

DATE MAILED NOV 22 1991

FINAL ISSUE

NORM & MARION HELMKAY (W) ST
79 SARGENT STREET
HAINES CITY FL 33844

PERSONAL

FIRST CLASS MAIL

WINTER 1991 Newsletter



Maybel Griggs, Secretary
626 Brookfield Avenue
Cumberland, Maryland 21502

ULTRA VAN MOTOR COACH CLUB, INC.

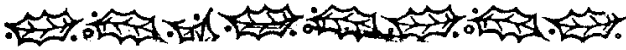


Merry Christmas to you and your family, both far and near. Best wishes for good health, happiness and peace in the new year.

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

ULTRA VAN MOTOR COACH CLUB, INC.

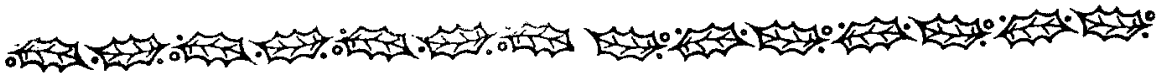
ULTRA VAN MOTOR COACH CLUB, Inc.



Officers, 1992 Ultra Year:

President: Leonard Tekaat, #220; Vice President, P. W. Donaldson, #436;
Secretary, Maybel Griggs, #334; Treasurer, Louis Griggs, #334.
1991 Ernest Newhouse Award Recipient: Pat Fitzgerald, #448. Technical
Coordinator, Norm Helmkey, #547 (Corvair), Len Ryerson, #513 (V-8)

All reports of Regional Rallies, advertisements, or other input for the Newsletter are to be forwarded to the Secretary. There is no charge for advertisements; please allow a 3/8" margin on all four sides of any copy, preferably using black ink. Any handwritten copy that you want typed should arrive a week or so before the deadline. All dues are to be forwarded to the Treasurer. Save yourself postage--inputs to Secretary and Treasurer can be put in the same envelope. Material for the Newsletter can be folded. Technical tips are to be furnished to the Technical Coordinator--note wintertime Florida address. 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

As your immediate past president, it is my pleasure to introduce new president, Leonard Tekaat. He, and wife, Brenda, are dedicated to the upbringing of two fine granddaughters now under their care. He is approaching the job wholeheartedly, and, from his background of apartment management and maintenance, has the ability to handle organization matters. But he will also need your help in the form of accepting assignments and giving input through your own ideas.

It has been an interesting two years and with your help we have enjoyed many regional and two national rallies. We have benefitted by learning more about our great coach along the way.-- There was never a refusal when someone was asked to do a specific job. That is the spirit of Ultra!



*Best wishes,
Bob & Roberta*



PRESIDENT'S MESSAGE

I would first like to thank everyone for your vote of confidence in electing me your President, and for all the offers of help. I will surely need all the help I can get.

The 25th Anniversary Rally, held in Neosho, Missouri, was great. We had a terrific turnout, many more than expected. It was wonderful to hear Ernest & Edna Newhouse tell the story of the early history of our Club, and how it all got started. We enjoyed the good company of all the attending members, and missed those that could not make it. Hopefully next year we will see even more of our Ultra friends at the National Rally in San Antonio, Texas.

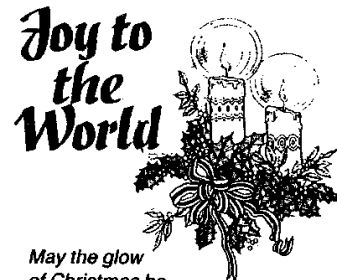
I just got back to Bakersfield on the 18th of October as planned, after making a 6700 mile round trip through the eastern part of the United States. I had my Mom, Carolyn, with me at the National Rally, because I wanted to take her to Washington, D. C., which she had never seen. She had also never seen many of the eastern states. After leaving the National, we headed for the District of Columbia, where she had a great time seeing the White House, the Capitol, and all the Smithsonian Institution's many museums.

We then went north to New York harbor to see the Statue of Liberty. On to Niagara Falls, which Mom, I think, enjoyed the most. The trees were turning their many Autumn colors; this was really beautiful. After seeing the Northeast ablaze with color, Mom and I decided that green trees weren't as pretty as they used to be. Anyway, after leaving Niagara Falls we headed south, down through the Southern States to catch the better weather, and then to Carlsbad Caverns and back to Bakersfield.

Enclosed in this Newsletter is a Preliminary non-binding Ballot. It will appear in the next two Newsletters. It is non-binding on any person named. We would like the members to have more time to give suggestions on who they would like their officers to be, and where the 1993 National Rally is to be held. Please send them to me. This will give the Nominating Committee some names of people to ask. Also, if we start looking for a National Rally site now, we should get several locations to choose from, and we will have the time to find out if they will fulfill our requirements. Please send any suggestions you have, even if you can't help host a National Rally.

Sincerely,

Leonard & Brenda



SPECIAL NOTICE

IF THIS NEWSLETTER HAS THIS FINAL ISSUE
STAMPED ON THE ADDRESS SIDE YOU NEED TO SEND THE TREASURER \$15.00 SO THAT HE GETS IT BEFORE FEBRUARY 10.
IF YOU DO NOT SEND HIM THE \$15.00 BY THAT TIME, YOU WILL NOT RECEIVE THE NEXT NEWSLETTER.

PLAY IT SAFE: SEND IN YOUR CHECK NOW. USE FORM ENCLOSED WITH THIS NEWSLETTER.





Jean McMasters #330
 916 Lighthouse Drive
 No. Palm Beach, Florida 33408
 (407)626-0388

FLORIDA MINI RALLY - JAN. 23-26
 WHERE: LAIN & JEAN GUTHIE'S ESTATE
 WHEN: JAN 23-24-25-26

COME EARLY - STAY LATE
 THIS IS OUR - ANNUAL MOTOR HOME
 SHOW OF ULTRAS -
 COST IS \$10.00 - COME WITH EMPTY
 ! PER WEEK! HOLDING TANKS

CO HOST - JEAN & BETTE McMASTERS
 PH. 407-626-0388
 ADDRESS: LOCATION OF RALLY
 6960 S.W. 144TH ST. MIAMI
 PHONE. 305-235-2549

Good Food!! !! FUN!! FELLOWSHIP!!



Death Valley

RENDEZVOUS JAN. 28 - FEB. 3 1992



ULTRA VAN MOTOR COACH CLUB RALLY

DATE: Jan. 28 - Feb. 3, 1992 (Tues.- Mon.)

LOCATION: Death Valley National Monument, Death Valley, California

CAMPSITE: Sunset Campground, Group site.

HOST: Jim and Marlene Craig, #549, (619) 366-9104

Monument Entry Fee: 62 years of age - Golden Age & Eagle passports are free,
\$5 per vehicle for all others. (Good for 7 days)

Rally Campsite Fee: \$26 for 6 days. (\$2 reg. + \$4 x 6 days)

Campsite elevation: 5 feet above sea level.

Weather Temperatures: 68°-70° F Daytime - 40° F over night. (Maybe)

BRING: Firewood, prospectors mystery gift, (wrap it in newspaper), silent auction items, table, chairs, warm clothes, gloves, camera, 10" skillet & spatula.

SCHEDULE: In case of emergency call - (619)786-2330 (24 hrs)

Tues. - Arrival and registration

Wed. - 9:00 AM Tour, museums and Scotty's Castle

Thur. - Tech., crafts, potluck, financial meeting

Fri. - 10:00AM Tour, Badwater, Devils Golf Course & Death Valley Inn, General meeting

Sat. - Tech, crafts, Flapjack Contest, Slim's Cafe

Sun. - Church services, silent auction, relax time

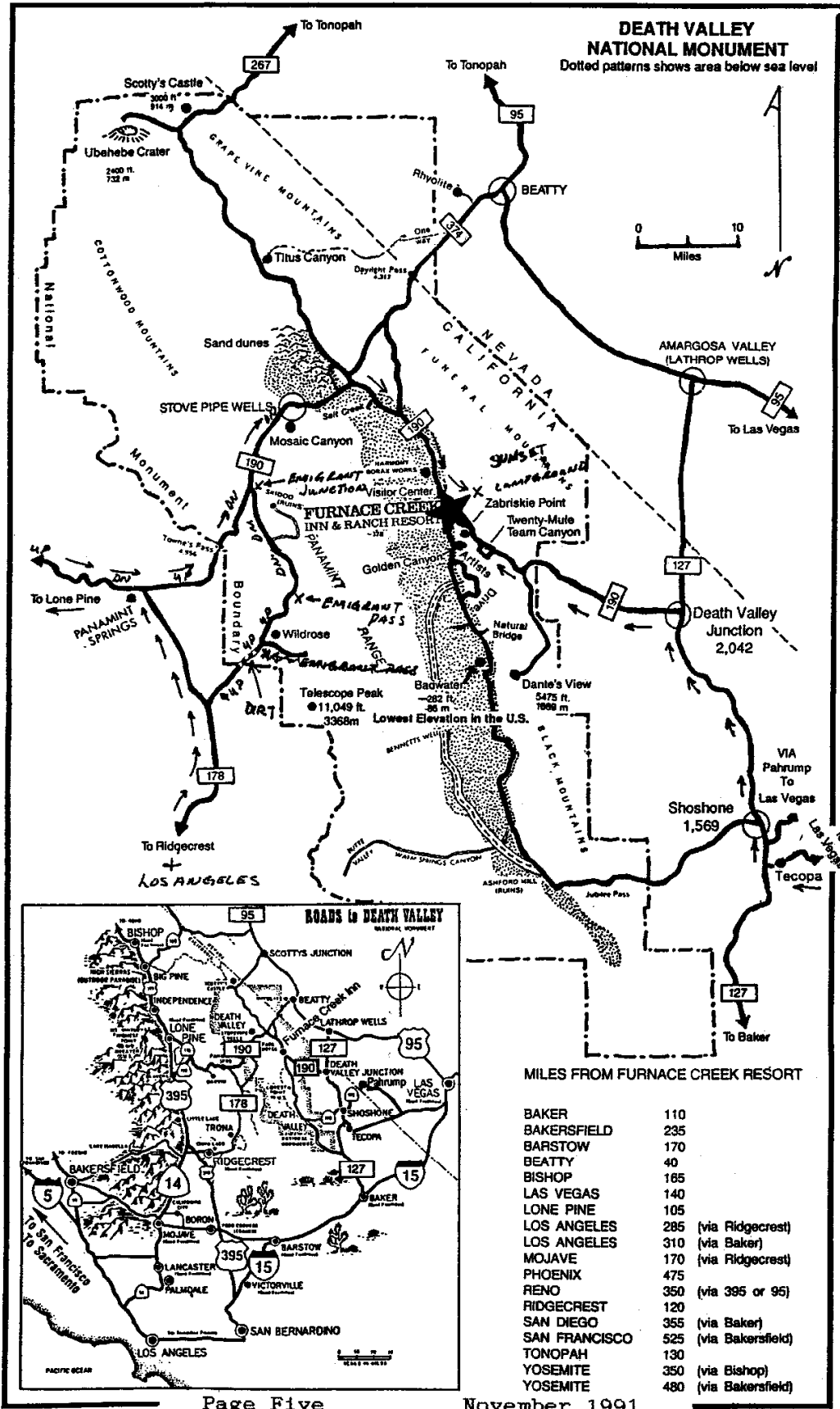
Mon. - Goodbyes and departure

If you have always wanted to see Death Valley - now is your chance. This will be a different rally because of the distances traveled and unusual rugged terrain. Join us for some great sight seeing and Ultra fun.

This is only the second time in twenty-three years that the club has held a rally in Death Valley. A lot has changed in that time. For instance, Scotty's Castle has been enlarged and is now owned by the State of California. Operations of the Castle are contracted out. Tour guides are in dress of the time period and host only small groups of 19 or less. Furnace Creek Ranch has all the amenities you need, such as: Steak House, Cafeteria, stores, public showers, rental cabins and etc. The Ranch is within one mile of our rally site.

Route Recommendations: The best route to enter Death Valley with the least amount of steep grades, for those of you living in the southwest from Bakersfield to Phoenix is to use State #127 out of Baker and Tecopa to Death Valley junction. State #136 and #190 coming into the west of Death Valley has alot of steep grades. The scenery along this route is awesome, so if your Ultra is a good climber, go for it. NOTE: If you come through Trona, CA be advised that the short cut through Emigrant Pass to Emigrant Junction contains four miles of unpaved road and is very narrow and steep. Rigs over 25' not recommended. I recommend Trona to junction of State #190 east of Panamint Springs and #190 east into the Valley.

Gasoline: Last gas before entering Death Valley is at Trona and Panamint Springs for those taking State #178. Also at Baker and Shoeshone on State #127. Top off at those places. In Death Valley there are gas stations at Stove Pipe Wells Village, Furnace Creek Ranch and Scotty's Castle.

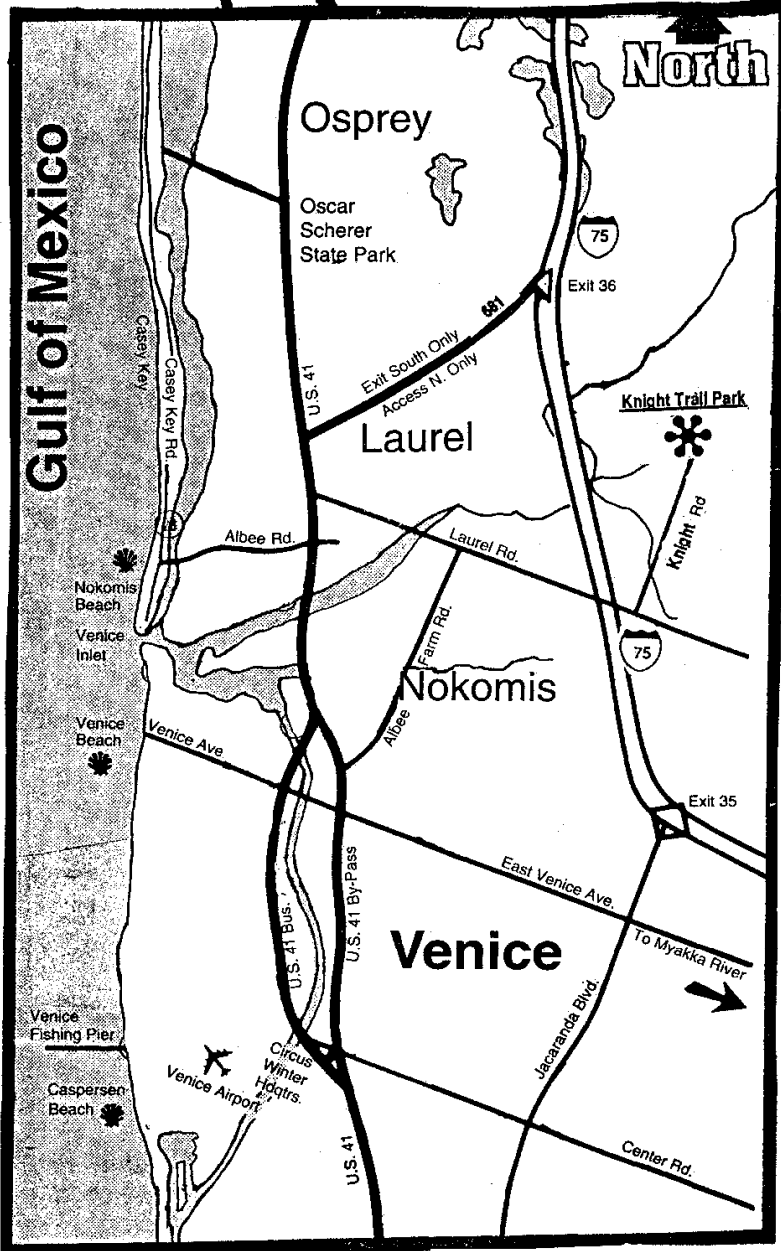


ANNUAL FLORIDA RALLY

"A Different Place in Florida"

KNIGHT'S TRAIL PARK
Laurel, Florida

MARCH 25 TO MARCH 29, 1992



Each campsite has electric and water connection. No sewer connection. Dump facilities on grounds. Parking fee \$6.00 per day.

VENICE and **SARASOTA** areas offer many attractions.

Sunset picnic at Gulf Beach planned along with many other activities.

Park Phone: 488-0893
EMERGENCY Phone: 484-8253

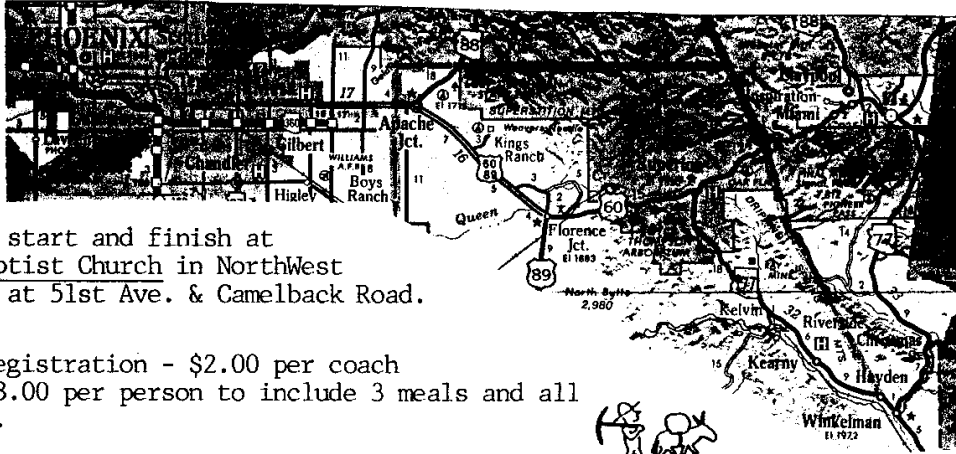
DIRECTIONS:

Southbound Interstate 75 use exit 36 which is S.R. 681. Take S.R. 681 to U.S. 41. Continue South approximately 1 mile to Laurel Rd. (first traffic signal). Proceed East on Laurel Rd., over Interstate 75 to Knight Rd. Follow signs to park. Northbound Interstate 75 use exit 35 and follow East Venice Ave. to U.S. 41. Go North on U.S. 41 to Laurel Rd. Proceed as above to park.

The Arizona Copper Triangle Rally
April 1992

This will be an unusual rally in several ways:

- First We will have 3 evening meals prepared by 3 church groups in 3 different towns and settings.
Second We will travel 18 to 102 miles each day to a new location.
Third Our plan is to enjoy stops along the way at mines, mine museums, Indian ruins and museums, Boyce Thompson Arboretum, etc. (But mainly, like always, our real purpose is to enjoy each others' fellowship.)



We will start and finish at
Hope Baptist Church in NorthWest
Phoenix at 51st Ave. & Camelback Road.

Cost: Registration - \$2.00 per coach
plus \$18.00 per person to include 3 meals and all
parking.

At Oak Flat campgrounds on the 2nd nite,
we will all get together for "Miners
Stew". Please bring your favorite
ingredient to add to the stew. The
host will furnish hush puppies and
French Fries.

At Hope Church on the 5th nite, the
evening meal plans will be open to
suggestions.

- Our overnite parking and meal locations:
Apr. 21-Hope Baptist Church
4842 N. 51st Ave., Phoenix
Apr. 22-Oak Flat Campground between
Superior and Miami
Apr. 23-1st Baptist Church of Miami in
Miami
Apr. 24-Assy. of God Church-Hwy. 77
just south of Winkelman
Apr. 25-Hope Church(Phx.)(No meal
planned)

Planning: In asking 3 different groups to prepare meals just for us, it is
very important to know how many people to expect. So please call:
Warren or Nobia 841-0911 Dan or Betty 846-6920 Threasa 977-4358
or write: Dan & Betty Reinhardt
5201 W. Camelback Rd. A255 Phoenix, AZ 85031
before April 1992, and let us know that you plan to come and enjoy
this Arizona Rally.



RALLY TO ALASKA with GROUP ULTRA VAN

May - June 1992

Canada and Alaska will celebrate the 50th anniversary of the "Alcan" highway. Many communities along the highway will hold celebrations on different dates to encourage the tourists to join them and at the same time see some of the beautiful country of the Northwest.

Now it's time to get out the map of Canada and Alaska and really look at our suggested routes. We plan to gather in the Northwestern part of the United States. From there we will enter Canada. Our suggested route will take us up thru Calgary, then over to Banff and up thru Banff National Park to Jasper. Then thru Hinton, Grande Prairie to Dawson Creek. Here is where our choices begin:

1. Travel up the Alaska Highway to: a. Fairbanks; b. Anchorage; c. Skagway (the Alaska Ferries port).

2. Travel west to Prince George and on to Prince Rupert, maybe visit the islands. Then back via the BC Ferries to Vancouver Island at Port Hardy; or backtrack to Prince George and south thru British Columbia back home to the United States.

3. From Hinton travel east to Edmonton, thru Alberta Province, thru the Saskatchewan Province and home to the United States.

For those who go to Alaska you will have several choices as to how you will return home. Backtracking on the Alaska Highway is one way back. The other is coming back on the Alaska and BC Ferries.

Approximate Ferry fares: (Canadian Dollars)	Skagway to Prince Rupert (36 hours)	Prince Rupert to Port Hardy (15 hours)
Per person (deck class)	\$118	\$ 80
6-11 years (5 & under free)	\$ 60	\$ 34
23 foot Motorhome	\$495	\$285

Wrangell and Ketchikan along the way. You can stop over at any of these ports at no extra charge and catch the next ferry to continue your trip. The BC Ferry from Prince Rupert goes directly to Port Hardy on Vancouver Island. It takes about 8 hours to drive the length of the Island, but I'm sure that you will want to take some time to see and enjoy this place. When you get to the south of Vancouver Island you can cross back over to the mainland at Nanaimo or Swartz Bay to Tsawwassen British Columbia. The cost is \$5.00 per person and \$29.00 for a 23 foot motorhome.

For more Ferry information:

Alaska Marine Highway
P.O. Box R
Juneau, Alaska 99811-2505
1-800 642-0066

BC Ferries
1112 Fort Street
Victoria, BC Canada
V8V 4V2 (604) 669-1211

As you can see, this is a flexible itinerary. We are trying to include as many Ultra families as we can. I'm sure we have a program that will fit your desires. For more information contact:

Christy Barden
5537 Pioneer Rd.
Boulder, Colo. 80301
(303) 530 1288

Jim Craig
7011 Sunny Vista Raod
Joshua Tree, Calif. 92252
619) 366-9104

Or Contact your local AAA club, they should have information about our suggested routes. Also contact headquarters for "RENDEZVOUS 92" at: Project '92, #14-9223 100 Street, Fort St. John, British Columbia, V1J3X3. (604) 787 1992.

RALLY

RALLY

SUMMER IN THE MOUNTAINS

JULY 12-18-92

SMOKE RUN PA.

HOST - GORDON & RUTH HARVEY

WHERE - HOSTS HOMESITE

IN OAK TREE GROVE - SHADE

PRIMITIVE SITE - BUT

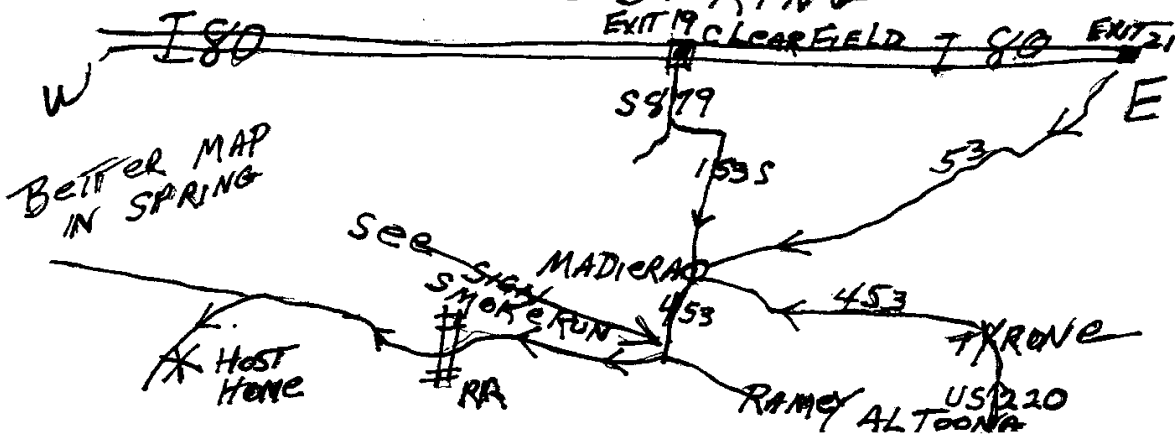
WATER - ELECTRIC - DUMP ON SITE

BUT NOT FOR HOOK UPS (YET)

DINNER OUT ONE NIGHT COMPLIMENTS

POT LUCK ONE NIGHT HOST

VISIT TO SURPLUS CITY, FAMOUS
HORSE SHOE RAILROAD OR CAVE TRIP
MORE IN THE SPRING





You Too Can
Remember The Alamo!
Start Making Plans
To Attend The
1992 National

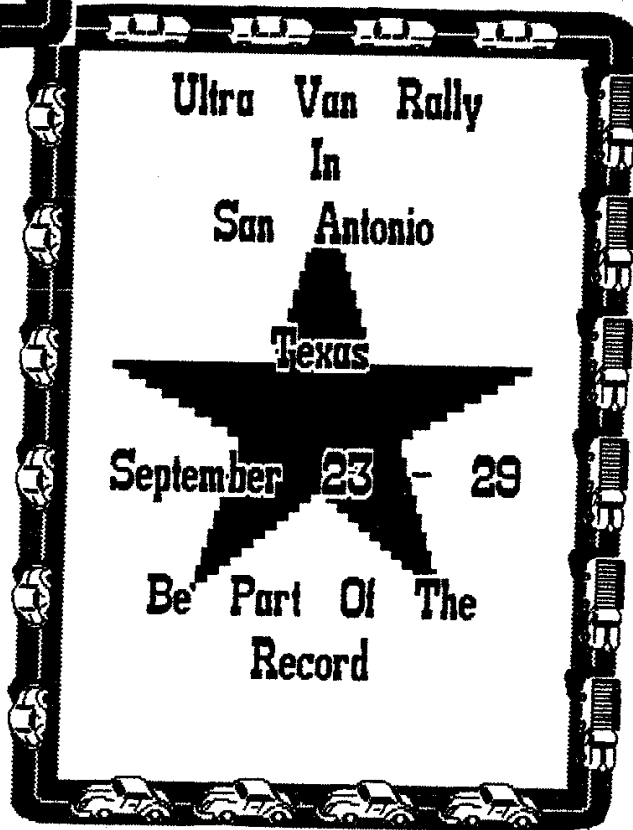
We want at least 70
coaches to start off
the club's next

25 Years

Be Part Of It

Site To Be
Admiralty Park

- * Crafts
- * Tech Sessions
- * Seminars
- * Games
- * Prizes
- * Good Friendship



Ultra Van Rally
In
San Antonio
Texas
September 23 - 29
Be Part Of The
Record

HIGH LIGHTS OF THE '91 RALLY AT NEOSHO, MO.

On Sept. 22nd, a half dozen early arrivals opened the enormous meeting hall and found it very satisfactory with kitchen, rest rooms, plenty of tables and chairs, a piano, a private meeting room, and free cold soda pop left over from the previous night's dance. Early scouting by the Reinhardts and Suckows found this fine spot.

MONDAY: Warm greetings with each arriving coach. Fun and games with Thresa and friend Ann, Betty Reinhardt, Nobia Suckow, Roberta Franz, and Evie Shepherd doing their thing as unofficial welcoming committee. Evening- cool weather, inside games and puzzles.

TUESDAY: Hank Yakel up at 5:30 A.M. to prepare coffee to go with the goodies at 9:00. Crafts and tech sessions. Registration kits by Betty containing stationery, 25 year plaque, Neosho pin, activity pamphlets, and two books on Missouri. Evening-Pop corn and movies by the Ackermans on their trip to Russia and Scandinavia. Crafts enjoyed and puzzles finished.

WEDNESDAY: Caravan to Grove, Ok., under the capable direction of Dan Reinhardt. Four hours at historic Harber Village enjoying early American memorabilia. (Had to look the word up. Webster's answer: "things worthy of being noted".) Evening- more movies and pop corn. Esther Snyder wipes out the prizes at Bingo. Oh yes, there had been a great smorgy on the edge of Cherokee Lake at Grove.

THURSDAY: Tech and crafts. Welcoming visit by Chamber of Commerce and local newspaper. Joplin T.V. station sends reporter and cameraman. In depth 5 minute interview with UVMCC President. General meeting. At 10:00 P.M. T.V. newscast eagerly awaited. President's appearance held to 10 seconds; rest of film well done and very interesting.

FRIDAY: Caravan to George Washington Carver Center, Precious Moments Chapel, Carthage Victorian homes, and then across the line into Kansas and another great smorgy at an inn on the banks of the Spring River. Dance instruction by the Robinsons.

SATURDAY: Tech and crafts. Fibreglass bumpers installed on 472. Painted-looks great. Guaranteed to withstand impact of 1½ MPH. 'Leadermen' in their crafts for the job were Granger and Stanton. THE BANQUET: Great potluck with 2 hams, ice cream and cake provided by favorable balance of registration monies. (campground electric was later provided also). Program MCed by Dan Reinhardt. Baby quilt for raffle made and donated by Ruth Boydston. Ace ticket seller Roberta won quilt. When it was demanded that she check her brassiere a second time, two more dollars was found. Total of \$70.00 raised. New officers installed. Cheers for new pres Leonard Tekaatt and his staff of P.W. Donaldson, Louis and Maybel Griggs. New board members are Millie Dinesen and Doug Taulbe. History of Club reviewed by Ernest and Edna Newhouse. Standing ovation. Dick Granger gave interesting sidelights on the making of the movie "My Girl" which uses an Ultra Van. (to be released in December.) Then, the ERNIE AWARD--the envelope is opened----and the winner is PAT FITZGERALD! Standing ovation. Congratulations for a well earned honor. Dance exhibition by the Robinsons.

SUNDAY: Religeous services followed by coffee and the remainder of the fruit center piece and all of the ice cream one could eat. Did you need Tums, Hank? Prolonged farewells.

Evie, Roberta & Bob



Ultra Van Motor Coach Club, Inc.

Minutes of general meeting, Neosho, Missouri September 28, 1991.

The meeting was called to order by President Robert Franz at 1:35 PM. "Spirit of Ultra" was sung.

Wagonmaster Mel Dinesen reported 36 families, with 24 Ultra Vans, 11 other. By origin: California 10; Florida 6; Arizona 4; Ohio 4; Kansas 2; one each Ontario, Canada, Alabama, Idaho, Michigan, Minnesota, Maryland, Missouri, Iowa, Oregon, and Nevada.

The reading of last year's minutes were omitted, as they were previously printed in the Newsletter. The minutes of the Board of Directors meeting of September 24, 1991 were read.

The Treasurer presented an interim report showing a balance as of 9/25/91 of #2012.49, plus undeposited funds of \$330 (dues collected at this Rally), and approximately \$2000 in the Benham account.

A Certificate of Service to the Club was discussed; a committee of three to be appointed by the President was approved. After much discussion, this idea was tabled.

The report of the Committee on Critical Parts for the Ultra Van was read. This Committee consists of Norm Helmkey and Pat Fitzgerald. The Committee has found that the membership in general is not aware of problems in this area. The Committee considered parts in three sections: Ultra hull and general parts; V-8 power train; and Corvair power train. Critical items in all three categories have been identified. Each part has been identified by original part number, and alternate part numbers, where available, have been identified. The parts list with critical items identified, will be printed in the next Newsletter. A complete 10 page report will be furnished to any member who sends in his dollar.

Member Roy Murinaka has been authorized by the Club to serve as a parts referral source. Members needing parts that are difficult to obtain can contact him; members having parts available should let him know what, how many, where, and how much. His phone number is (818) 366-9602.

Agenda Items Number 1, 2 and 3 were discussed and voted on. Agenda Item #1 was defeated; #2 and #3 passed.

The 1992 National Rally will be held at Admiralty Park, San Antonio from September 23 to 30, 1992. It meets all standards of Agenda item #1. Depending on attendance, fee will range from \$15.50 to \$14.50 per night.

There will be a rolling Rally in the Phoenix, Arizona area April 21-25, 1992. More on this in the Newsletter.

The Alaska trip was discussed. Member Bill Keith plans to host a kick-off point.

Members who have passed away recently include: Marie Schroyen, Bill Schehl, Margaret Heide.



Respectfully submitted,

Margie Grigg, Sec.

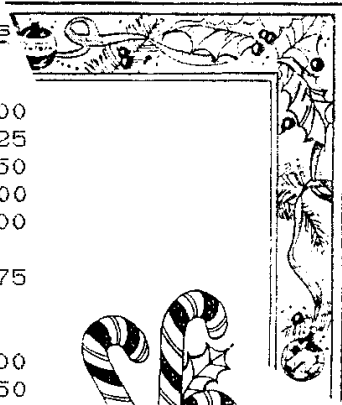
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November 1991



Report of Neosho, Missouri National Rally Finances

Income:	
Camping fees (30 @ \$30)	\$900.00
Sheriff's fines	1.25
donations	9.50
Registration fees (37 @ \$5.00)	185.00
Raffle quilt donated by Ruth Boydston	70.00
 Total Rally intake	 \$1165.75
Rally Expenses:	
Site fee	500.00
Dash plaques	54.50
T-shirts	105.59
food & coffee	89.55
electric bill	68.73
Telephone bills (R. Franz)	31.64
T-shirts (Gifts)	9.00
 Total Rally expenses	 \$59.01
 Rally profit (in Club Treasury)	 \$306.74



Respectfully submitted, Louis C. Griggs, Treasurer



Ultra Van Motor Coach Club, Inc.

Treasurer's Report--Third quarter, 1991

Balance, June 30, 1991	3365.89
Receipts:	
Dues	330.00
Benham Capital Management Group	26.69
Dividend--Al Gar Federal Credit Union	27.99
Total Receipts	384.68
Expenses:	
P. A. S. Engraving (Ultra Pins)	117.29
Print Newsletter	210.53
Mail Newsletter	155.04
Deposit for National Rally	100.00
State Farm Liability Insurance	435.17
Secretary of State, California filing fee	5.00
Print Directory	459.29
T. Vandersteeg-National Rally expenses	70.00
Balance of group camping fee-National Rally	400.00
Total expenses	1950.32
 Balance, October 1, 1991	 \$1800.25

Respectfully submitted, Louis C. Griggs, Treasurer.



Please make the following corrections to your 1991 Directory:

- Page D-11 Badstibner Phone (305) 561-8791
D-15 Dute Phone (216) 355-4101
D-16 Franz Phone (510) 757-3557 Zip 94509
D-17 Greene 11734 Piping Plover, Lake Worth, Fl. 33467-5846
D-21 Kern 2084 Highway 57
D-22 Kimball Zip 92549
D-23 Lyles 400 s. Flower #160
D-25 Moen 3575 So. Sundown Lane Oceanside, CA 92056-4708
D-26 Newhouse Phone (310) 698-1740
D-26 O'Mara Phone (510) 793-2295
D-28 Reed Coach #275

D-30 Schroyen Zip VON120
D-31 Snyder Phone (510) 757-3092

In Memoriam

Jay Boes #310, of Zeeland, Michigan, who we met at the Holland, Michigan Tulip Festival, passed away unexpectedly on July 15, 1991.

Bill Schehl #431, of Tucson, Arizona, who fought leukemia for 22 years, passed away on September 6, 1991.

Marie Schroyen, #308, of Summerland, British Columbia, passed away recently.

Our deepest sympathy to those loved ones who survive.

Donations in memory of Joseph William Schehl II can be made to: Reserve Arizona Cancer Center, c/o Dr. Sid Solomon, 1501 N. Campbell, Tucson, AZ. 85724.

Vote Count

President Leonard Tekaat 71
Vice President P. W. Donaldson 70
Secretary Maybel Griggs 78
Treasurer Louis Griggs 78
Director West Millie Dinesen 65
Director East Doug Taulbee 70

No write-in votes.



ULTRA POSTSCRIPTS ★★★★★

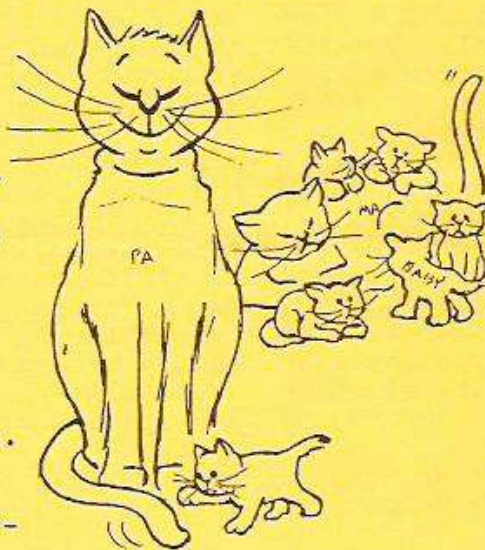
December 1991

"If you can't stand the HEAT -- get out of the kitchen!" -President Truman

XETOMORROPHOBIA: We all look forward to the future. What will it bring? We look forward with apprehension, sometimes with dread, more often with optimism! Xetomorrophobia is a meaningful word. It is a word you may not be familiar with. Don't bother to check the Dictionary....I just made it up. It implies a fear of the future. WHAT WILL TOMORROW BRING? Just ho-hum everyday happenings---or, success, fortune, excitement? Perhaps illness, or even death? Philosophers (when dealing with human nature and conduct) advise calming our emotions. No one can predict just WHAT posterity will bring us. NO ONE KNOWS FOR SURE. Philosophers prescribe that we have faith in ourselves AND faith in the future--to properly enjoy the present. Today we live....tomorrow will arrive!

"It is not the style of clothes one wears, neither the kind of automobile one drives, nor the amount of money one has in the bank, that counts. All these mean nothing. It is simply your SERVICE that measures success."
-George Washington Carver

ANIMAL MANNERS: When grooming or feeding your pet, NEVER laugh. Don't even SMILE, if doing so displays your teeth. You see (according to Veterinarian experts), in the animal world any showing of teeth indicates impending attack. Those who heed this little tip will have a much better relationship with their pets. To bird or beast...including your own cat or dog (or horse, or monkey, or even your parakeet), showing one's teeth is an act of antagonism, of attack, of expected violent assault. When an animal shows its teeth, it intends to tear you to pieces. If you show YOUR TEETH, an animal is inclined to fear you. We all know: a bear, or fox, or a possum, or raccoon, or your own "Garfield" or "Fido" is ANGRY when displaying his or her fangs. For a more pleasant relationship with your pet or FOR A SAFER WALK IN A PARK OR FOREST, always move SLOWLY and with simple courtesy. Your four-legged friends (and all birds) will appreciate your kindness. Keep a "sober" face whenever you are near any wild life.



ULTRA NATIONAL CONVENTION: Wasn't that a great rally of coast to coast friends there in Missouri? We thank the gracious HOSTS (Suckows/Reinhardts) for a super good time and a grand location. Then there was....Threasa in charge of campus fun-activities...also, ultra-wagonmaster Mel; BOTH re-earning the Silver Medals they proudly wear. Let's not forget President Bob heading up national arrangements...and Norm who assembled 25-years of Archive History into clear plastic pages and hauled the "TON" of 3" thick (+) books to the Convention...and ALL the others not named, including the past Officers and Directors (and welcome to the new). We thank you, everyone! This office wishes to publicly CONGRATULATE Pat Fitzgerald of Tampa, Florida, for being voted to receive the 1991 Ernest Newhouse SILVER MEDAL. Pat earned this award for his sincere devotion and helpfulness to the total membership. He deserves to display his new Medal with pride. We must not neglect to express our appreciation, too, for the standing OVATION given us (at the Saturday evening Convention Banquet) when Edna and I completed our talks on the background and history of the Club's founding 25-years ago. NOW, everyone is looking forward to the next big national gathering in Texas. Plan ahead to be there.
Page Fifteen November 1991

"If you don't know WHERE you are going, any road will do." -Omar Khayyam

QUESTION????: When remarking about my AGE (at the Banquet) the people clapped. Was it because they all now had confirmation as to WHEN yours-truly first saw the light of day? Preposterous. Anyway, it was real fun. Could it have been (PREDICTION) that a few others realized that they would also SOON be of the same vintage? Preposterous, again. Maybe it was because I finally had the COURAGE to admit it? There, we got it at last.

There are TWO investment "Safety Rules"; they should read like this, Number ONE: Never lose money. Number TWO: Never forget Number ONE. -EN

HOME SECURITY: Wouldn't you be---"scared half-to-death" to find a stranger in your house or motorhome? Friend Christy Barden #228/603 tells about such an event happening some time ago. It seems a burglar was silently crawling through the kitchen window (over the sink) in his coach while he slept. The intruder managed to get inside. Christy awakened only to coach "motion" and chased him out the door. They say that one motorhome is stolen per every-12-hours, on average, in each state. And...one out of every 12 American homes is burglarized each year. Unfortunately, too many of us make it easy for crooks. Late Police statistics show that house and motorhome burglars are, most often, unskilled teenagers who enter through UNLOCKED doors or windows. The best security strategies are: First---avoid attracting a burglar's attention (keep any jewelry or other valuables, or wallet or purse hidden). Second---create obstacles that will slow an intruder down. Studies suggest that 'hazards' delaying a burglar by as little as four minutes may convince him to go elsewhere. It seems important to keep a low profile. When no one is home, lights or a radio will make it seem as if you are. An OPEN window, with nylon screen (easily cut) is INVITING. A Warning Sticker near the door of your home or motor-coach will make a burglar think twice. The home (house) key-in-the-knob type locks are easily broken (anyone can put a pipe wrench on the knob and walk right in). Install a good DEADBOLT lock above the 'knob' lock. Warren Suckow #331 MADE a special one for his coach. Take precautions/be safe.

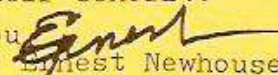


If we RUN AFTER a butterfly and try to catch it, it will flutter away. CALM DOWN and the butterfly is apt to land on your shoulder. One DID for me.

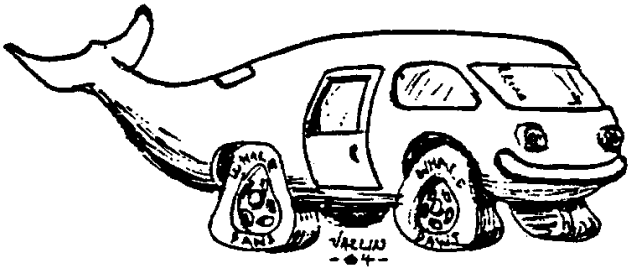
THE ECONOMY NOW: Most Americans will not be able to escape going through the coming economic wringer. In some areas things are getting tougher out there. However, keep this in mind---the economy is sick, but it is NOT dead. There are still some, but VERY FEW strategies left to safely avoid money-value losses. Those families knowing what to do can profit. At the Financial Seminar in Neosho, Missouri we tried to offer the safest methods. 1992 is an ELECTION year; the Administration will do all it can to keep things moving....until after the Fall votes are tallied. Prepare ahead.

BIG FLEAS have LITTLE fleas, upon their backs to bite 'em; and.....LITTLE fleas, they have SMALLER fleas, and so on ad-finitum!

PUBLICITY: Somebody (ex-President Bob Franz and Company) did a great job on PUBLICITY during the Convention. Not only was the Local Press at work with Reporters and Photographers, as a result of being alerted, but an active Television crew arrived to broadcast all about the "unique" Ultra Van Motorhomes. The Club needs all the publicity it can get to inform possible other-owners that the organization exists for their benefit.

Page Sixteen November 1991 Kind Regards and thank you  Ernest Newhouse

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 Norm Helmkey #547

THE TECHNICAL SIDE

Ultra Wrench Quote: "If you always follow the lead dog, your forward view will always be the same."

We don't always follow the lead dog because of the interesting things we see as we look from side to side. That is how we become experienced mechanics, travelers, and etc.

To gain more varied experiences more of you need to send in your tech tips to your new Technical Chairman. I have advised the President that I would like to step down as Tech. Chairman, so it would be appreciated if you would send your tips to him. His name is unknown to me as of 10/3/91. Check National Rally report for new chairman.

Thank you, Norm Helmkey for filling in for me at the National Rally and thanks to others who have supported me in these last two years.

Change in Tech Tip #12-91: Since last newsletter I have had a chance to try the removal of the old Gold Strip decal and this is to advise you that the new disc will not work on the original stripe. Oh well, back to the scraper.

Jim Craig, #549

Tech Tip #22-91 V8 Ultra Brake Proportioning Valve

Ref. Ultra Manual Section 11, page 12

V8 Ultra front brake lockups can be reduced by installing a proportioning valve in the front wheel brake line from the master cylinder. 1,000 PSI from the master cylinder can be reduced to 487 PSI with the valve in the full "increase" position. Valve P/N 0707 is available from Stainless Steel Brakes, Corp. 1-800-448-7722. Price is \$64.

Jim Craig, #549

Tech Tip #23-91. V8 Ultra Radiator Cooling

Ref. Ultra Manual Section 14, page 14

When towing your small car or boat behind your Ultra there are times that the water temp goes up higher than you would like. To improve that situation install a piece of $\frac{1}{4}$ " copper tubing $1\frac{1}{2}$ " down from the lower edge of the upper tank or R/H tank if you have a cross flow, drill #60 holes, 2" apart in the tubing to cover the width of the radiator, this will allow water to be pumped to the tube and then sprayed on the hottest area of the radiator core. Crimp the lower end of the tube, bend a $\frac{3}{4}$ " "L" on the lower end, position the tube so that the holes will spray the water out at about a 30°- 45° angle into the radiator. Clamp the "L" shaped end down to hold it in position. Purchase an electric fuel pump (cheap one) (I used a Solid state electronic pump) Plumb one end into your water tank and the other to the copper tube. Install switch and indicator light near your dash. You will be able to actually see the water temp gauge drop as the pump runs. (System proven in Death Valley Oct. 91)

Jim Craig, #549

Tech Tips Cont'd

Tech Tip #24-91 V8 Ultra 307-350 Engine Harmonic Balancer Repair

Ref. Ultra Manual section 14, page 10

The harmonic balancer on most engines will with very high mileage and or driving in dusty conditions will wear a deep groove at the oil seal area of balancer. This problem is easily corrected by installing a McCord Gasket "Micro Shield" P/N 82-2004. The Corvair balancer can be repaired also by this method although I do not have the correct part number for you. The "Micro Shield" is a very thin stainless steel sleeve that presses over the balancer shaft.

Jim Craig, #549



Coaches for Sale

#310 1967 Ultra Van, 110 HP Automatic. Power Steering, tilt steering wheel, Ralph generator; extra engine, 65,000 miles on Coach. \$6000 negotiable. Call after 4 PM (School Teacher) EST. Phone 616-772-4744. Zeeland, Michigan.

#431 Ultra Van 110 HP Automatic. "Project Coach"-not your usual Ultra Van. Bill Schehl bought this coach over 14 years ago, and built it into what it is today. All new wiring (with schematic records), rebuilt motor 110 PH performance, new axle shafts, tight steering, mag wheels, new tires, new windshields, full instrumentation, tank system good, new 2.8 Onan generator set, air conditioning, disc brakes. Bill was meticulous about his mechanical work, and enjoyed the challenge of building #431. Too bad he didn't get to enjoy the fruits of his labor. Outside original white, with silver stripes. \$6995.00 Phone 602-883-4221. Don Reed, Tucson, Arizona.



Need following parts for restoration of the original Ultra #101: Drivers windshield, orig. plain cut typr. good used one ok. Fiberglass shower pan, original alum. casting for rear trailer hitch. Thanks to you other Ultra members for the propane tank, refig. bath sink, shower door and rear dual wheel lug extensions.

Also need following parts for repair of Ultra #300: Structural pieces behind L/H fwd. fiberglass panel, box beam behind front wheelwells, lower section of rear L/H fiberglass panels and L/H front fiberglass panel. Jim Craig, #549 (619)366-9104, call collect.

Neosho National Tech Session Report
by Norm HelmKay

At Neosho we held three tech sessions and participation was very good. Two of the sessions were of general nature and the third dealt almost exclusively with the Critical Parts Report which was presented to the Board of Directors at their meeting.

To fill you in on the Critical Parts Report, in 1990 at Franklin, President Bob Franz asked Pat Fitzgerald and myself to identify any parts considered critical to continued coach operation.

This report covers three basic areas; the hull as it was built by Hutchison, the Corvair drive line and the V-8 drive line.

The basic report is 3 pages with a 7 page appendix of part numbers and description as to why that part is critical. For a copy of the report send \$1.00 and stamped self addressed envelope to:
Louis Griggs, 626 Brookfield Ave., Cumberland, MD 21502.

A side benefit of the Critical Parts Report is a part number resource list which is published elsewhere in this newsletter. The list is a composite of all the GM and after-market part numbers published in the Ultra Manual or Tech Tips from 1966 to 1990. Carry the list in your coach with the Ultra manual and let me know if you find any errors or additions that should be added, I'd like to keep it dynamic.

During the critical parts discussion, Roy Muranaka volunteered to keep a critical parts list which members have and would be willing to sell. These are the parts identified with this symbol [*] on the list. Call or send Roy your list. If you need a part, call Roy to see if one has been listed. The Ultra Van Club nor Roy make any claim as to quality or price of the part(s) listed, that's between you and the seller.

Roy Muranaka, 11119 Salt Lake Ave.
Northridge, CA 91326 818-366-9602

One tech session covered the inspection and reinforcement of the rear vertical suspension brackets. This is a special safety plea especially to the ladies to; Nag, NAg, NAG your mate until he inspects these brackets and installs the braces described in Section 9 Page 38 of the Ultra manual. It could save a very dangerous break-down on the road.

Mory Snyder showed how to replace the weather sealing pile around the coach windows. I did a window during each pit stop on our way home from Neosho. It took about 30 feet of 1/4" pile #PW270 made by Elgar Products Inc. of Cleveland, OH 44122, using most of two bags (18 feet each at \$2.67 a bag). While your at it, if the windows rattle, replace the plastic sliders at the top and bottom.

Pat Fitzgerald demonstrated the dial-back timing light which can give you an indication of both mechanical and vacuum advance at various speeds. Bill Keith demonstrated his Sears digital multi-meter which is very useful as it includes dwell and diode testing scales. Dick Granger showed his neat weather sealing air vents and Doug Taulbee told how to use a 2 liter plastic soft drink bottle as a light weight pressure accumulator to even the flow of your water system. Chance Fitzgerald showed off his new engine installation and neat bed lift device using gas filled supports (how about some tech tips on these ideas you guys). Louis Griggs ran a hands-on rear wheel bearing seminar using parts from Bill Keith's endless parts bin.

After a little arm twisting I've agreed to be the new Technical Coordinator. I'm awed at the shoes I'll try to fill, following: Walt Davison, Len Ryerson and Jim Craig. I need your help as I can't do it all alone. Bring on those tech tips. The new rules for Technical Whale Tales are: everything received will be published. I may add an editorial footnote if I think a tip needs a comment. On tips I don't feel qualified to assess, I'll ask the advice of club technical experts and will contact the author prior to printing a questionable tip, so any editorial comment will not be a surprise.

TECH TIP NO. 91-17 SUBJECT Waterproof Epoxy - Marine-Tex
UV MANUAL SECTION 01 PAGE 1-05 AUTHOR Ken Wildman #338

Marine-Tex is an outstanding waterproof, machineable epoxy. It can be used for permanent repair of tanks. It is safe for fuel or fresh water tanks. Be sure to thoroughly clean any aluminum oxidation from the surface of the tank to increase adhesion. Marine-Tex is available at Marine Supply stores.

TECH TIP NO. 91-18 SUBJECT Unleaded Fuel in Early Engines
UV MANUAL SECTION 13 PAGE 13-01 AUTHOR Ken Wildman #338

The question of dealing with unleaded fuel in early engines remains a problem. Bill Gordon, Automotive writer for the Orlando Sentinel suggests the following in his nationally syndicated column:

"Four or five ounces of non-detergent oil every fifth or sixth tank of unleaded fuel. An Ohio reader was critical of this idea. I tested this method with the EPA almost 15 years ago. It works! Hydrocarbon emissions change only 2 to 5 parts per million - still within legal limits. Expensive additives are a waste of money. Lead additives are illegal."

The suggestion sounds reasonable. Any Comments?

91-18 Comment - Lead used to be in the fuel to control combustion chamber knock and leave a coating on the exhaust valves and seats to protect them from the searing heat. Temperatures inside the chamber may reach up to 1,500°F and may come past the exhaust valve at 900°F, I'm not aware of any oil, even synthetics that will not burn-up at these temperatures. In my opinion adding oil to the fuel is just "blowing exhaust smoke" and carbonizing up the engine. Norm Helmkey

Consolidated Ultra Van Resource Number List

The following five pages is a consolidated list of all vital numbers that appeared in either the Ultra Van Manual or in Tech Tips published in the Ultra Van Motor Coach Club Newsletters from 1966 to 1990.

It is suggested this quick reference list be carried in the coach with the Ryerson's Ultra Van Manual.

NOTE: [*] indicates critical part, also multiple part numbers are same up to the bracket, example: 385663(1-2 or 38785(61-62-66

Critical Parts availability list, call or write: Roy Muranaka,
11119 Salt Lake Ave., Northridge CA 91326 818-366-9602

Neither the Ultra Van Club or Roy make any claim as to the quality or price of the part(s) listed, that will be between you and the seller.

Part Description	Part No.	Remarks
Front & Rear Axle Nuts	- p/n 378137	3/4-20 thread, Castle Nut
Magnetic Oil Plug	- p/n 387185	
V-8 Rear Brake Caliper Left	- p/n 545268L	use Vette '63/82)after
V-8 Rear Brake Caliper Right	- p/n 545269R	use Vette '63/82)market
Alternator '65-67 47amp	- p/n 1100698	
Distributor '64-68 110 w/PG	- p/n 1110319	no air pump
Distributor '65-68 140 w/PG	- p/n 1110369	no air pump
Distributor '66-67 95 w/PG	- p/n 1110369	air pump
Distributor '68 110 w/PG	- p/n 1110370	air pump
Distributor '66-68 140 w/PG	- p/n 1110371	air pump
Distributor '68-69 95 w/PG	- p/n 1110453	
Distributor '69 110 w/PG	- p/n 1110455	
Accelerator Pedal (63 Buick)	- p/n 1175718	
Vega Distributor Plate	- p/n 1846456	[*]
Corvair Rotor	- p/n 1945369	
Corvair Points	- p/n 1945376	
Corvair Starter Nose	- p/n 1949061	[*]
Distributor Primary Wire	- p/n 1954563	
Distributor Vac Advance Arm Boot	- p/n 1963610	
V-8 Rear Brake Pads Set	- p/n 2621609	After Market p/n D-8
Corvair Spark Plug Wire Set	- p/n 2974555	
Corvair Spark Plug Wire Set	-	p/n C4636 Clark's Magwire
Corvair Spark Plug Wire Set	-	p/n PW-164 Otto Parts
Shock Absorber	- p/n 3178181	
Tie Rod Ends	- p/n 3737595	[*]
Left Windshield Tinted	- p/n 3751627	[*] PPG W 576 Solex FL 557
Right Windshield Tinted	- p/n 3751629	[*] PPG W 575 Solex FL 556
Spring, Front Coil Replacement	- p/n 3759987	Discontinued in '73
Spring, Front Coil '59-'60 Chev	- p/n 3764408	[*] See 3759987
V-8 Camber Strut Bushing	- p/n 3775262	Corvette '63-'82
Blower Belt Idler Pulley Assy.	- p/n 3779957	[*]
Blower Belt	- p/n 3780981	3/8" x 55 3/4"
Blower Belt	-	p/n 398 DAYCO
Blower Belt	-	p/n 424 NAPA
Blower Belt	-	p/n 7565 10x1440 GATES
Blower Belt	-	p/n 8561 GATES
Blower Belt	-	p/n 8331XS GATES Grn Stripe

Converter Support Shaft	- p/n 3780998 [*]
3:89 Ring & Pinion Gear Set	- p/n 3781706 [*]
Corvair Front Motor Mount	- p/n 3788221
Cam Washer (suspension)	- p/n 3790331 Corvair & V-8
Rear Wheel Bearing Seal Inner	- p/n 3794002 [*] Corvair & V-8
Rear Wheel Bearing Seal Inner	- p/n 16757 Chicago Rawhide
Rear Wheel Bearing Seal Inner	- p/n 9178S National
Rear Wheel Bearing Seal Inner	- p/n 46434 Victor
Rear Wheel Bearing Seal Inner	- p/n C1403 Clark's
V-8 Rear Bearing Seal Outer	- p/n 3794006 Corvette '63-'82
V-8 Rear Bearing Seal Outer	- p/n 19803 Chicago Rawhide
V-8 Rear Bearing Seal Outer	- p/n 5113 National
V-8 Rear Bearing Seal Outer	- p/n 46435 Victor
Converter Support Shaft	- p/n 3794254 [*]
Fuel Pump Push Rod	- p/n 3797593 3 7/8" Long
V-8 Camber Control Rod Bracket	- p/n 3817827 Corvette '63-'82
V-8 Rear Spindle Spacer	- p/n 3820224 Corvette '63-'82
Rear Spindle Shim	- p/n 3820225 .145" thick
Rear Spindle Shim	- p/n 3820226 .139" thick
Rear Spindle Shim	- p/n 3820227 .133" thick
Rear Spindle Shim	- p/n 3820228 .127" thick
Rear Spindle Shim	- p/n 3820229 .121" thick
Rear Spindle Shim	- p/n 3820230 .115" thick
Rear Spindle Shim	- p/n 3820231 .109" thick
Rear Spindle Shim	- p/n 3820232 .103" thick
Rear Spindle Shim	- p/n 3820233 .097" thick
V-8 Camber Cam Assembly	- p/n 3820253 Corvette '63-'82
V-8 Rear Bearing Support Left	- p/n 3820643 Corvette '63-'82
V-8 Rear Bearing Support Right	- p/n 3820644 Corvette '63-'82
V-8 Inner Drive Yoke	- p/n 3832031 Corvette '63-'82
Valve Push Rod	- p/n 3839661
V-8 Rear Hub Drive Flange Yoke	- p/n 3839830 Corvette '63-'82
Camshaft 64-69 95hp, 69 140hp	- p/n 3839889 [*]
Camshaft 64-69 110hp, 65-68 140hp	p/n 3839891 [*]
Front Brake Shoes, Corvair & V8	- p/n 3845292 from Chevy II
Carburetor "J" Bolt	- p/n 3845682
95 or 110 hp Cylinder Kit	- p/n 3847843 [*]
Spindle Alternative to (3890126)	- p/n 3847927 [*] See Tech Tip 90-11
Harmonic Balancer Assembly	- p/n 3851262 [*] Letter "C" on face
Harmonic Balancer Assembly	- p/n C1136 Clark's
Rear Spindle	- p/n 3857809
Blower Assembly	- p/n 3856615 [*]
Rear Spindle Hub Support Housing	- p/n 3857811
Cam Assembly (suspension)	- p/n 3858038
Rear Spindle Spacer	- p/n 3858095 1.675" long
Rear Wheel Bearing Seal Outer	- p/n 3858096 [*]
Rear Wheel Bearing Seal Outer	- p/n 21650 Chicago Rawhide
Rear Wheel Bearing Seal Outer	- p/n 9195S National
Rear Wheel Bearing Seal Outer	- p/n 46460 Victor
Rear Wheel Bearing Seal Outer	- p/n C1404 Clark's
Special Spindle Lock Nut	- p/n 3858108 [*]
Grease Cap/Speedometer Drive	- p/n 3858811 [*]
3:27 Ring & Pinion Gear Set	- p/n 3859228 [*]
Pinion Gear Shaft, Automatic	- p/n
GM Crankshaft Gear Gasket	- p/n 3859585 Clark's C786A
3:55 Ring & Pinion Gear Set	- p/n 3859829 [*]
V-8 Torque Arm Housing Bolts	- p/n 3864037 Corvette '63-'82
Ball Joints (Stud Unit)	- p/n 3865827 [*] (old) see #9762018
1965 to 1969 110 hp, non-smog	- p/n 3869276 [*] Cylinder Kit

Rear Spindle V8 (Corvette) - p/n 3872476
Camshaft 65-66 180hp - p/n 3872304 considered universal
Front Spindle Nut Fork Retainer - p/n 3872951 [*]
Crankshaft - p/n 3875827
Front Wheel Inner Seal - p/n 3876191
Front Wheel Inner Seal - p/n 8705 S National
Front Wheel Inner Seal - p/n 17187 Chicago Rawhide
Front Motor Mount Support - p/n 3876969 Ultra Modified
V-8 Torque Control Arm Bushing - p/n 3880422
Shock Absorber Bottoming Bumper - p/n 3880522 [*]
Corvaire Motor Mount Rear - p/n 3880558 Clark's p/n C8059
140 HP Crankshaft Gear - p/n 3885399
140 HP Crankshaft Gear - p/n 8-2529 NAPA
140 HP Crankshaft Gear - p/n 221-2529 Sealed Power
140 HP Crankshaft Gear - p/n C 786XN Clark's
Rear Flange Yoke - p/n 3887353
Air Injector Belt - p/n 3888453
V-8 Half Shaft Universal Joints - p/n 3889696 Corvette '63-82
Spicer 5-178X
1966 to 1969 110 hp, smog - p/n 3889799 [*] Cylinder Kit
Spindle Assembly Chevy II - p/n 3890126
Spring Seat Assembly - p/n 3892794 [*]
Rear Flexible Brake Hose - p/n 3898208
Oil Pan Drain Plug Gasket - p/n 3921989 Fel-Pro p/n OS12625R
Universal Joint Kit - p/n 3955571 Spicer p/n 5-153X
Power Glide Transmission '64-69 - p/n 3958608 [*]
"A" Frame Spacer Washer - p/n 3983392 1/4" thick
"A" Frame Spacer Washer - p/n 3983393 1/8" thick
"A" Frame Spacer Washer - p/n 3983394 1/32" thick
"A" Frame Spacer Washer - p/n 3983395 1/64" thick
V-8 Rear Brake Rotor Disc - p/n 3996663 Corvette '63-'82
Master Cylinder (single piston) - p/n 5459390
Wheel Cylinder Front Left - p/n 5462963 Chevy II - 1 1/16" bore
Wheel Cylinder Front Right - p/n 5462964 Chevy II - 1 1/16" bore
Wheel Cylinder Rear Right - p/n 5465642 Chevy II - 15/16" bore
Wheel Cylinder Rear Left - p/n 5465643 Chevy II - 15/16" bore
V-8 Caliper Seal Kit Corvette - p/n 5467288 EIS p/n C992
1-3/8" caliper
Master Cylinder (dual piston) - p/n 5468453 p/n 36233 United
Fuel Pump "O" Ring - p/n 5622170
Bushings Assembly Corvaire "A" arm - p/n 6255708 [*] GM
p/n F6 62511 21 Harris SInt Block
p/n FB190 McQuay Norris
Ring, Oil Control, - p/n 6255756 [*]
Differential Top Cover Gasket - p/n 6255758 C6020 Clark's
Transmission Governor Seal - p/n 6246328 or "O" Ring AN6227-18
Power Glide Rear Pump Drive Pins - p/n 6256358 [*]
Fuel Pump Push Rod Return Spring - p/n 6256365
Electric Fuel Pump AC EP-12 - p/n 6414671
Elect Fuel Pump Safety Switch
NAPA (Echlin) - p/n OP-6610 (see Tech Tip 90-14)
Corvaire Mechanical Fuel Pump - p/n 6415433 [*]
Mechanical Fuel Pump Repair Kit - p/n 6415601 [*]
110 Single Snorkle Air Cleaner - p/n 6419705
140 Double Snorkle Air Cleaner - p/n 6421253
Carburetor '65-'67 Model HV - p/n 7016523 [*] (w/power enrichment)
Carburetor '65 95hp P/Glide - p/n 7025023 [*] (w/power enrichment)
Carburetor '65 110hp P/Glide - p/n 7025024 [*] (w/power enrichment)
Carburetor '66-67 110hp P/Glide - p/n 7026024 [*] (w/power enrichment)

Carburetor '68-'69 Model H - p/n 7031441 [*]
 V-8 Carburetor Rochester 2GV - p/n 70291(03-10, 7040(105-405)
 Carburetor '67 95,110hp P/Glide- p/n 7036014 [*] (w/power enrichment)
 Carburetor '66 95,110hp P/Glide- p/n 7036024 [*] (w/power enrichment)
 Front Wheel Outer Bearing Assy - p/n 7450627 New Departure p/n S5
 Bearing, Front Inner, Rear Outer- p/n 7450630 New Departure p/n S6
 V-8 Rear Axle Outer Corvette - p/n 7450630 New Departure p/n S8
 Bearing, Rear Inner Corvair & V8- p/n 7451202 New Departure p/n S9

Ball Joints (Stud Unit) - p/n 9762018 [*] (new number)
 - p/n 10207 TRW
 - p/n K6034 MOOG
 - p/n 206-1071 Perfect Cir

Cylinder Heads 95 hp 1964 p/n 383988(6-7, 3856626, 3886255
 110 hp 1964 p/n 3819876, 385663(1-2, 3856743,
 388625(6-7
 150 hp 1964 p/n 3819904, 38566(36-38, 38862(58-59
 (non-smog) 95 hp 1965-67 p/n 3878561
 (non-smog) 110 hp 1965-67 p/n 3856743, 38785(61-62-66,
 (non-smog) 38838(58-59-63,
 (non-smog) 140 hp 1965-67 p/n 38567(27-28, 38785(65-70,
 (non-smog) 3883861,
 180 hp 1965-66 p/n 38567(56-62, 38785(64-68, 3883860
 (smog) 110 hp 1966-69 p/n 38807(07-08, 3883862
 95 hp 1968-69 p/n 3878569
 (smog) 140 hp 1968-69 p/n 3856728, 3885165

Spherco Rod End Assemblies - p/n TR-7 or TR-7N with grease fitting
 high strength - p/n AR-7 or AR-7N with grease fitting

Spark Plugs AC-44FF and 46FF
 " " NKG B5HS Broader heat range than 44FF
 " " NKG BNSHS Hotter than B5HS
 " " BOSCH WR7BN

140 HP Distributor Vacuum Advance #217 or #248 stamped on arm
 Retainer - Converter Assembly to Flex Plate - Bolt, Special
 3/8-24 Nut and Cage

Front Shocks NAPA Munroe Regal Ride Deluxe H Duty #3027 CWE289(B-D
 Munroe Regal Ride Deluxe Heavy Duty #9027
 Munroe Heavy Duty #6013
 Montgomery Ward 61-18400

Rear Shocks NAPA Deluxe Heavy Duty #2006XN5
 K-Mart Heavy Duty #2183-C0112982R1
 Midas "Lifeguard" Heavy Duty #MB786

Carburetor Rebuild Kit, one for each carb Echlin Kit #2-5259

Alternator Rebuild Kit External Regulator
 Pulley Bearing NAPA #203-F Whitney 73-7194W
 Small End Bearing NAPA #MN471-S Whitney
 Brushes & Springs NAPA #R-434 Whitney
 Diode Kit Whitney 73-7593R

Peters & Russell 6970-J Type 4 Water Pump
 Pressure Switch, Jabsco p/n 37121-0000

Corvair Oil Filters AC PF-4 Motorcraft FL-8 Hastings P-215
LEE LF-14 Hastings P-215 FRAM PH-4
WIX DC-38-C, 51038 Walker WD-140

Corvair Air Filter Paper Element- p/n 6419892
AC A178W SEARS 45277
LEE AFL 178 Purolator APF 67
FRAM CA-192 Motorcraft FA 31R

Bargman Shore Line Electric Complete Male/Female p/n 40-66-666
Connectors Male Base Unit with Cover p/n 40-60-001
Female Polarized Plug p/n 40-60-002

Original Paint Dupont Corinthian White p/n 93-94126
Sherwin Williams 1932
GM Duplicolor 122

Gold Stripping 3M Scotch Brand 1" #850

Range, Magic Chef Propane Gas Model 165-2F

Refrigerator, Dometic Model M28 Series with suffix A, B, C or D
Recommended Service Bulletins 3299 and 3472

Furnace, Optional Forced Air Unit, Coleman Model 8623-779

Water Heater, Bowen Model G6A Series

Toilet, SANIWARE Model 1000 Repair Kit # 98537 or 98601
Water Control Valve Assembly # 90200
"U" Band Kit # 98504
Bowl Seal Kit # 98550

V-8 "V" Drive, Walters RV-20 "V" used in the V-8 is obsolete.
Parts are still available. Replacement if required is RV-26.
Replacement cost \$1,300 plus. Phone: 201-656-5654
Walters Machine Co., 84 Cambridge Ave., Jersey City, NJ 07307

Corvair Assistance P.O. Box 1184, Ontario CA 91762 1-800-843-8247
Orville Eliason in California 1-800-843-7363

WHAT ARE SENIORS WORTH?

(Original author unknown, but obviously female)

We are worth a fortune.

Remember, old folks are worth a fortune - with silver in their hair, gold in their teeth, stones in their kidneys, lead in their feet and gas in their stomachs. I have become a little older since I saw you last a few changes have come into my life- frankly, I have become a frivolous old gal. I am seeing five gentlemen every day. As soon as I wake up, Will Power helps me get out of bed. Then I go to see John. Next, Charlie Horse comes along and when he is here he takes a lot of my time and attention. When he leaves, Arthur Ritis shows up and stays the rest of the day. He doesn't like to stay in one place very long, so he takes me from joint to joint. After such a busy day, I'm really tired and glad to go to bed with Ben Gay. What a life: oh yes, I'm also flirting with Al Zymer.

P.S. The preacher came to call the other day. He said that at my age I should be thinking about the hereafter. I told him: "oh I do, all the time. No matter where I am, in the parlour, upstairs, in the kitchen or down in the basement I ask myself "now what am I here after? "

Our World In Conflict

By Martin A. Larson



Bread and Circuses

Although there are great differences between the situation in the Roman empire before its fall and that in present-day America, there are also similarities. Let us note them.

The vast Roman empire encompassed most of the then-known world, or at least what was known to the Romans. It was centered in a large city which had about 1 million inhabitants and possessed a large and well-trained army. Its people consisted for the most part of slaves, who operated what manufacturing there was and served the master class. Revenues were derived from tributes extorted from subject nations far and wide and from goods sold throughout the empire; and the power of Rome was practically unchallenged for several centuries.

However, the result was a luxurious life for the ruling class at the center, which reached into the armed forces with the consequent loss of virility, which accompanied a moral decay of incredible proportions. Gradually, Rome's iron hold upon the provinces loosened and revolts became more frequent and more powerful. Tributes decreased and less and less of Rome's products could be

sold among the subject nations. This brought basic changes in Roman society.

When there was no longer employment for the slaves, they were emancipated and had no source of earned livelihood. Since they could neither be executed nor sent into exile, they had to be fed; and since they had no occupation, they had to be amused and entertained.

This situation gave birth to the welfare state and continued the spectacle at the circus. Every city of any importance had its own arena where gladiators fought to the death against wild beasts and one another for the amusement of the populace.

Bread and the circus became a way of life. But this cost the Roman government vast sums. Since it had little income, it did what had been done by other fading cultures: It debased its currency; but this brought inflation and finally the total collapse of the monetary system.

Then the provinces began to revolt against the central authority. But they were not satisfied simply to refuse to pay tribute: They wanted revenge. In AD 410, Alaric, king of the Visigoths, sacked Rome; this was the first of several such devastations

which saw the barbarians carrying loot from the imperial city until there was little of value left there. Thus the Roman empire suffered demise.

The United States differs from Rome in that it has a large and fertile territory with almost unlimited resources. Instead of exacting tribute from others, the federal government in Washington attempts to extort tribute from its own citizens by treating them as non-resident aliens for income tax purposes. And it has made gifts of trillions of your dollars to foreign rulers.

The United States has incurred a national debt now well in excess of \$3 trillion, and, like the Romans, it has debased its currency in order to ostensibly meet its obligations.

FOOD STAMPS AND FOOTBALL

And now we find that our country has also adopted a system basically similar to the bread and the circus of the Romans. In order to supply the supposed needs of the people our federal government has become a welfare state which disburses more money for this purpose than for any other in the budget. Food stamps and the like have become the "bread" of our new bread-and-circus system.

Had it not been for welfare giveaways and the usurious interest on the national debt (created out of thin air by private bankers), there would have been no need for the income tax and the debt could have been paid off. If the costs of welfare and debt service continue to increase, we will surely end as the Romans did, on the scrap heap of history.

Now for the last phase of the existing situation. Sports in America has taken the place of the Roman circus. There are hundreds of large arenas belonging to universities and professional leagues which provide entertainment, especially baseball and football. Millions attend these performances regularly and cheer for

their favorites as if it were a matter of life or death. Many millions more watch the spectacle on TV.

Some of the performers receive fabulous salaries; for example, Jose Canseco of the Oakland Athletics is paid \$23.5 million to play baseball for four years, and others are paid nearly as much. The cost to the public is enormous, but the benefits accruing to the ruling class are great.

LIKE IT OR NOT, YOU PAY

Consider the vast amount of free publicity given sports by the newspapers, paid for by advertisers who pass the cost on to you, the consumer, whether you are a sports fan or not. Naturally, the government also gets its slice of the action, through taxing every transaction involved, including the huge salaries of the sports stars.

Every large daily has a special section, consisting of eight to 20 pages or even more, devoted entirely to athletic events of various kinds. If the promoters of sports were to pay for this advertising, the cost would be too great to bear.

The time and ad dollars involved in broadcasts of such games is similarly huge.

Why such publicity for sports? Obviously it keeps the minds of the people away from serious considerations which impinge heavily upon everyone, such as the increasing loss of your freedom, disarmament of the citizens, the question of who shall create the money in our society, and the other innumerable economic and political issues which make up the warp and woof of everyday life.

And so our ruling class has provided us *hoi polloi* with bread and circuses. Will they also lead us down the same primrose path that led to the destruction of the Roman empire? ●

Special limited-time sale: Until January 1, 1992 the Secretary will have the following items available at the prices indicated: Newsletter Winter 1990-60c; Newsletter Summer 1991-80c; Newsletter Fall 1991 80c; By-Laws, fully updated, 35c; 1991 Directory-\$1.00. All items will be furnished postpaid in a 6" x 9" envelope. Checks, cash, or stamps (uncancelled, unlicked) accepted.



CUT HERE

Preliminary Non-Binding Ballot

<u>His Nominee</u>	<u>Her Nominee</u>
President	President
Vice Pres.	Vice Pres.
Secretary	Secretary
Treasurer	Treasurer
Ernest Newhouse Award	Ernest Newhouse Award
his choice	her choice
1993 National Rally site	1993 National Rally site
location	who to contact
address	suggestions
phone:	

Return page to Leonard Tekaas, President
 1943 Driftwood Street
 Bakersfield, CA. 93309

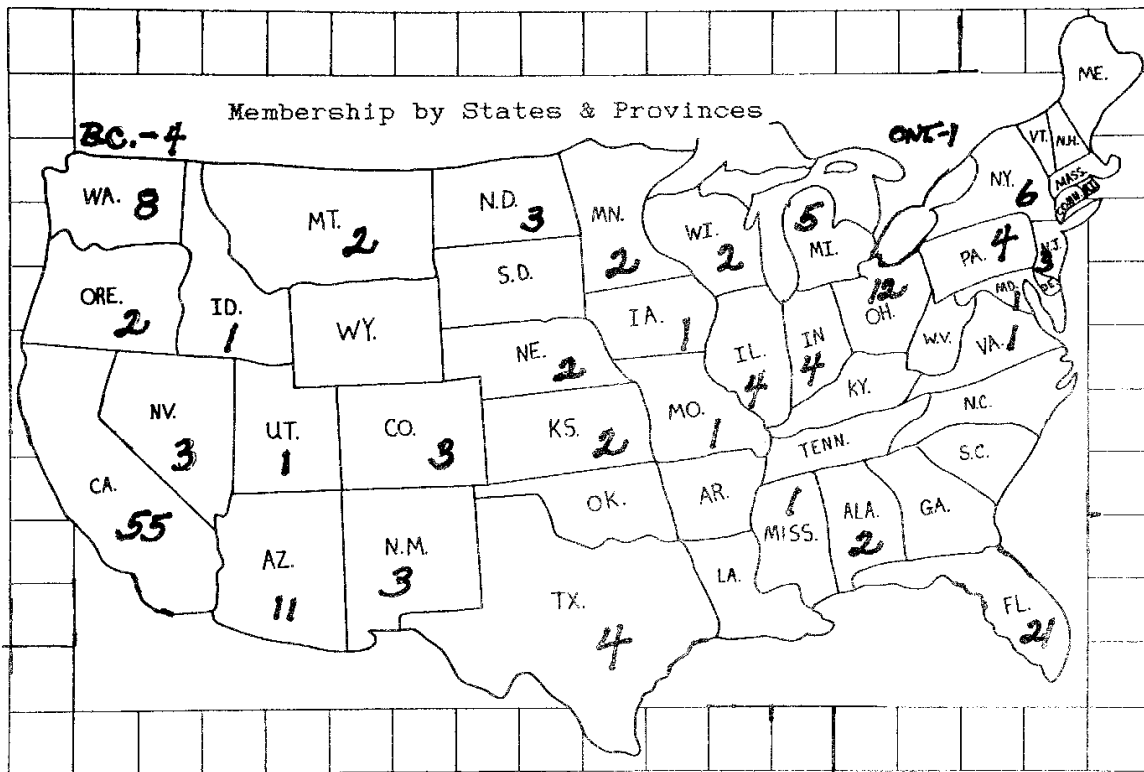
Hi There; -

I want to thank you for the "basket" pattern.

Now, you asked about Peter Rose Schuler's address in N.C. - Well I talked with Pete. He said they have bought a house in Charlotte N.C., but they will not be living there until they sell ~~their~~^{their} home on Long Is. Their daughter is living in the N.C. home -

Hope to see you folks this winter -

Love
L+M.



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