

DATE MAILED

Empty rectangular box for address.

PERSONAL

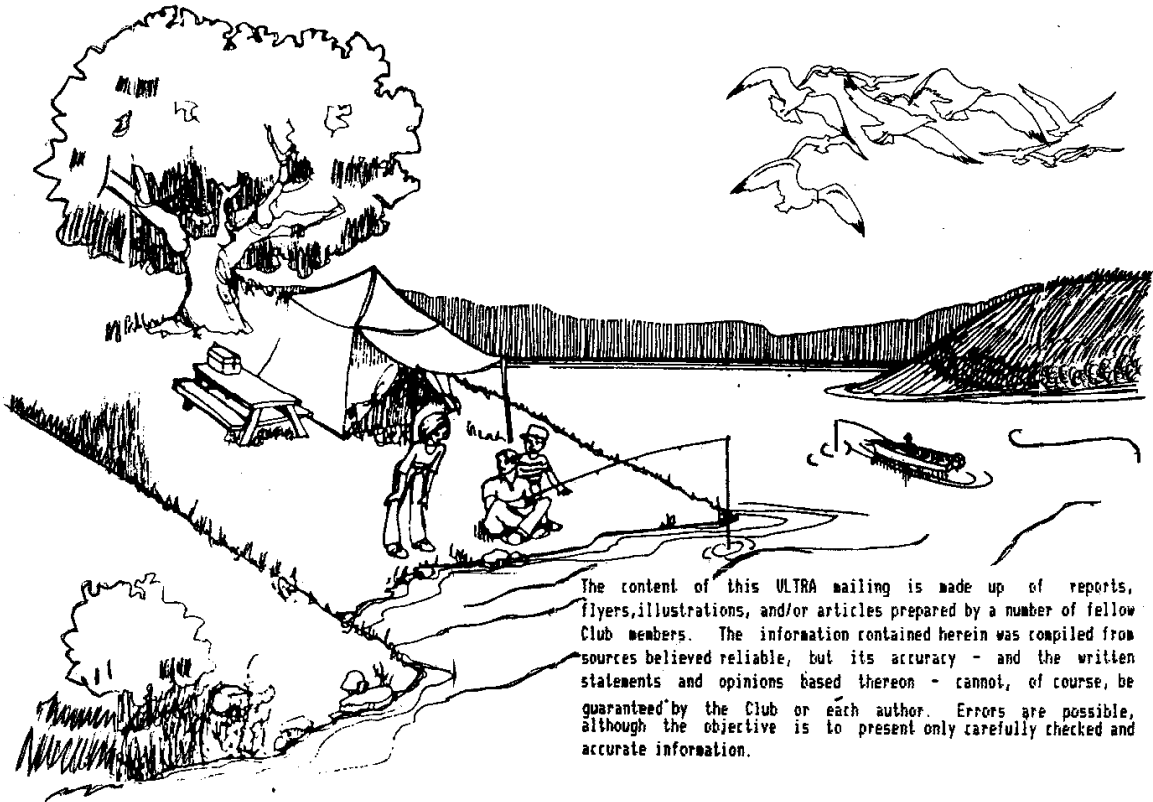
FIRST CLASS MAIL

Summer 1992 Newsletter

Maybel Griggs, Secretary
626 Brookfield Avenue
Cumberland, Maryland 21502

ULTRA VAN MOTOR COACH CLUB, INC.

PLEASE
PLACE
STAMP
HERE



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, 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.

Upcoming Rallies

June 29-July 3, 1992 Kings Canyon, California (see Flyer)

July 12-18, 1992 Smoke Run, Pennsylvania (See Flyer)

September 23-29, 1992 NATIONAL RALLY, San Antonio, Texas (see Flyer)

January 25-28, 1993 Las Vegas, Nevada (See Flyer)

April ? 1993 somewhere in Arizona--hosts, D. Reinhardt, Vandersteeg, Suckows

July ? 1993 in Sechelt, British Columbia: hosts Ryersons

ULTRA VAN MOTOR COACH CLUB, INC.
Quarterly Treasurer's Report-First Quarter, 1992

Balance December 31, 1991	3264.43
Receipts: Dues	840.00
Sale of Tech Tips	238.00
Interest Benham Capital Management Group	15.42
Dividend Al-Gar Federal Credit Union	34.50
Total Receipts:	1127.92
Expenses: Postmaster, Post Cards	9.50
Print Tech Manual	760.00
Print Newsletter	202.80
Mail Newsletter	128.25
Bounced Check	19.00
Total Expenses:	1119.55



Balance April 1, 1992: \$3272.80
Respectfully Submitted, Louis C. Griggs, Treasurer



Amount of Regional Rally Funds--Western Region \$334.71. In hands of L. Tekaat for next Western Regional Rally. Eastern Region--\$366.09 in hands of L. Griggs for next Eastern Regional Rally.

These are not Club funds--this Rally Reserve money is used by Rally Hosts to level off Regional rally expenses.



Help! Your Secretary is being underwhelmed with information.

1. Need an address for Orlando & Teri Ramirez that the Post Office will like. 460 Linden, Coolidge Az 85226 came back marked "no such address".
2. Len Ryerson writes, says that Barr Musser wants to sell his coach, but is moving. Where?

We have been told that long-time member Lou Laslo has passed away. Can anyone out West send some particulars?

Please remember, friends, that the most expensive computer made, and the smartest computer operator around, cannot read your mind. We do not have available either of the above, and have to make do with what you send in.

High Sierra - Kings Canyon Campout June 29-30 July 1-2-3, 1992

ULTRA VAN MOTOR COACH CLUB RALLY

"A RIVAL TO YOSEMITE" wrote John Muir, Describing the canyon of the Kings River. This glacial valley in which Cedar Grove lies presents towering granite cliffs, tumbling waterfalls and a powerful river to travellers along the highway. Join us and also see the largest living thing on earth "THE GIANT SEQUOIA"

DATE: JUNE-29-30 July

DATE: JUNE-29-30 July 1-2-3 1992 [Mon. thurs Fri..]

LOCATION: Kings Canyon National Park, California

CAMPSITE: Loggers Flat [June 29,30] Cedar Grove [July 1,2,3

HOST: Leonard and Brenda Tekaak -- Mel and Mollie Dinesen

#220 Ph.805-3979189 #200 Ph. 805-8345185

Park Entry Fee: 62 years of age - Golden Age & Eagle Passpost are free, \$5 per vehicle for all others.

RALLY CAMPSITE FEE: Loggers Flat-- \$4.00 per day for 10 coaches.
Cedar Grove-- \$4.00 per day 62 years-\$8.00
all others. \$2.00 reg

CAMPSITE ELEVATION: Loggers Flat--6500 ft. Cedar Grove--4500 ft.

WEATHER TEMP. 65°-79°F Daytime - 40°-50°F overnight. [maybe]

BRING: Firewood, table and chairs, warm clothes,

SCHEDULE: If you arrive early there are 2 free campgrounds on Hume Lake Rd.

MONDAY- arrival and registration

TUESDAY-Trip to Grants Grove, Pot luck Dinner, Campfire

Wednesday- Sightsee Kings River to Cedar Grove

Thursday-Sightsee Kings Canyon, Pot luck Dinner or Dinner out, Camp fire

Ranger program at 8:30 PM each night [a lot of fun]

Friday-Goodbyes and departures

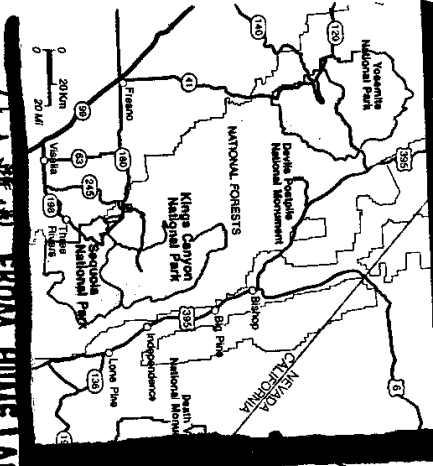
ROUTE RECOMENDATIONS: The General's Hwy 198 and Highway 180 are steep, narrow, and curvey. Access to the park for trailers and large vehicles is easier via Highway 180 from Fresno. There is no road access from highway 395 on the parks East side. Leonard has driven Highway 180 from Fresno and found it OK.

GASOLINE AND OTHER FACILITIES: In Grants Grove, Cedar Grove and LODGEPOLE you will find all the amenities, such as: store, gas showers and restaurant At Loggers Flat we will have water, toilets firepit and running creek.

EMERGENCY PHONE NUMBERS: LODGEPOLE AAA emergency road service 209-565-3381 GRANT GROVE AAA emergency road service 209 3359071 RANGER STATION 209-5653341

The SEQUOIA BARK is a News paper published by The Sequoia Natural History association. It tells you of all the happenings and services in the park. Pick a copy up in the park or write to SNHA At Ash Mountain, P.o. Box 10, Three Rivers, Ca. 93271 stamped self-addressed envelope needed.

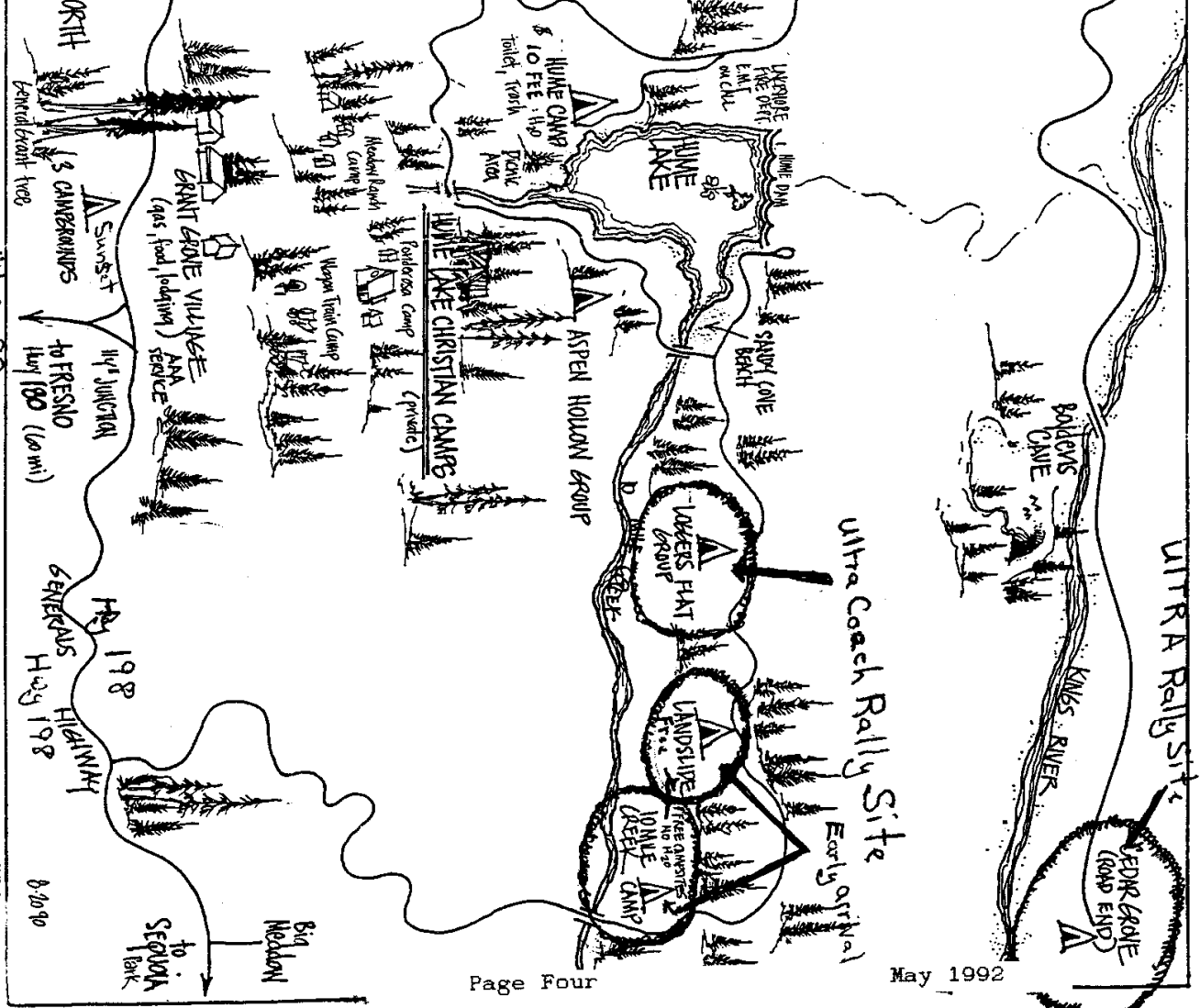
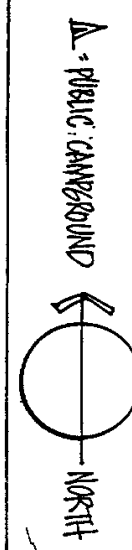
Highway Access



FROM HOME LAKE:

FRONT ROUTE - Black Route

to HUILE CAMPGROUND	1.3 mi
to ASPEN HOLLOW	1.5 mi
to COLE ROAD	1.1 mi
to LOWERERS FLAT	1.8 mi
to LANDSLIDE CAMPGROUND	3 mi
to PRINCESS CAMPGROUND	4.3 mi
to 10 MI CREEK CAMP	4.5 mi
to GENERAL'S HILLWAY	10.5 mi
to GRANT GROVE	18 mi
to V JUNCTION	12 mi
to BOWDEN CME	14 mi
to STONEY CREEK	17.0 mi
to CEDAR GROVE	24 mi



Ultra Coach Rally Site
Early arrival

ULTRA Rally Site



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

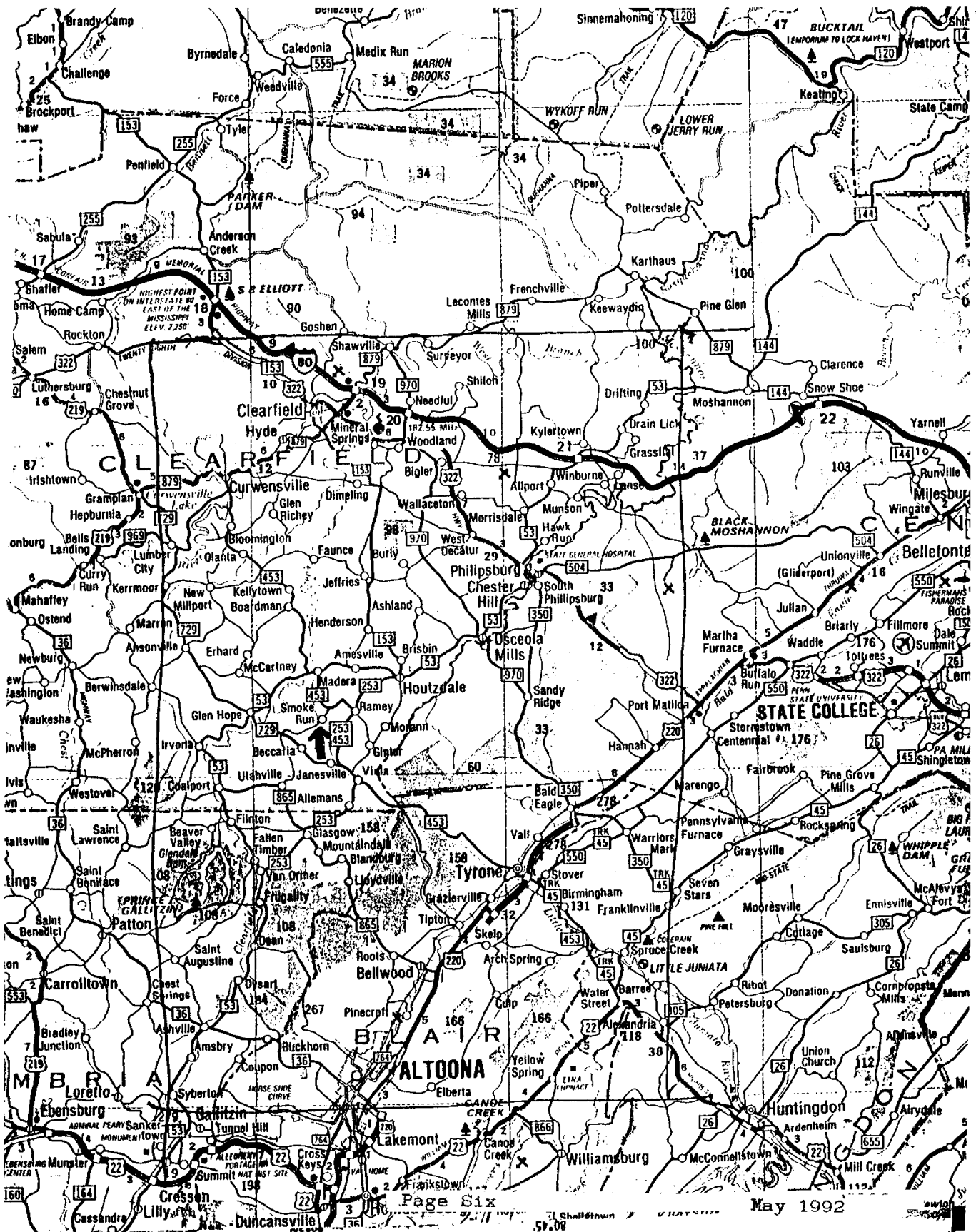
POT LUCK ONE NIGHT

HOST

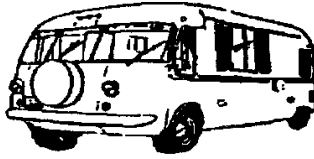
VISIT TO SURPLUS CITY, FAMOUS

HORSE SHOE RAILROAD OR CAVE TRIP

MAP ON BACK



ULTRA
CARAVAN



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

To: SMOKE RUN
PENN.

JULY 12-18-1992

OVERNITE STOPS
LISTED

JULY 8 - JEAN & BETTE MAMASTERS
PH-407-626-0388 - 916 LIGHTHOUSE DR. NORTH PALM BCH FL.

JULY 9 - GLANN & CRAIG LEE I95 EXIT #123
PH-904-765-7489 - JACKSONVILLE FL.

JULY 10.

Instead of the Florence, S. C. stop--we plan to have a stopover
at a rest area on either I-26 or I-77.

JULY 11 - There will be a overnight stop at Wytheville, VA. at the
intersection of I-77 and I-81.

JULY 12. SMOKE RUN PA.
PH 814-378-5363 GORDAN & RUTH HARVEY

COME JOIN US AT ANY POINT
OR
MEET US AT G&R HARVEYS !

1992 - NATIONAL - TEX.

CARAVAN



SAN ANTONIO

PLAN - NOW -

ENJOY - LIFE - NOW

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

1ST NITE: N.P.B. JEAN & BETTE McMASTERS → SEPT-17

1ST NITE: SARASOTA Bob & ARLENE AKERMAN, →

2ND NITE: WILDWOOD FL. "76" TRUCK STOP - SEPT-18

3RD NITE: CHATTAHOOCHEE FL. ——— SEPT-19

HARDEES RESTURANT SEMINOLE LANDING RESORT

4TH DAY SHRIMP!! LUNCH MOBILE ALA. - YUMMY!

4TH NITE GULFPORT MISS. ——— SEPT-20

FIVE STAR R.V. RESORT

5TH NITE ORANGE TEXAS ——— SEPT-21

(SEAFOOD BUFFET - "CRAB TRAP.")

NEARBY CAMPGROUND OR PARK AT RESTURANT

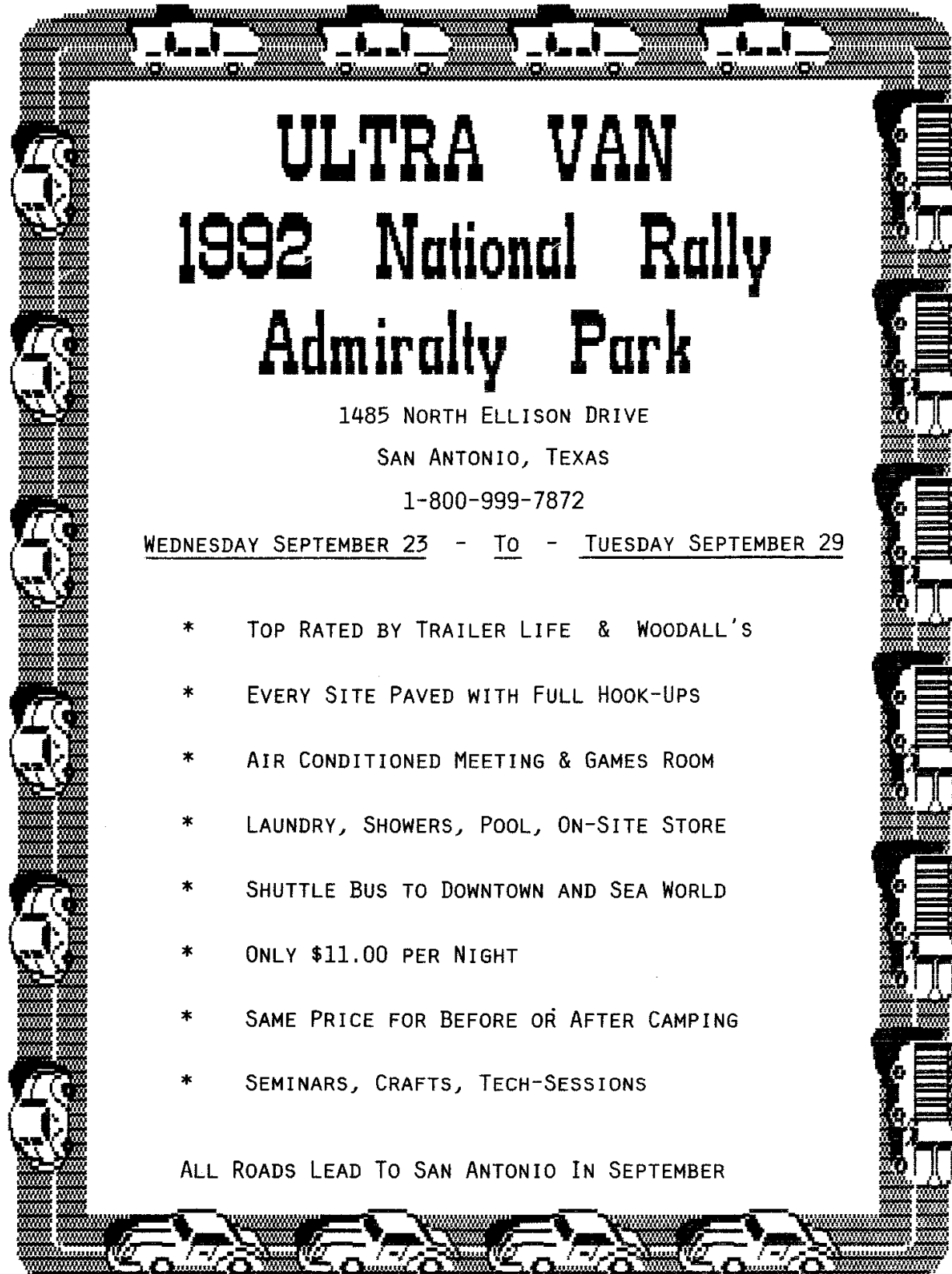
AVERAGE ABOUT 300 MILES PER DAY

USING US 90 & I-10 - ETC.

6TH NITE EARL McRARY - SHAVANO PARK - SEPT-22

1992 - NATIONAL - RALLY - SEPT 23 - 30

FUN - TOURS - EXCITEMENT - BAR-B-QUE - MORE - FUN



ULTRA VAN 1992 National Rally Admiralty Park

1485 NORTH ELLISON DRIVE

SAN ANTONIO, TEXAS

1-800-999-7872

WEDNESDAY SEPTEMBER 23 - TO - TUESDAY SEPTEMBER 29

- * TOP RATED BY TRAILER LIFE & WOODALL'S
- * EVERY SITE PAVED WITH FULL HOOK-UPS
- * AIR CONDITIONED MEETING & GAMES ROOM
- * LAUNDRY, SHOWERS, POOL, ON-SITE STORE
- * SHUTTLE BUS TO DOWNTOWN AND SEA WORLD
- * ONLY \$11.00 PER NIGHT
- * SAME PRICE FOR BEFORE OR AFTER CAMPING
- * SEMINARS, CRAFTS, TECH-SESSIONS

ALL ROADS LEAD TO SAN ANTONIO IN SEPTEMBER

JANUARY 1993

WHEN: January 25th thru January 28, 1993

WHERE: Las Vegas, Nevada - Circusland RV Park

COST: \$10.80 per night

There are no facilities in the park for meetings, so, no craft, tech or general meetings are planned. It will be a "do your own thing" get-together. Information about places to go and things to see will be available.

Circusland requires that group reservations be turned in at one time. Therefore, the following form and a check for \$10.80 (deposit) made out to Circusland RV Park must be sent to the Hoffmans between November 1 and December 20, 1993.

The deadline is December 22, 1993 for checks and forms to be turned in to Circusland.

MAIL TO: Claire or John Hoffman
3890 So. Nellis # 286
Las Vegas, NV 89121

NAME:

ADDRESS:

CITY, ST, ZIP:

ARRIVAL DATE: 1-25-93 TIME:

DEPARTURE DATE: 1-28-93

LENGTH OF VEHICLE:

TYPE OF VEHICLE?

PETS OR CHILDREN?

Anyone wishing to come earlier or stay longer may call Circusland at 1-800-634-3450 and make their own arrangements.

(Western) Spring Rally Report

Thereasa's famous slogan "Arizona-If you knew it-you'd do it." Well, we did it, and what a unique Rally we had for April. I called it a rolling rally, as we rolled along each day to a new location. I know that there was a lot of research, driving, checking points of interest along our route, as well as planning with the townspeople; but our hosts the Reinhardts, Suckows and Thereasa Vandersteeg did a great job to make it a huge success.

Our first day was spent visiting in Phoenix, at the Hope Baptist Church, as the Ultras came rolling in. A Sheriff was appointed, and gave the warning: 1st time without your name badge was 25c-the second time doubled-the 3rd: "Get a Rope". Roberta Franz was caught the first morning-paid the price-as well as cleaned the many butterflies stuck to Donaldson's windshield and front of Ultra. That evening we all enjoyed a delicious Italian dinner prepared for us by the Church group hosts. The Honers and Ethel Starbird drove over for dinner that evening only, as the Honers were leaving for Colorado the next day. We spent the night on the cool parking lot, and left the next morning to roll down the road. Phoenix is a busy, bustling city, and some wanted to see more of it; so we divided into three groups--those that wanted to see and tour the Capitol building, some wanted to ride the downtown sightseeing tram "Dash", and others preferred the new Outlet Mall. We all met outside of town to roll on to our second night location.

Dan Reinhardt was our leader and road master (and a good one). We drove almost in the shadow of the shadows of the Superstition Mountains. According to legends, somewhere in those beautiful mountains is hidden a fortune in the Lost Dutchman Mine. We didn't look for the gold, but we sure enjoyed the scenery along the Apache Trail. Theodore Roosevelt said of this spectacular drive "The most sublimely beautiful panorama nature ever created." We agree.

Our second night was spent at Oak Flat Campground. We enjoyed our famous "Miner's Stew" under the big trees. Our hosts made French fries, hush puppies, and for dessert fresh strawberry shortcake. Later, we had a campfire, with singing, stoke-telling, and harmonica-playing by Hank Yakel. We brought out the flannel sleepwear that night. Temperature was 39 degrees F.

Thursday, April 23, we rolled on to our second Church in Miami, a picturesque and historical canyon town, with its smelter topped hills. The area is rich in minerals (once silver mining), but copper-mining is an important industry today. The people were so friendly, and a big turn-out came to prepare our evening dinner, which was a delicious one. Roast beef and ham, mashed taters and gravy, salad, home-made rolls and peach cobbler, ice tea and coffee. After dinner, we played "Ultra People", and Thereasa had tables of prizes for us to select as we won.

It was around 9:30 PM when we heard the news of the earthquake that centered near Jim & Marlene Craig's home. Jim started calling Joshua Tree, but couldn't get through, so they left early the next morning for their home. We received word later in the day that they had minor damage, but no one was hurt, which was good news.

On we rolled Friday morning (after a brief stop at Miami's new Wal-Mart store). We stopped for lunch at a nice roadside park in the mining community of Winkleman. We parked beside the Gila River, which was up to its banks and very swift--a few even dangled their feet in the icy water. It was so relaxing to sit beside and see, hear and smell a real river again.

Our third Church hosts had a good Mexican food dinner for us. We had our meeting in their pretty little church. Paul Rowland made and donated a pretty necklace to be given away. Edna Steenburg was the lucky winner. We went to bed early, as our longest run was the next day back to Phoenix, with our first stop at the Ray Mine, largest working copper mine. We needed our

binoculars to see the workers in the huge open pit.

The drive through Salt River Canyon, nicknamed "The Little Grand Canyon" is not as awesome, but just as beautiful. We made one more stop at the Cactus Forest to see the vast collection of desert plants in a natural setting. On we roll, some back to Phoenix and the Church we started from, others going home or other places to visit.

We all appreciated the friendly small town hospitality given us by all the churches who were our hosts, and we thank Reinhardts, Suckows, and Threasa Vandersteeg for planning such a great and unusual rally.

Wagonmaster Mel Dinesen reported: 14 Ultras, 6 Associates.
California 11, Arizona 4, Ohio 1, Canada 1, N. Dakota 1, Colorado 1.

Respectfully submitted, Evelyn Donaldson



Directory changes:

Page D-11 (new Member) James & Diane Ash #233
1119 N. Brickell Drive
Deltona, Fl. 32725
Ph: 407-574-9705

Page D-12 Bogardus
2309 Anderson Road

Page D-14 DeCamillis
22405 Kent Ave. #12
Torrance, CA. 90505

D-16 Fess- phone Area Code is 510

D-17 (New Member) James & Selina Gaskell #266
986 Kincaid Rd. P. O. Box 58
Williams, Or. 97544
Ph: 503-846-7264

D-19 (New Member) Alan & Evelyn Hemstreet #488
5777 Surf Circle
P. O. Box 1218
Sechelt, B. C. VON3A0
Canada Ph: 604-885-5620

D-20 Norris Houck (Charlene passed away)
79474 Hwy 1129
Covington, LA. 70433

D-22 Kraepelien (S)
16321 Pacific Coast Highway #79
Ph: Area code is now 310

D-23 Glann Lee
1120 North 11th st.
Wytheville, Va. 24382
Ph: 703 223 1787

D-31 (New Member) J. W. & Carolyn Strange T-2019
Rt. 1 Box 355B
Proctor, Ar 72376
501-735-0435

D-33 Washmuth
271 Church Tree Rd.
Crescent City, CA. 95531



Minutes of business meeting at Knight's Trail Park, near Venice, Florida.

The meeting opened at 2:03 PM with Eastern Director Norm Helmkey presiding.

The Wagonmaster, Clyde Stanton, reported 17 Ultras present, with 10 from Florida, 5 from Ohio, 1 from New Jersey, and one from Maryland.

Sheriff reported total fines of \$0.75.

Gordon Harvey reported that the Smoke Run, Pa. Rally will be ready.

Marge Fitzgerald volunteered to be the Eastern Merchandise Chairman.

The March, 1993 Florida Rally will be on this same site.

A nominee is needed for Eastern Director by the Fall Election.

Margaret Fitzgerald registered attendees. The expenses of the Rally amounted to \$108.46; this was paid to Marge Fitzgerald by the EMU Treasurer in cash.

The meeting adjourned at 2:43 PM.

Respectfully submitted, Louis Griggs

Of particular interest at this Rally was the appearance of Jim Ash and family in Ultra Van #233. This coach was built by Ultra as a library vehicle; at the Rally it was still school bus yellow (mostly), and had some of the book shelves inside. On the side under the picture window in 6" high letters "Linden Unified School Dist. Reading Lab." Jim bought the coach in Oregon, and drove it to Florida in 13 days; he had major engine troubles on the way. I have a couple of Polaroid pictures of this interesting vehicle; however, they did not copy well for the Newsletter.

The above is an enlarged copying machine copy of a good Kodacolor picture by Bill Welle.

ULTRA POSTSCRIPTS ★★★★★

May 1992

"I've never met a man I didn't like." -- Will Rogers

OUR CHANGING WORLD: Many thanks to those who have written or called to suggest subjects for discussion. Have you noticed this Spring how much HOTTER the sun is on a clear day? Our ozone-layer (around the earth) has been partially depleted. They say this is due to the popular use of certain chloro-floro carbons. The objectionable gases--were used in some air conditioners, refrigerators, as well as spray propellents that have been in common use over past decades. These have included hair sprays and also spray paint products (new, safer propellents are now being used -- but a little late to correct the damage already done).

NOW A CAUTION: To avoid skin cancer (melanoma kills an average of 3,800 men each year) and blindness due to today's more intense ultra violet rays, everyone is advised to use dark glasses and wear shade-clothing. Doctors also advise use of a good broadspectrum SUN BLOCK LOTION. Some people do not know that sun lotions or creams come in several protective strengths, such as sun-proof-factor 8, 15, 20, 30, etc. Persons subject to sun burn should use a 25-SPF or 30-SPF product. Lifesaving advice!

WEALTHY FOLK: There is a common misconception that "monied people" can be more haughty and uncaring or colder than those who have had to do a little more scrimping all through life. Just the opposite is generally true. It is assumed that most members know there are many millionaires who are fellow-members of Ultra Motor Coach Club, Inc. All are congenial and exceptionally understanding. We should know, since several subscribed to "Economic Newsletter" for many years. Most self made (genuine) wealthy people are always very INCONSPICUOUS. They are much like the center prong of this Tuning Fork, which is "there", but it doesn't "stand out" any

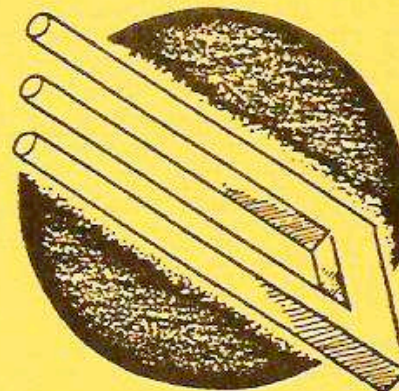
more than the other two prongs. Rich people, generally, are like that-- they "fold in" and have a good time with everyone else. It should be noted, too, that monied families often are good managers, not only of their assets, but also their abilities. That's how they built up and accumulated their savings over the years. They are prudent but trueblue.

"What a piece of work is man!" -- Shakespeare

WHAT CAN WE SAY: Now that Good Friday is past, as well as Easter, the subject of the Roman Empire may be of interest. Studying the subject, it has to be concluded that executions on the CROSS were not universal during that period. It was considered such a slow, painful, and cruel form of punishment that no matter how unreasonable or horrible their crime, it was not prescribed for Roman citizens. Crucifixion was reserved for captive nationals, such as Jews, Pharisees, Egyptians, and slave or subjugated people, never Romans themselves. All may have BOWED to Caesar, but life was not fair under any of the Roman rulers.

"Life's NOT FAIR....but God is GOOD." -- Dr. Robert Schuller

CLEVER ADVERTISING: This little ditty was sent to us by a member---it is TOO GOOD not to share: "He who has a thing to SELL and goes and whispers in a well, is not so apt to get the dollars as he who climbs a tree and HOLLERS."



NEW WORLD ORDER: Most of us heard (saw) President Bush mention three times the words, "New World Order" on TV a few months ago. Many people think that HE originated the phrase and that it may portend to something mysterious or evil. Let's try to get at facts. George Bush did not now originate nor coin those three words. They have openly appeared to all Americans, in print, vast millions of times from the day engravings were made for the plates used to process our current ONE DOLLAR BILLS. Most people never study the "green-paper" they use to buy things with. The words "NOVUS ORDO SECLORUM" appear...under the pyramid with cyclops eye at its top...meaning "New, Order, World (or universe or earth)"...with foreign languages, words are often transposed with the noun last. So this phrase has been slipping through your fingers, and ours, unnoticed perhaps, with cash purchases for MANY LONG YEARS. However: Bush was a leading official in the Trilateral Commission -- until he resigned to run for President 4-years ago. Could it be he is still obligated there?

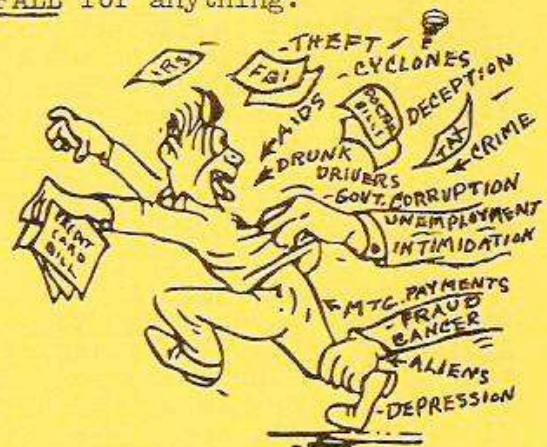
Those who don't STAND for something...will FALL for anything.

PEOPLE ARE AFRAID: Our daily Newspapers and nightly TV news headlines are often outright frightening. Long before the late riots in LA and other cities, the media has been telling us about the banking scandals, the recession, an un-ethical Congress, corrupt business practices, bankruptcies, the rising crime rate. Are we a Nation in decline? Not really---but THANK YOU for asking about this. This is our Country (yours and mine). WE ARE IT! If each one of us would write or call our Congressmen and Senators, that would have an impact. We need to give them facts, our ideas, what's right or wrong.

TOO MANY PEOPLE are COMPLACENT..."Let the other fellow do it." What is happening makes people TREMBLE. They shake. Yet, they do nothing to help correct the basic faults. Washington continues to SPEND more than it has. Have we written to STOP IT? Our southern borders are wide open; an estimated 10,000 illegals are streaming across each week. If we could secure KUWAIT'S borders, why can't we secure our own? Why not give our soldiers a JOB! Read my lips. Isn't anyone at home in Washington? Isn't ANYONE in charge of anything any more?

EDNA NEWHOUSE: Open heart surgery is no fun, but when a human valve starts failing, it is as necessary as replacing a broken one. in your car or coach. Her's wasn't opening properly and heart specialists determined the heart muscle was being very much overworked. No human being should have to endure this kind of surgery, but there was no other option. I'd like to let everyone know, I'M JEALOUS! Edna got SCORES of Get-Well cards and calls. Any correspondence I get is only about the Club, the economy, and coach problems...no one asked about MY health. So...I'm a jealous spouse! Edna wishes to THANK all those who called or sent messages. She has had the BEST male nurse on earth (and that's not bragging). Well?

JIMMY DEAN: Of course, EVERYONE is familiar with Jimmy Dean's sausages! He raises his own porkers on his large Texas ranch. He makes just about the tastiest sausages around (this is NOT a paid advertisement). But hear this: Not many folks know about Jimmy Dean's valves. It is said he has devoted a special section of his business to providing "porcine" tissue VALVES for humans. These are preventative maintenance replacements for those that have become tired or leaky inside people's hearts. The facility he operates, they say, is spotlessly sanitary and the tiny white piglets are so immaculately clean you can view their pink skin through the white bristles. So Jimmy Dean not only FEEDS people nationally, but he also keeps them ALIVE with pump replacements. Oink! Oink!



SPECIAL BULLETIN

The Tech-Tip Booklets advertised in the Spring Newsletter are well over half gone, in fact at last count, 75 of the 125 printed were sold. Several early orders were for two booklets.

This is a "MUST" supplement to the Ultra Van Manual. The reprint is over 200 loose-leaf pages full of Ultra improvements, all punched and ready to insert in your Ultra Van Manual three ring binder.

There are two complete indexes, giving Subject and Author. One index has "Tip # by Year" and the other index is by "UV Manual Section".

A new UV Manual Section was created (Section 22) so any Tech Tip relating to SAFETY can be referenced together, yet the index retains a way to identify the original UV Section that the tip would have been classified under prior to creation of the new section.

Being over 200 pages, the Tech-Tip Reprint is a real bargain at \$7.50 plus postage (\$1.50). We got a store opening break on the printing and a future printing (if any) will be about \$10 each for quantities of 50.

Don't be disappointed, if you want one, order it right away.

Page Seventeen

May 1992

cut

cut

cut

ORDER FOR ULTRA VAN TECH TIP REPRINT BOOK

Mr. Louis Griggs,
626 Brookfield Avenue,
Cumberland, MD 21502

Dear Louis,

Please send _____ manual(s) at \$9.00 each (\$7.50 + \$1.50 postage).

Enclosed is \$_____

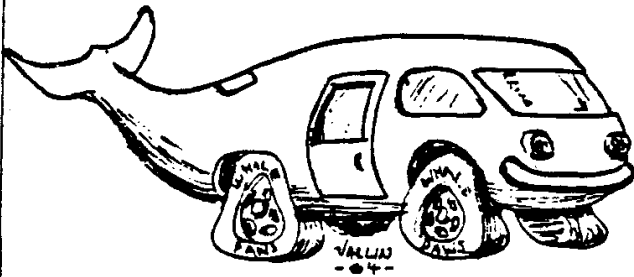
NAME _____

ADDRESS _____

TOWN _____

STATE _____ ZIP _____

TECHNICAL WHALE TALES



"Technical Whale Tales are a collection of technical tips submitted by Ultra Van Motor Coach Club members. While these tips have been reviewed for content and are believed to be both acceptable and workable, there is no guarantee implied that they will work correctly, nor is any liability assumed by the Ultra Van Motor Coach Club, the Technical Chairman or the author for any problems that result from the use of these tips." Forward all Technical Tips to: Norm Helmkey, 73 Sargent St., Haines City, FL 33844

Spring is here and summers just a month away, hope your coach is ready to roll to the summer meets and out to San Antonio in the early fall.

There are a nice collection of tips for this issue, hope you find them of benefit. Paul Rowland #460, sent a nice drawing of the drop-in master cylinder mounting bracket that Dick Granger developed for his coach, this will be published in the next newsletter.

Tech Tips are a way to let fellow members know how you solved a problem. Just one tip from each coach and there would be enough material for a whole new tech-tip book. Without your input,..... NO tips.

This goes for the ladies too, looking through the old tips I noticed tips from Janet Hart, Anita Tefft, Thelma Cook and the Green girls. I'm sure they are not alone in solving problems as I'm sure you have done around your coach in areas, like curtains, blinds, bedding, storage, decorating, upholstery, etc.

If you think you can't write, just send me your idea and I'll wrap a few words around it. So more tips (not asparagus) please!!

Our Eastern spring rally in Sarasota was a great success, especially with the seminars: Painting Economically by Bill Welle and Front Wheel Toe-in by Walt Davison.

A hit of one tech session was Jim Ash's arrival with Ultra #233 a unit outfitted from the start as a reading laboratory. Jim and companions flew out west and drove it back east. I hope he'll write-up the story for a future newsletter.

The new Tech-Tip Reprint booklet sold like hot-cakes during the rally. If you want one, you had better hurry.....look for the details elsewhere in the newsletter.

While I'm on the subject of the Tech-Tip Reprint, a minor computer language glitch came up between my computer and the printer Doug used to make the camera-ready print-out needed for printing. In Tech Tip #87-25 on page 145 and in Tip 89-02 on page 157 there are quite a few $\frac{1}{2}$ symbols, they should be ° degree symbols. If you notice any other similar errors, please let me know so I can correct the masters for any future printings.

Reminder, ALL ROADS LEAD TO SAN ANTONIO IN SEPTEMBER, "REMEMBER THE ALAMO"

FRONT WHEEL TOE-IN ADJUSTMENT (for beginners)

First: Read Ultra Manual Section 10, paying close attention to page 10-3. Also, obtain from a Corvair supplier, (Corvair Underground 1-800-825-VAIR) a copy of Fred Johnson's excellent pamphlet CORVAIR WHEEL ALIGNMENT. Read it carefully, it has much good stuff.

Correct TOTAL wheel alignment of an Ultra is an involved project. You won't learn it all here. This article will hopefully inspire you to get your feet wet by trying front wheel toe-in adjustment.

For toe-in, you don't have to be a rocket scientist to do it, honest.

Tie-rods or "steering rods" (as they are called in the Ultra Manual DWG 10-C are exact duplicates of each other, same critter, just a different name. In other words, they could be interchanged.

The tie-rod has five parts, (see DWG 10-BG) a center tube (with a male 7/16-20 RIGHT-HAND thread on one end and a female 9/16-18 LEFT-HAND thread on the other) two lock-nuts, an "automotive" type end with LH thread at the wheel end which requires two 7/8" open end wrenches. The inner end is an "aircraft" style (TR-7) spherical rod end with a RH thread. To loosen and lock this end, you need both 5/8" and 11/16" open end wrenches.

LEFT and RIGHT HAND threads, that's the trick that makes adjusting toe-in so easy. When the rod ends are fastened to their attach points and the lock nuts are loosened, rotating the tube in one direction or the other will either lengthen or shorten the rod AT BOTH ENDS. This fact must be clear in your mind.

When viewed from the wheel end toward the inboard joint (TR-7), turning the tube clockwise will shorten it. Left or right side, it makes no difference. Obviously, turning the tube in the opposite direction (counter clockwise) lengthens it.

Always make tie-rod adjustments equally (ie: same amount of change on the left as on right), unless there is a specific REASON for doing otherwise (like equalizing the lengths or centering the steering wheel). It should always be: both shorter or both longer, and in equal amounts left and right when adjusting the toe-in. Also, check for equal tire pressure.

NOTE:.... Set toe-in with "road" load, not empty weight. It makes a big difference. It is good practice to check it both ways. Also, anytime you check or make alignment changes, find a nice level surface area.

A fixed reference line is needed on the both front tires. You can draw these lines on a band of masking tape wrapped completely around the tire.

Jack-up the wheel (a good time to check the wheel bearings) and apply the tape over a solid part of the tread so you won't poke a hole in the tape in the next step. Drawing the line with a very sharp fine pencil is much easier if you make a fixture of 2x4 on end, on which to rest the pencil.

Now have a helper rotate the wheel easily while you hold a fine pointed pencil against the tape. There are two objectives to achieve:

#1 - draw a very fine line and #2 - have no lateral run-out

TECH TIP NO. 92-07 continued

Hold the pencil against the fixture VERY securely. The better the line the better the job. Now do the other side. With the vehicle off the jacks and dummy (sorry) crew on board, roll vehicle back and forth a few feet several times. Always bring the vehicle to a stop while moving forward, without using the footbrakes (helps to get everything "normalized").

Now, again with your helper, take a steel tape and stretch it tight between the lines on the front of the tire. Get the tape as high off the ground as possible without hitting anything. It will probably be about ten inches off the ground. Write the measurement down.

Next, with no changes, fish the tape through under the coach at the rear of tire and do the same thing, measure accurately between the lines. Ideally, the front measurement will be 1/16th of an inch LESS (toe-in) than at the rear. This amount of toe-in assumes radial tires. Bias ply tires take more.

If changes are required, unlock the tie rods and make a correction. Always remeasure after adjustment. The very cautious types will check it again after driving a few miles (will require retaping, driving moves the tape).

A NEAT TRICK: wrap a piece of tape around each tie-rod. Make a mark at the very front of the tie-rods. This is your "zero". It helps to keep things straight. Remember, if you make an adjustment, one mark will rise, the other will fall, both the SAME DISTANCE. Unless you are way out in left field, you'll find the amount of shaft rotation required is very small. Start with about a quarter of an inch or so. Remember you have four sets of threads changing the lengths.

The toe-in amount is the DIFFERENCE between the lines on the front vs the rear of the front tires, not the actual measurement.

The final judge of the job is of course your tire.

Finally, don't forget to check the lock-nuts again when your finished.

TECH TIP NO. 92-08 SUBJECT "U" Joint and Slip Spline Lube
UV MANUAL SECTION 09 PAGE 9-59 AUTHOR Paul Robinson #385

After having a universal joint failure in 1980, all four "U" joints were replaced with the heaviest joints that would fit, "Perfect Circle" #1200, with Zerks.

These joints were guaranteed for 50,000 miles which they passed long ago, so maybe it's safe to say they solved the problem. All I have done is use the grease gun on each joint about every 2,000 miles. So far, all is smooth and quiet.

When greasing the axle slip splines, grease appears at a relief hole after just a few pumps of the grease gun. To ensure the whole length of the splines are greased, I place a finger firmly on the relief hole while pumping. When grease oozes from the dust cap, it's full. It takes 12 to 15 strokes of the gun I use.

Having formerly owned a heavy tractor for several years, the chassis type lube I use is John-Deere multi-purpose lithium formula grease for "U" joints, slip joint splines, all chassis and steering parts in general. The John Deere part number is PT 575.

TECH TIP NO. 92-09 SUBJECT Steering Box Lubrication
UV MANUAL SECTION 10 PAGE 10-10 AUTHOR Paul Robinson #385

There are three bolts which hold the triangular cover plate to the steering gear box. I had a machine shop drill a tiny hole (just large enough to let grease travel through) in the center of the bolt head and down right through the entire length of three new bolts.

The hole in the bolt head was enlarged and tapped to receive a small Zerk grease fitting. The old bolts were removed one at a time and new ones installed (easy on the torque, don't strip the threads). Small plugs were not easily found, so regular straight Zerk fittings were used in the top two bolts and a right-angle Zerk was put in the bottom with the nipple facing up.

To lube, leave the two top Zerks loose, use a pistol grip grease gun on the bottom Zerk and pump until lube oozes from one of the loose upper Zerks, then snug it down. Pump a few more strokes until grease come out the other upper Zerk, and snug it down also. You can pump in more, but stop when the grease gun handle gets slightly harder to push. I kept going and grease oozed past the seal and out small holes on each side at the bottom of the steering column. Definitely full.

As stated elsewhere, I have used John Deere PT 575 multi-purpose lithium grease on the Ultra since it was new.

**** 1992 EDITOR'S NOTE ****

When grease comes out the second top Zerk, STOP. You risk blowing the sector shaft and column seals by forcing in more grease after that point, especially if the box is lubed when the temperature is low.

TECH TIP NO. 92-10 SUBJECT Gearshift Cable Replacement
UV MANUAL SECTION 13 PAGE 13-29 AUTHOR Paul Robinson #385

In July 1978, I got a Chrysler "Teleflex" cable from a local boat and marine shop. Sales receipt shows the cost then was \$27.57, and I believe it was 25 feet long.

Installation procedure was as follows: Disconnect the old cable from the gearshift arm under the dash and from the selector arm at the transmission. Carefully fasten old and new cable wire ends together under the dash, keeping the joint as small and smooth as possible. Wrap the joint with duct tape to make it slide smoothly through the rubber grommets in the ribs of the wall structure.

With one person back by the transmission pulling gently, carefully feed the new cable under the dash to work its way back to the transmission. It will go fairly freely except for one right-angle turn near the closet, where more attention is required.

After the new cable is in place, connect to the gearshift lever arm under the dash. Synchronize the gearshift selector with the transmission arm to the same gear and attach to the transmission arm, leaving any extra cable at the transmission end until final adjustments are made.

Most boat and marine shops have all kinds of cable or can order what you need. I got one that most closely matched what was in the Ultra from the factory. No problems since.

TECH TIP NO. 92-11 SUBJECT Steel Bellcrank Installation
UV MANUAL SECTION 10 PAGE 10-40 AUTHOR Paul Robinson #385

For those who have yet to install new steel bellcranks, locating proper size reamers may be a problem. I solved it by carefully drilling with letter size drill bits, then using a rat tail file very sparingly and evenly, worked until the bolts would just go through.

Sizes needed are "N" (.3020) which is just under 5/16 (.3125) and "U" (.3680) which is just under 3/8 (.3750). Hardware stores may not carry these sizes, but most larger tool supply stores will have them or will order them.

TECH TIP NO. 92-12 SUBJECT Front Wheel Bearing Set-up
UV MANUAL SECTION 09 PAGE 9-28 AUTHOR Norm Helmkey #547

Ever wondered why front wheel bearings of a rear wheel drive vehicle are so small in comparison to the size of the rear wheel bearings?

With engine weight up front over the wheels and the transfer of more weight to the front wheels during panic stops, one would think the front bearings would be much larger. Not so, with good reason.

In early automotive days, when cars were glorified buggies, without the horse, the bearings were the same at both ends. Designers soon discovered the bearings used to support a rotating load (wheel) about a dead shaft (front spindle) could be much smaller if the inner race was not fixed to the axle, but allowed to creep and continuously to expose a new load surface.

This unique situation applies where there are inner and outer bearings on a spindle like we have in the front end of vehicles like the Ultra.

When replacing or lubing the front wheel bearings, pay close attention to the fit of the race on the spindle. The race (see Items 4 & 5 in DWG 9-AO on page 9-27 of the Ultra manual) must turn smoothly and not bind in any way. If necessary, use a piece of fine crocus cloth to polish the spindle until the bearing race will rotate with as little play as possible. It is also vital that the spindle surface be lubricated with grease when sliding the bearing on.

Unfortunately, a few older manuals suggested locking the race to the spindle with Loctite, this advice is usually wrong and post-mortem inspections of bearing and spindle failures often show severe wear on the bottom side of the spindle from constant pounding if the bearing was locked on the shaft.

Also, when making the final bearing adjustment, there should be no bearing pre-load and as close to "zero" end play as possible. Snug the spindle nut to 12 foot pounds while rotating the wheel, back off slightly just enough to align the cotter pin or lock-ring (on the left front) with either the vertical or horizontal cotter pin hole drilled in the spindle. NEVER under any circumstances TIGHTEN the spindle nut to align the castles with the spindle holes.

I replaced the front sliding windows with 1/4" GE Lexan XL, a virtually unbreakable ultraviolet resistant plastic, warranted by GE for 5 years against breakage and clouding from sun. Lexan is stocked by many building supply companies. Both windows came from a 32 X 44" piece.

Section 2 Page 3 of the UV Manual tells how to replace side windows in coaches up to 411 (without a slot over the window) and 412 on, with the slot. I found the windows in early coaches can be removed without cutting the glass in two, or cutting a slot above the window.

The weatherstrip (W/S after this) where the glass slides, may be one or two pieces. Being so old, it must be replaced when doing the windows. Remove the top W/S, which may be glued, pop-riveted or both. If rivetted, drill them out first. Slide the window to the rear, pry out the W/S at the front with a screwdriver to loosen adhesive, then put the W/S back in it's slot.

Slide the window forward and pry out the W/S. The top W/S will now pull out of the slot. Peel the fabric off the old W/S to see how its made. This will help later when cutting the spine to fit the angles.

Slide the window back and pull/pry the W/S out of the front dog-leg slot. Nip it off at the bottom for easier handling. Pry up the bottom W/S and notice there are 2,3 or 4 thin pieces of aluminum used to shim up the W/S. These are often glued in with red Glyptal, a popular GE adhesive/insulator back in the 60's. Push the W/S back into the slot and slide the window forward. Pry the W/S up at the rear and work out the aluminum shims. With them out, slide the W/S out from under the window. The window should now come out of the slot. Save the shims.

If the old windows fit well, use them as patterns to cut the Lexan. Don't cut them both with one window pattern, the windows are different.

New W/S can be found at most auto glass shops. Seven feet is needed for each window. Its easier to replace it in 3 pieces, the top, the bottom and the dog-leg which you fit first and anchor it with long pop-rivets. Cut both top and bottom W/S to fit their respective slots.

The back-bone of the W/S can be nicked with the hacksaw so it will bend to fit the angle of the dog-leg. Make a few test cuts in the old W/S. After the new W/S is fitted into the slot, take the top and bottom out.

Slide the window in, top first, then with the window at the rear. Lift it up enough to wiggle the bottom W/S in under the window and gradually slide it into the bottom groove. Now the top piece of W/S can be slid in over the top of the window. Don't worry about trying to anchor the W/S in, the window will hold it while you do the fitting. Slide the window back and forth to make sure it works.

By having the bottom piece separate, the W/S can be adjusted up with the shims without disturbing the dog-leg W/S. Slide the window forward, work the aluminum shims back under the W/S to lift it up. Put a few long pop-rivets in the top W/S and one at each end of the bottom. Make sure you drill holes over each of the drains.

For a slick sliding window, put a piece of thin Teflon strip under the window in the W/S groove. If you do this, be careful, a quick stop will cause the window to slide closed very fast.

ULTRA COACH CLUB ARCHIVE REPORT #7 - May 1992
by Norm HelmKay #356/547

As most know, the original reason for creating an Ultra Archive was to collect all the old Ultra memorabilia, especially newsletters, so the tech-tips from 1966 on, could be re-published for the benefit of newer members, who would have only had access to recent tech-tips.

With the publishing in March of the Tech-Tip reprint, the Archives first project is now complete. Those who ordered a copy from the ad in the Spring Newsletter will by now have seen the end result.

Another project is now under way, the assembling of a Master Roster of all those who have ever belonged to our club.

This project began by entering all current members in a database and regressing through old rosters back to 1966. While not yet complete, so far, the names and last address of nearly 650 families are now on the Ultra Van Motor Coach Club Honor Roll Of Members.

During this exercise, I discovered the rosters we have for the years 1978, 1979, 1980, 1981, 1982, 1983 and 1984 are incomplete.

During some of these years, it appears there was an attempt to update existing rosters the following year by replacing only those pages with changes or updates. Unfortunately, these new pages were not identified by date, so there is no way to tell which pages represented which years. Can anyone tell me what really happened during those years? Did any year between 1978 and 1984 have a completely new roster?

Now here is an offer you can't refuse. To anyone who sends me a complete copy of any of the seven rosters mentioned above, I will send send them a 12 page alphabetic listing of all members since 1966.

Print-outs are already on the way to those who sent in one or more of the other earlier rosters before.

Another surprise!!! I had understood from earlier research and discussion with long time members, the last V-8 Ultra was 558, yet there seems to be a mysterious higher number. For seven years, from 1977 through 1983 the rosters show, Will & Ima Nielsen owned Coach #577. Yes, Coach #577. I can understand a typo error for a year or two, but not for seven consecutive years. What happened to 577?

Last, but certainly not least!! A follow-on project to the Master Roster is an updated history of coaches in which I hope to document the dates each family owned which coach and what changes have been made to each coach. I plan to use The Historical Record which Louis Griggs published in 1987 as a basis from which to start.

I am asking each coach owner to send me as much information as they have about their coach, previous owners, where it was located, if destroyed, what happened to it? What changes have been made (engine, seats, lay-out, brakes, doors, transmission, steering, windows, wiring, paint, etc. in fact anything that has changed from new).

Your squirrel; Norm HelmKay,
RR 1, Carrying Place,
Ontario, Canada K0K 1L0



Simple Things

The fragrance of the early morn,
The sunlight on the sill,
The smell of coffee perking, and
Outside, the robin's trill.

A friend's voice on the telephone,
A child with smiling face,
A letter from a loved one dear,
Some flowers in a vase.

Just little things, these treasures mine,
And yet, somehow, I find
They brighten my entire day
With cheer and peace of mind.

Beverly J. Anderson

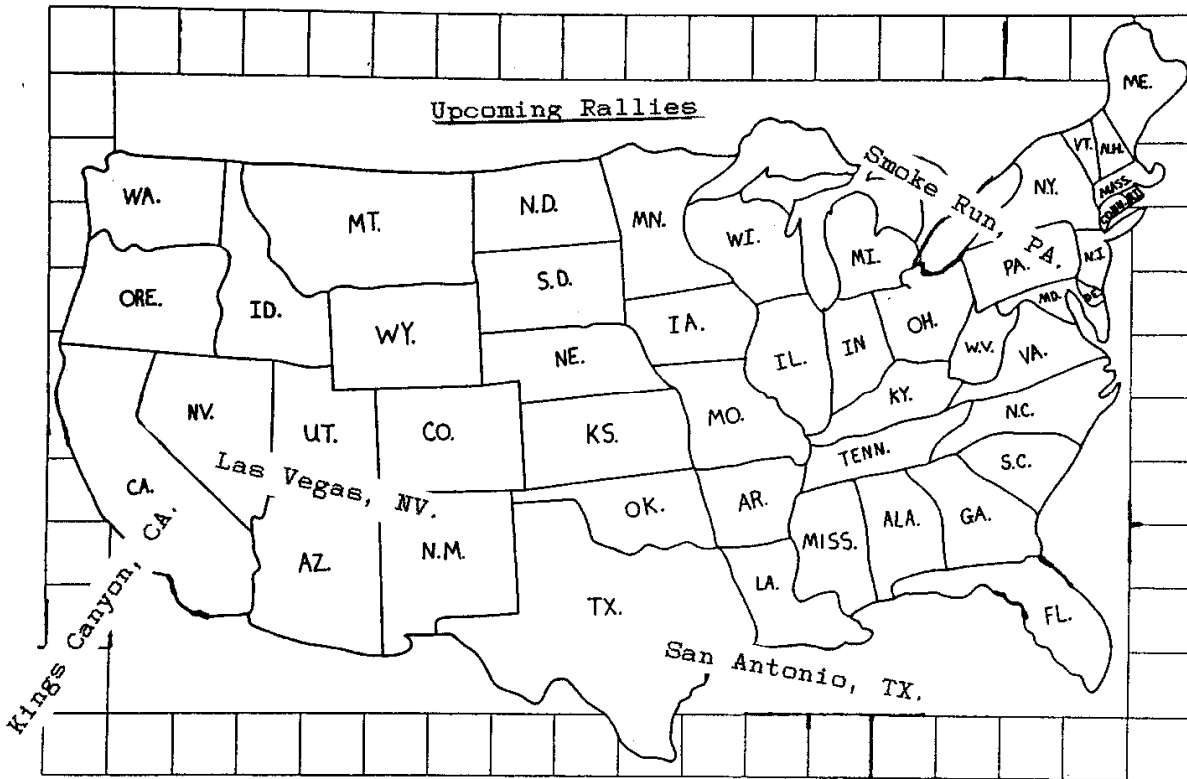


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Preliminary Non-Binding Ballot

<u>His Nominee</u>	<u>Her Nominee</u>
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Secretary	Secretary
Treasurer	Treasurer
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his choice	her choice
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