder until you see what is in the kit.

So, there you are, a couple of goodies to check on and refer to your GM Service Manual for other items to check on for front wheel lockup and etc.

Jim Craig, #549

Tech Tip #15-91, Front Shock Absorber, V/8 Ultra Van
Ref. Ultra Manual Section nine, Page 9-35

During a recent rework on the front of my #549, I noticed on the right front wheel that the spherical rod end of the steering linkage where it attaches to the cross relay rod was bent. It was apparent that the shock was letting the wheel and "A" frame hang down too far. The rod end was in such a tight bind that I had to jack up the wheel assembly to remove the attach bolt of the rod end. The tie rod at the wheel was examined and although it was not loose it did appear that the inner ball of the joint had deformed the outer lip of the rod cap.

According to several previous tech tips the Monroe #3027 shock was reported to be an original style and type which was furnished by Ultra. Perhaps this one worked on the Corvair models, but when they added the big steel collar to retain the wheel assembly spring and shock, I believe it changed the distances for jounce and rebound. Of course, this is not a serious problem with the coach setting on all four wheels and traveling down the road. It is critical when you jack up the front and let the wheels hang by the shock being fully extended.

So what can we do to correct the problem?

First: Perform a complete inspection of your tie rods and rod ends (spherical bearings) Replace parts as necessary.

Second: If your present shock is doing what I described above about my Ultra, purchase and install a set of Monroe #3097 shocks. They are approx. $1\frac{1}{2}$ " shorter in body length than Monroe #3027. Also their extended length is $1\frac{1}{2}$ " shorter which will keep the rod ends from binding while hanging by the shock. Also, you should replace the rubber bumper that fits over the stem of the shocks.

The second critical factor with this original #3027 shock is that the distance from top of body of the shock to the end of the shaft when the Ultra is on the four wheels is approximately $2\frac{1}{2}$ " (jounce distance). This is without the above mentioned rubber bumper installed. A good dip or a chuck hole will bottom out the shock which can lead to future failure of the aluminum support casting in the top of the wheel well. Enough said, better check yours.

Note: Monroe #5809 (Gas shock) is acceptable replacement also.

Jim Craig, #549

ULTRA TECHNICAL TIP # 17-91 Index: Sec. 15 pg. 72 UV manual Davison #366

I think we can all agree that Ultra speedometers, as delivered, left something to be desired in the accuracy dept. So whats the answer? Well like everything else, there's several possible answers. I suppose the "best" way is to find a "FULLY QUALIFIED" speedo shop, and tell them to call you when its ready. VDO makes a "programable" unit. There are gear boxes to install in line with the cable. And probably other ways I'm not familiar with. Another approach is the "correction factor". The Interstate mileage markers make this quite easy. Example: Stop along side a mile marker and write down, VERY accurately your odometer reading and mile post number. Now, drive for one hundred miles ON YOUR SPEEDOMETER. Stop. How many miles have you traveled on the interstate? Lets say just a little over 109 miles. OK? Now in future calculations you apply YOUR "correction factor". Example: Vehicle traveled 316 odeometer miles using 19 gals of gas. Thats 16.63 mpg. Right? Well the REAL answer is; 316 times 1.09, equals 344 plus dived by 19. Which equals 18.13. Of course the "Factor" can be a negative one. If you went less than 100 Interstate miles you'd have a negative factor. But either way it will be VERY close. While you were driving that hundred miles you had plenty of time to "dial in" your speedo. The formula is: 3600 divided by the seconds required to travel one mile. 3600 divided by 60 secs equals 60 mph. Easy. 3600 divided by 66 secs equals 54.5 mph. Like I said, there are many ways to skin this cat, but its nice to know your mileage figures are at least "reasonably" close.

ULTRA TECHNICAL TIP # 18-91 Index: Safety Item. Davison 366

Recently in a conversation with Tom Silvey (Ex Ultra owner), he related to me an incident to remember. It seems a lady in a motor home was in the process of lightong the oven in a typical stove. She was distracted after turning the valve on BUT BEFORE lighting the pilot light. The ensuing explosion (what actually ignited the gas is not known, refridge flame would sure be enough) Took out the windows in three coaches, and by some kind of dummm luck did not seriously hurt the woman. Remember there is no safety device on motor home stoves. Make sure you understand the system before using.

ULTRA TECHNICAL TIP # 19-91 Index: U.V.Man Sec 12 pg 7 Davison 366

G.M. Moter Home Manual states. "G.M. testingshowed 10W-40 oils tended to be more prone to high mileage ring sticking. These problems appeared more frequently in 10W-40 oils than in 10W-30 oils." A recent examination of a Sears Spectrum 10W-30 container shows the following. "The combination of specially refined base oil and selected additives will provide balanced lubrication for your engine...no additional additives are required". Sounds good to me. As stated at 89Nat'l: I feel a top name synthetic: AMOCO, AMSOIL, or MOBIL (listed alphabeticly) is first choice. My personal second choice would be the Sears Spectrum. Probably more important in the long run though is to keep the oil clean and at a reasonable temperature. Let the arguments begin.



The following is an attempt to reduce to numbers SOME of the factors relating to the performance of the "stock" Ultra. The RPM/HP chart was generated from G.M. data. Stall speed (SS) is the engine speed you develop at full throttle, with PG in gear (LO obviously), and brakes locked allowing no coach movement. If you do this test, do it quickly, as it doesn't improve the torque converter and temps do climb very rapidly. SS is determined by: 1-Engine condition. Burned valves, bad timing, etc. 2-Engine component choice. Camshaft, compression ratio, etc. 3-Altitude. Prox 3% power loss per thousand feet. 4-SS may be raised by use of a modified torque converter. This is not recommended. Differential gear ratio is not considered for this article. It has no effect on SS, however it has a definite effect on overall performance.

RPM	110HP	140HP	
1600	37.00HP	34.00HP	From this chart you can see the 110 has about a ten percent advantage over the 140 below 3000RPM.
1800	43.50	39.50	
2000	50.00	45.00	Also at low speeds each hundred PPM gets you three more horses.
2200	56.25	50.00	(How about BIG PONIES)
2400	63.00	55.00	Remember, its below 3000rpm where we most often need more oomph.
2800	74.00	70.00	
3200	83.00	84.00	
3600	88.00	94.00	

Now lets plug in a few numbers and see what we comr up with. Assume a 110 eng.

3700# coach wt.	1600SS	gives	100 lbs per horse.
3700	2200		66
4500	1600		122
4500	2200		80
5700 (OUCH)	1600!		154
5700	2200		101

Pour over the above charts for a moment. You can see that weight reduction ALONE does not guarantee top performance. These numbers apply specifically to initial movement of coach. They also VERY much apply as you come to a stop on a very steep grade. For lack of power. Which is really a poor power to weight RATIO. Using this information we can BEGIN to see why some coaches go over hill and dale with ease, while others struggle and strain. The choice is yours.

The installation of a digital temperature gauge on my powerglide, has to a large degree, confirmed some of my previous thoughts. Example: West out of Laramie, WY on #130. Long gradual climb developing into a six or more percent grade. At my light weight I can pull this in DRIVE. BUT the PG temp really starts to climb in the steep parts. Like one degree for every two hundred feet of road traversed. By shifting to LO the temps stabilized for about a half mile or so, at 150 degrees, then dropped a degree about every quarter mile. The reason: As you slow down in DRIVE the torque converter is doing more "converting", ie: slipping. As you increase engine speed by shifting to LO, the converter gets more "locked-up". It of course can't really lock-up, but it slips much less. Less slip equals less heat. Almost all auto trans heat is generated by the converter. (Slightly off the subject of glides, but surely worth thinking about, is engine temp. Low engine speed, high load, gives low fan speed, high temp.) To do any "serious" climbing in DRIVE, even in a light coach, will surely lead to reduced engine/glide life. EVERY advantage goes to being in LO range at a reasonable engine speed. EVERY.

Now that we're at the top of the hill withe glide "well warmed up", lets check our fluid level. We want the fluid level BELOW the Full mark. My advice, and I run mine, just BELOW the ADD mark. If it really is too low, it will surge in corners and on extreme grades. The main point, and a very important one, is to check your fluid level when the glide is at max temp. Fluid of course expands with temp, and over full is a real bummer.

Some thoughts on oil cooling. My 366 glide temp, in steady state cruise, runs about sixty degrees below engine oil temp. (175 eng/115 glide). It seems to me that what we are seeing under cruise conditions, is a measure of cooler efficiency. If we have a twenty degree spread, we have less cooling being done. Make sense? The lower your cruise temp is, the more cushion you have for hills. But more importantly, it indicates better cooling at ALL times.

Oil cooler efficiency is basically a function of: 1-How many square inches of surface in contact with air/oil. 2-What materiel? Aluminium or steel. 3- How much fin area. 4-Probably MOST important, how much air flow across the cooler. TEST QUESTION. Does preheating the engine cooling/combustion air with a glide oil cooler make much sense? Think about it.

CYLINDER HEADS---MOST OF THEM ARE NOT COOLING PROPERLY

The cylinder heads that we are using these days have been on Corvair engines for over 20 years, and many have been around longer than that. The average Corvair owner feels that anything that has been in service that long must be OK or it would never have made it all these years. Also, many people think that anything that is manufactured in a factory is perfect. This is a false assumption. Many things are properly designed, but quality control slippage and cost factors can change the efficiency of the final product considerably. The first Corvair heads were probably made with loving care and meticulously tested to prove that they would provide the proper amount of cooling with a measured amount of airflow. However, once they were being produced by the thousands it was no longer possible to spend much labor on each head to insure that they had the same cooling flow as the original test heads. Now you may ask, how did these engines operate all these years with some heads that had poor cooling characteristics? Let's just say that they muddled their way through. The entire engine was blamed rather than the culprit. One of the more common excuses that cloaked the situation was to say that aircooled engines run hotter than the more conventional water cooled engines. This in turn has led Corvair owners to believe that their overheat problems were designed into the engine and that they are there to stay. They fight the problems that heat causes such as detonation (pinging), valve seat drop out, low oil pressure, excessive engine wear, cooked seals with resultant oil leaks and so on. They try to solve these problems with water injection, higher octane fuel, fuel additives, oil additives, finned oil pans, finned rocker covers and add on oil coolers. Their friends will also advise them to drive slower, take it easy on the hills, don't drive it on hot days and so on. All this helps mask the real problem but does not remove the cause. It is also expensive and takes a lot of the fun and utility out of driving your Corvair.

Let's consider the source of engine heat. The highest temperatures are found in the areas that surround the burning fuel. The aluminum cylinder heads collect a major amount of this heat and it is supposed to be dissipated by blower air passing through the aluminum fins. Here is the big rub. You will note that the key words are "passing through", not just sitting there and being super heated.

I have been installing cylinder heads for many years and felt that they were in great shape when I put them on. They were bright and clean and I straightened any bent fins, looked for dirt and aluminum slag left over from the casting process and then put them on. Over the years I have read and heard of many individual instances where Corvair owners finally traced their problems to uneven airflow through the head cooling fins, and rectified the problem by cleaning out dirt, removing casting slag and imperfections. Tech. information on engine rebuild always mentioned cleaning foreign material from the finned area of the heads. However, I never dreamed that it was such a widespread problem until I happened to compare a set of heads that I was removing to a set that I was installing. After a lot of peering into the finned areas, I finally realized that the set that I was installing had nowhere near the open "flow through" area that my old heads had. I finally discovered that the blockage was caused when the heads were cast. Apparently the casting mold was made in two parts that came together in the center of the heads finned area. Some times these halves did not quite touch each other. When the aluminum was poured, the molten metal filled these tiny cavities and formed a thin wall across areas that are supposed to be airflow channels. These should have all been removed during the manufacturing process. The word is should. Looking into the Corvair manual you will note that they mention that you should clean the cooling fins. The funny thing is that they show a picture of a man striking a special tool

TIP 21-91 CONDIT

material. This tells me that Chevrolet knew that the heads were installed without the blockages being properly removed. This must have caused untold numbers of problems for Corvair owners. I examined all of the different heads that I have accumulated over the years and I found that most of them had varying amounts of blockage. Some heads had an even worse problem. The top half of the mold had not lined up with the bottom half. This left only half of a passage available even after the blockage was removed. The sneaky thing is that some of it looks like part of the final set up and not something that should be removed. This job is also self perpetuating. The more blockage you remove the sharper you get at spotting more. Also keep in mind that having your heads reworked does not include this job.

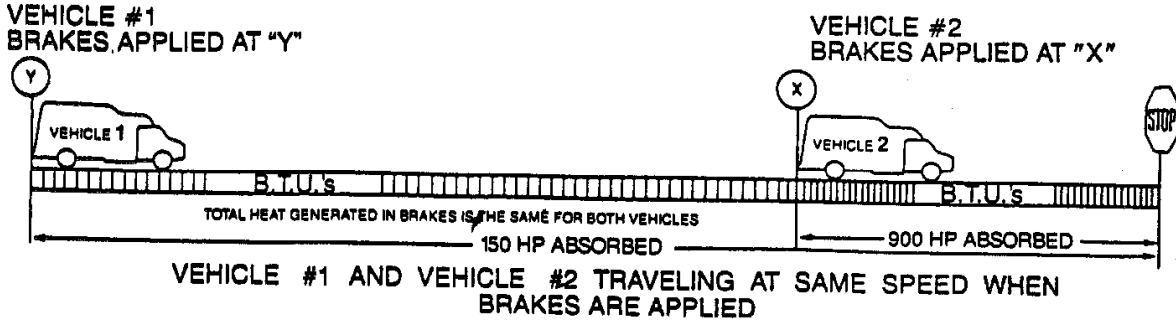
I tried many different tools to remove this problem metal. I picked, pounded, hooked and poked. I finally discovered that a key hole saw, the kind that carpenters use, was just perfect. The teeth were just the right width to fit the area between the fins, and the blade comes to a point which is needed to get started in the small holes that must be opened up to their designed size. I ground my saw to an even sharper point on the back side. Of course this is not a metal saw but the aluminum is soft and the blockage is usually very thin. I had to use a small drill to get through where the fins were out of alignment and finally finished with the saw. Note: drill carefully, the intakes and exhausts don't need any extra holes in them. Also wear safety glasses. Aluminum shavings do not improve the eyeballs.

I am convinced that most Corvairs are being operated with cylinder heads that are not cooling as well as they could or should be, and in many cases large amounts of money have been spent needlessly, trying various things to help the engine run cooler. These fin areas can be checked and opened up quite easily in most cases, unless the mold halves were out of line. The perfect time is at overhaul but don't wait for that. Next is with the top shroud off for blower bearing replacement and finally it can be done from the bottom with the exhaust manifolds removed. The choke thermostats are also in the way and can be easily pried off with a screwdriver and removed. If you are resealing the engine, it is even easier with the pushrod tubes removed. You can make a preliminary check of the fins by just removing the bottom cooling shrouds though you can see only a small number of the passages with the manifolds in place. You will need a bright flash light to see into the depth of the fins. Follow the outlines of the intake and exhaust passages that go through the heads' interior. They should form a smooth curved outline except in the area near the outermost fin. Any jogs in these lines are caused by slag or flashings between the fins and should be removed. Just outboard of each sparkplug you should find a hole that goes down through the head. Early model heads have a slot in one fin. Later heads have a larger area. This hole is especially important because it channels cooling air to a special cavity that is directly above the burning fuel at the top of each cylinder. Each cavity has special fins on the inner side to dissipate heat from this especially hot area. It is easy to see that if this area does not have the proper amount of cooling air flow, the adjacent cylinder will operate at a much higher temperature than it should. This causes detonation and hotter oil in the rocker area which in turn makes the whole engine run hotter.

This rework can make an amazing difference. Once cooling is improved, timing can be advanced for more power and better mileage. I am sure the majority of Vairs on the road could enjoy improved performance and longer engine life if their owners would give their cylinder heads the keyhole saw treatment.

By Corvair Assistance -- Orville Eliason, Ontario, California, 714-986 6543

BRAKE LINING LIFE EXPECTANCY



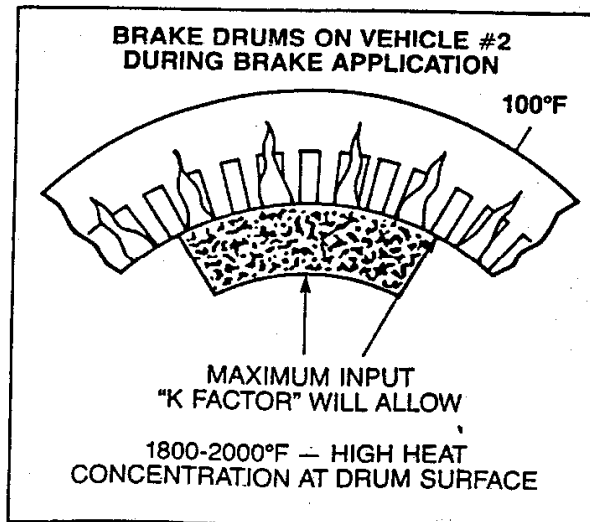
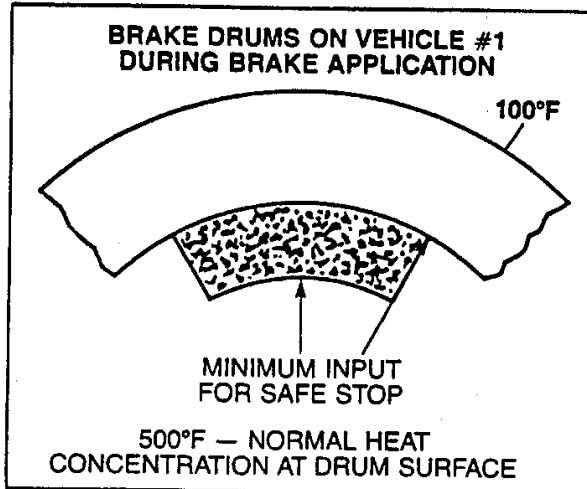
The following information is provided courtesy of Gray-Rock Company as an aid to the motor home owner in understanding brake lining life expectancy and premature drum failure. GM provides no statement as to the accuracy of this information, although it would appear to be correct.

A brake is a heat machine. A soft touch on the brakes pays off in any model vehicle in the form of brake life and fuel economy. Each time brakes are applied, you are converting forward motion (that you bought and paid for as fuel costs) into heat energy of stopping.

Brakes change energy of motion to heat energy, and this energy is the same for any stop from a given speed. Many drivers take advantage of good brakes by stopping in shorter distances than necessary. The following example demonstrates improper braking techniques and the results. (See diagram above.)

Assume both drivers (Vehicle No. 1 and No. 2) are operating identical vehicles and making a stop from the same speed. Vehicle No. 1 anticipates the stop and applies the brakes at point "Y" as shown in the diagram above. Heat is generated at a rate that the brakes of Vehicle No. 1 can handle — about 500°F at drum surface. The driver of Vehicle No. 2, shown in the diagram, doesn't apply his brakes until he reaches point "X."

Although the work load on the brakes of both vehicles is the same, in the case of Vehicle No. 2, the work load is "poured" into the brakes in 1/6th the time. This means that the brakes must absorb 900 horsepower instead of just 150. Vehicle No. 2 develops up to 2,000°F temperature at drum surface and at a rate faster than it can be transferred and dissipated. The result is short lining life and premature drum failure.



FOR SALE

Ultra Van foam bumper (original style) \$49.95 shipping included or \$39.95 delivered to a Western rally.

Ultra Van fabric (sun screen type) for windshield and sidewindows. Color -white, new hardware and installation instructions, \$90.

Ultra Van (not Tiara) NEW Windshields, full size and tinted, P/N W575 R/H and W576 L/H, \$495 each, shipped to your location. NEW windshield rubber moulding, enough to do windshield and center panel, \$39.95. Rechromed headlight bezels for late Ultras, #210 and up, \$75 pair (exchange). Reconditioned Corvair rear axle/hub assembly for Ultras #210 and up except V/8s or your '65-'69 Corvair car, \$75 ea. exchange. Includes new bearings, seals and painted.

Ultra Van, #210 and up NEW Ball Joints, upper \$39.95 each and lower \$49.95 each, plus shipping.

Ultra Van Bushings assemblies, for upper and lower "A" arms, inner attach point on rear suspension and inner end of V/8 rear lower strut bar, \$20 each.

Jim Craig, #549
619-366-9104

Used quality solar panels. Bill Killman, 4832 Cypress St., La Mesa, CA 92041
Tel: 619-588-9852 or 465-8478 or 602-927-7256



WANTED

Need aluminum ribs that steering gear box attaches to. Master brake cylinder fits between the two ribs. Need rib that attaches to the above ribs and goes up to windshield. Need lots of other small misc. parts to repair crunched front (left side area) on Ultra #300. Would like to know of an Ultra that has been smashed in the rear and has a good front. Call collect if you know of one or have the above parts.

Jim Craig, #549
619-366-9104

Coaches for sale:



#202 1964 Ultra Van. 110 HP automatic, good mechanical condition, ready to drive. \$3500. D. W. Gilbert, 3806 Tanner Drive, Midland, Texas 79703. Phone, 915-694-1006.

#357 1968 Ultra Van 455 Olds Toronado. Very good condition \$7350. Roy Murinaka, Northridge, CA. Phone 818-366-9602.

#285 1967 Ultra Van. 140 HP 28k original miles. New paint and tires. Interior poor. \$4000.00 Roy Murinaka, Northridge, CA 818-366-9602.

#466 1968 Ultra Van. Nearly original condition. 79,000 miles. 110 engine rebuilt at 62,000. Needs new carpet. Everything works and runs good. About \$400 new parts. Pictures on request. \$7,000 or best offer. Bob Palmer, Box 1357, Grand Forks, N. D. 58206. Phone: 701-775-1600.

#510 1969 Ultra Van. V-8, fruitwood interior, air conditioned. TV antenna, some tinted windows, awning. Asking \$6000. Mark Simmons, 97 Beverly Place, Xenia, OH. 45385 Phone: 513-376-1504.



Agenda Item Number one:

Under Article XI -- The National Rally

Add new Section 9 as follows:

Section 9 -- Minimum standards for the National Rally are:

- A. Minimum of two showers for each men or women.
- B. Adequate restrooms; potable water available at each site.
- C. Individual electrical hookups for each vehicle.
- D. Sewer hook-up or dump facilities available on site.
- E. Emergency phone number available for publishing in Newsletter prior to Rally.
- F. Meeting room adequate for accomodating a minimum of 100 people.
- G. Individual area for Ultra group.
- H. Sites must be level, or nearly so.
- I. Due to time of year already established by By-Laws, selection of site should provide for a shady area.
- J. An area for people who must drive cars to Rally should be available.
- K. Site should permit pets.

Secretary hereby certifies that this proposed By-Law amendment was signed by five members in good standing.

Signed by:

Norm Helmkey
John Fitzgerald
Olive Hunter
Walter Payne
Tom Bogardus

Agenda Item Number Two:

Revise Appendix G as follows:

1. Change the position description in Appendix G to Technical Coordinator.
2. Add a sentence to Paragraph 1, Appendix G which would read "all material of a technical nature shall be forwarded to the Technical Coordinator of the Club."
3. Add a subsection C to paragraph 2 of Appendix G to read:
"After perusal and evaluation of thematerial received, forward it as received, together with appropriate commentary for next issue to the Newsletter editor for publication."

Secretary hereby certifies that this proposed By-Law amendment was signed by five members in good standing.

Signed by:

Richard Badstibner
Don Richards
Jean McMasters
M. E. Randle
Jack E. Lee
Clyde Stanton
Louis C. Griggs

Agenda Item Number Three:

Under Article X - Club Activities

Add under Section 1 letter "I" as follows:

(I) Anyone who wishes to subscribe to the Ultra Van Newsletter may do so at a cost equal to the Membership dues.

Reasoning: Anyone truly interested in Ultra Vans can get accurate information about the Club directly from the Newsletter. Subscribers would only be able to attend rallies as a guest, and would have no vote, voice nor office in the Club. This would help the Club financially, also. Subscribers would not receive copies of By-laws, Directory, decal.

Secretary hereby certifies that this proposed By-law amendment was signed by five members in good standing.

Signed by:
Tom Bogardus
Louis Griggs
John Fitzgerald
Walter Davison
Gus Brining



ULTRA VAN MOTOR COACH CLUB, INC.

Treasurer's Report, second quarter, 1991

Balance, March 31, 1991:	3421.31
Receipts--Dues	240.00
Benham Capital Management Group	39.17
Dividend--Al-Gar Federal Credit Union	44.82
Total Receipts:	323.99
Expenses: Jim Craig-shipping Merchandise	19.53
Print By-Laws	98.70
Print Newsletter	163.80
Mail Newsletter	97.38
Balance June 30, 1991:	3365.89

*Respectfully
Submitted,
Louis C. Griggs,
Treasurer*



Lisa Davison

When you want to brighten your life, and make pancakes and similiar things absolutely SUPER.

- ¼ lb. butter
- 1 lb. brown sugar
- Water to adjust consistency (make it thick)
- 4 oz. white Karo syrup
- Approx. 5 drops maple flavoring (to taste)

Not exactly health food, but trust me its SUPER!!!!

Cut

ULTRA VAN MOTOR COACH CLUB, INC. OFFICIAL BALLOT 1991 ELECTION

Vote for one candidate only per office. A write-in space is provided for each office. Do not write in any name unless you have that person's permission, except for the Ernest Newhouse Award.

Completed ballots must be mailed to the Secretary (address on outside of Newsletter) by September 10, 1991, or brought to the National Rally. Ballots received after the National Rally will be destroyed unopened. Mark envelope on lower left corner "Ballot". Envelopes so marked will be opened only by the Elections Committee, appointed by the President at the National Rally. Ballot envelopes must have a return address.

All are reminded that dues for the Ultra Year 1992 are due at the National Rally. Please save your Treasurer the burden of having to send out reminders about back dues. 103 people were late last year.

His Vote	nominee	Her Vote	nominee
President:	Leonard Tekaats	President:	Leonard Tekaats
Vice Pres.:	P. W. Donaldson	Vic Pres.:	P. W. Donaldson
Secretary:	Maybel Griggs	Secretary:	Maybel Griggs
Treasurer:	Louis Griggs	Treasurer:	Louis Griggs
Director, West:	Millie Dinesen	Director, West:	Millie Dinesen
Director, East:	Doug Taulbee	Director, East:	Doug Taulbee
Ernest Newhouse Award		Ernest Newhouse Award	
His Choice _____		Her Choice _____	
Agenda Item No. One	for against	Agenda Item No. One	for against
Agenda Item No. Two	for against	Agenda Item No. Two	for against
Agenda Item No. Three	for against	Agenda Item No. Three	for against

circle his choices

circle her choices

SEE YOU AT

FALL FUN

Alfie is enjoying a stroll in the crisp morning air of a beautiful fall day.

Try to find at least ten things in the picture which begin with the letter "F."



Possible answers: foot, face, food, fur, flower, five, 'F', finger, flag, flagpole, ferris wheel, flip.

MISSIONS CO.



APPLICATION FOR ENROLLMENT MOTOR COACH CLUB, INC.



NON-PROFIT ORGANIZATION
THE OFFICERS AND BOARD CORDIALLY INVITE YOU
TO ENJOY THE BENEFITS OF *Membership*

Join more than 400 other members, over 200 coaches, coast to coast. Membership includes: Quarterly Newsletters, Membership Directory, Copy of By-Laws and Club Decal.

Date Application mailed _____

Enclosed is our \$15.00 check to cover dues for the Ultra year (Nov. 1 - Oct 31)

NAME _____ husband _____ wife _____ PHONE _____

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

Alternate Address: Summer Winter (Check one)

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

Membership: New Renewal (Check one)

Make of Coach: Ultra Tiara Travelon Associate: Make _____
Coach Number/s _____

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