

DATE MAILED DEC 9 1992

MARION HELMKAY 92
73 SARGENT STREET
HAINES CITY FL 33844



PERSONAL

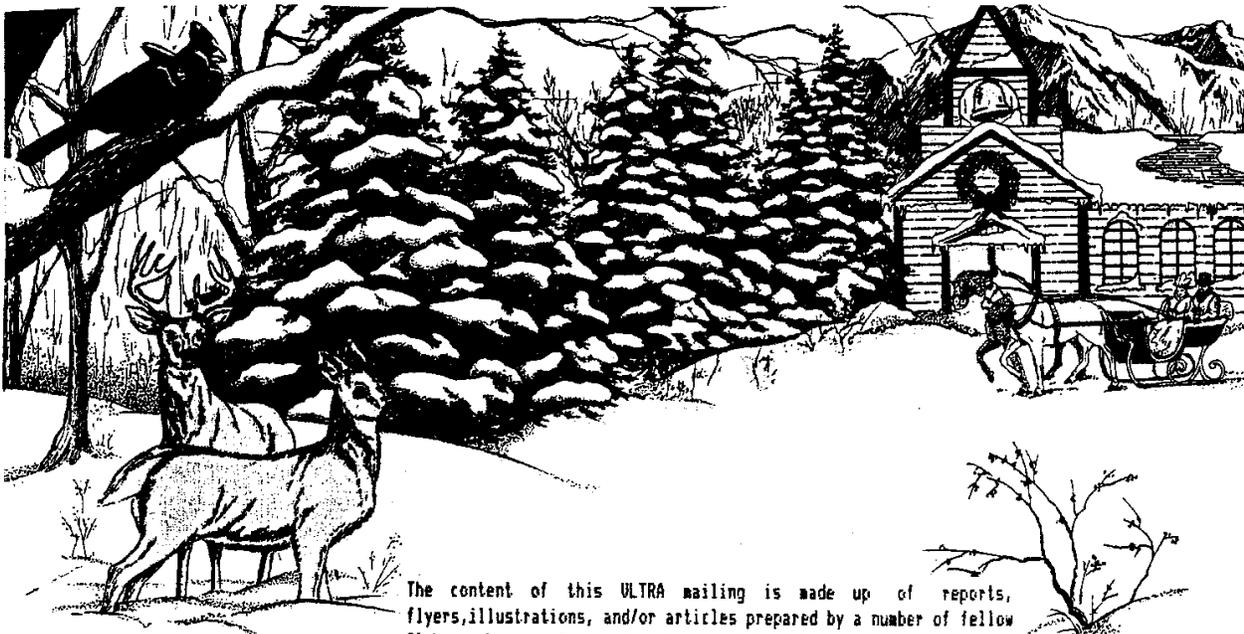
FIRST CLASS MAIL

Winter 1992 Newsletter



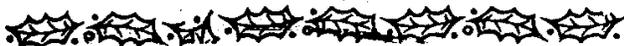
Maybel Griggs, Secretary
626 Brookfield Avenue
Cumberland, Maryland 21502

ULTRA VAN MOTOR COACH CLUB, INC.



The content of this ULTRA mailing is made up of reports, flyers, illustrations, and/or articles prepared by a number of fellow Club members. The information contained herein was compiled from sources believed 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, 1993 Ultra Year:

President, Leonard Tekaad, #220; Vice President, Norm HelmKay, #547;
Secretary, Maybel Griggs, #334; Treasurer, Louis Griggs, #334.
1992 Ernest Newhouse Award Recipient: Warren Suckow. Technical Coordinator,
Norm HelmKay, #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

The San Antonio National Rally was excellent!! The location was good. The food was good. The weather was good. The entertainment was very good. What else can I say it was a good rally. To those members that couldn't be there you missed a good rally. I hope the western rally will be as good as this rally was. A big **THANK YOU** from all of us in the West to Norm and Marion as host and the rest of Eastern rally committee. We all enjoyed ourselves.

I am looking for someone to host a western rally in January 1993. Please submit any ideas you have out there in ULTRA LAND.

Sincerely Your President

Leonard Tekaad
Leonard Tekaad



Upcoming Rallies

January 25-28, 1993 Las Vegas, Nevada - See Flyer
January 28-February 1 Miami, Florida at Lain Guthrie's home
March 17-21 Laurel, Florida - see Flyer
April 1-4 Wickenburg, Arizona
June ? Wytheville, Virginia - more later
July 11-17 Smoke Run, Pennsylvania - see Flyer
July 21-25, or
July 28-August 1 Welcome Beach, British Columbia-see Flyer
September 15-23 (tentative dates) NATIONAL RALLY - Estes Park,
Colorado



Directory changes:

Page D-13 (new member) Richard & Louise Carter #558
Trail's end #15
Leeds, Al. 35094
Phone: 205-699-7794

Page D-15 (new member) Cecil & Doris Flowers #388.
Rt. 7 Box 169
Lincolnton, N. C. 28092
Phone: 704-732-1449

Page D-21 Jordan remove Treva
change phone area code to 310

Page D-24 remove Ric McMasters (deceased)

Page D-25 address change Glen & Becky Moen
3575 So. Sundown Lane
Oceanside, CA 92056

Page D-30 address change remove Box 68
add: 5876 Pendleton Pike

Page D-30 address change: Schuler, Pete & Rose
1111 Farm Creek Road
Waxhaw, N. C. 28173
Phone: 704-843-1794

Page D-33 new member: Matthew Walker #365
9102 Lakersshore Drive
Tempe, AZ. 85284
Phone 602-820-4442



MAJOR DIRECTORY CHANGE: cut out last page of this Newsletter as indicated, and paste it over page D-1 in your 1991 Directory (Blue covered Directory).

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

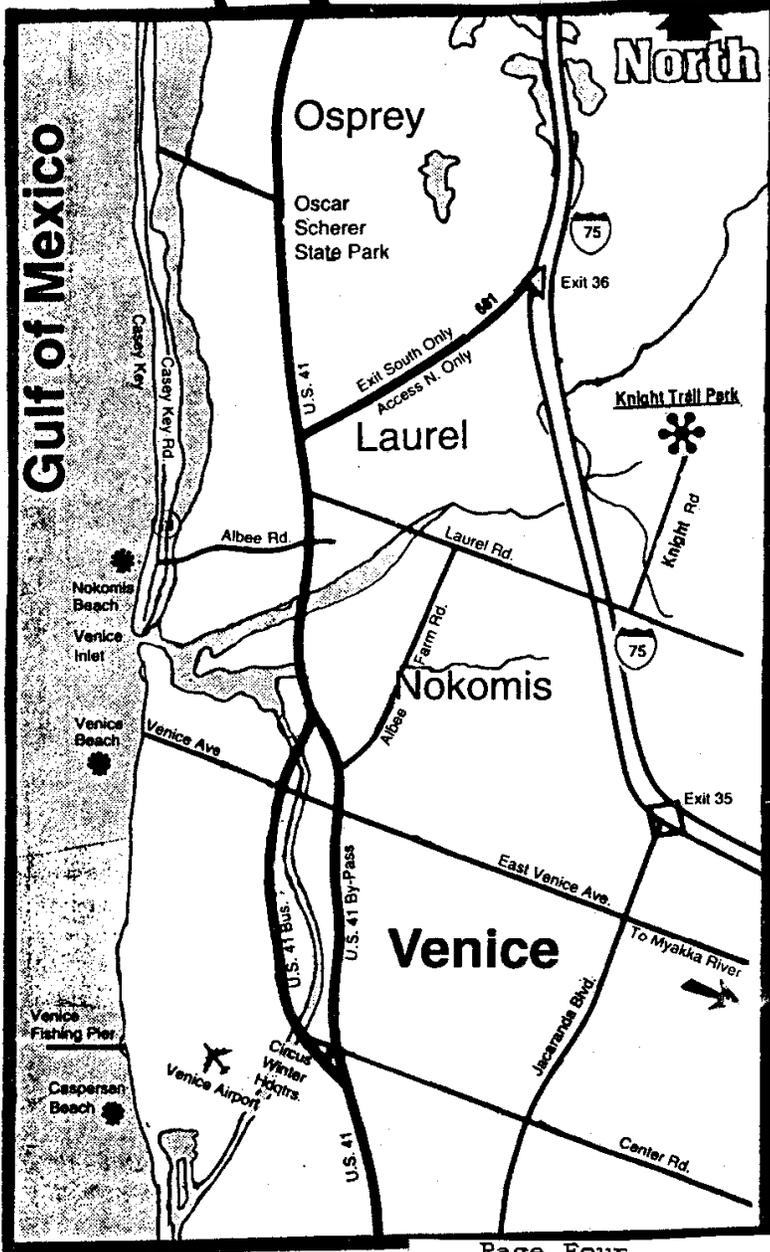
NAME:
ADDRESS:
CITY, ST, ZIP:
ARRIVAL DATE: 1-25-93 TIME:
DEPARTURE DATE: 1-28-93
LENGTH OF VEHICLE:
TYPE OF VEHICLE?
PETS OR CHILDREN?

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

ANNUAL FLORIDA RALLY

"A RALLY IN THE ROUND"
KNIGHT'S TRAIL PARK
Laurel, Florida

MARCH 17 THRU MARCH 21, 1993



EACH CAMPSITE HAS ELECTRICITY=
BRING LONG CORD
DUMP FACILITY AVAILABLE
PARKING FEE \$8.00 PER DAY

MANY LOCAL ATTRACTIONS

SUNSET PICNIC AT GULF BEACH

BRING ITEMS FOR RAFFLE

THERE WILL BE A SILENT AUCTION

YOUR HOSTS FOR THIS RALLY:

MORRIS & TENNIE RANDLE 813-642-6610
BILL & PATTY WELLE 813-488-6435
PAT & MARGE FITZGERALD 813-474-6468

EARLY ARRIVALS CONTACT BILL OR PAT

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.

RALLY -- SUMMER IN THE MOUNTAINS

Smoke Run, Pennsylvania July 11-17, 1993

Hosts -- Gordon & Ruth Harvey

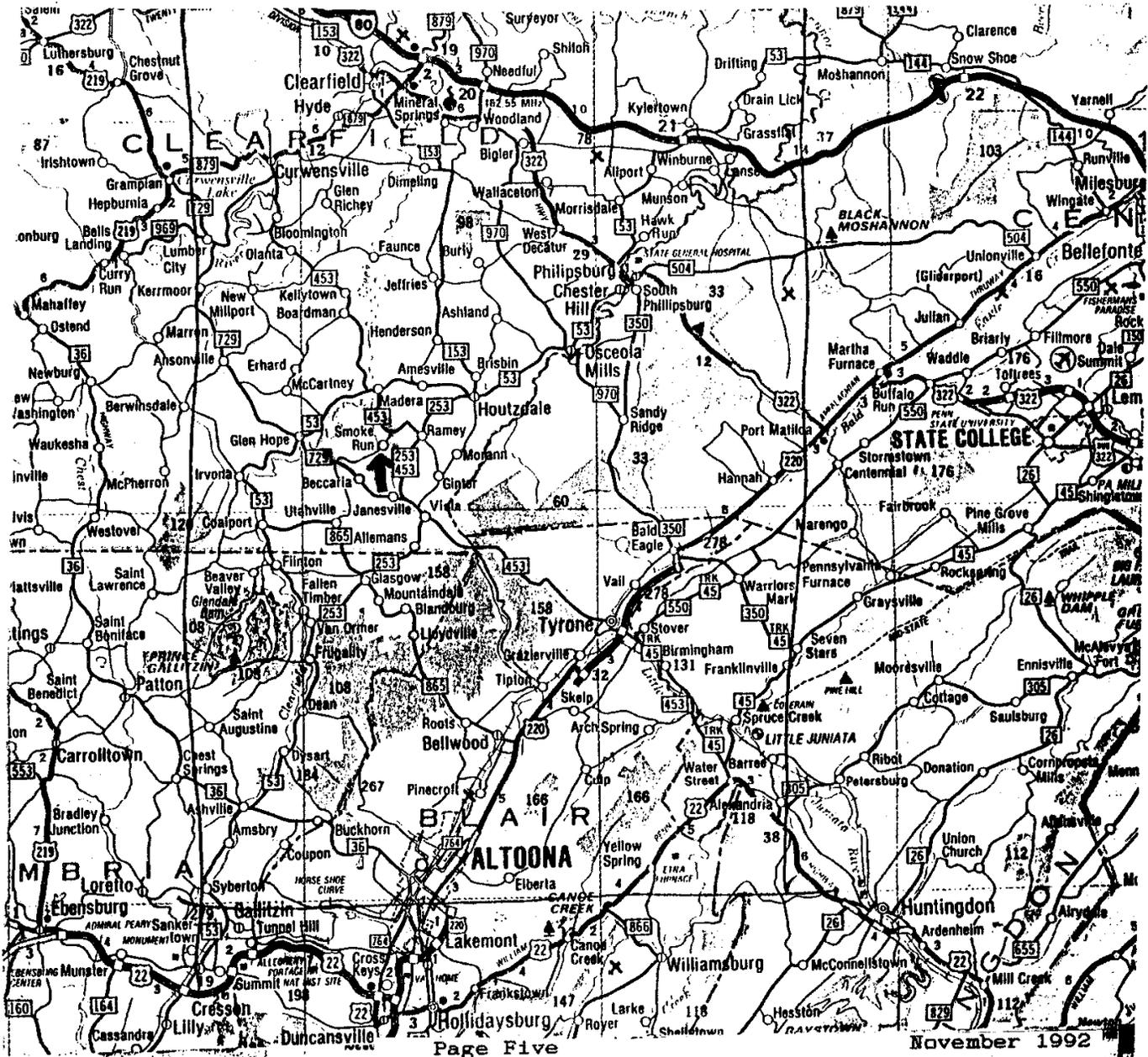
Where -- Hosts' homesite

Primitive site in oak grove, but water and dump station available; probably some electricity

Dinner out one night; Pot Luck one night

Visit to Surplus City

Visit to famous Horseshoe Curve, museum, perhaps cave visit instead



Canadian Adventure

ON

The Sunshine Coast

PREVIEW: B. C. JULY 1993 RALLY AT WELCOME BEACH

LEN & EDY RYERSON cordially invite you to visit us at our home on the Sunshine Coast in Beautiful British Columbia. You will see some of the most magnificent scenery in the world...ocean, tree covered cliffs down to the water, islands, forests, Ships: from Ferries to Yachts, to Runabouts and also Indian crewed Canoes, skiers, and wind surfers with very colorful sails. You will need Binocs and camera to fully appreciate!

RALLY DATES: Either July 21-25 1993 OR July 28-Aug. 1, 1993. Can't be confirmed now because we are coordinating our rally with the annual SEA CAVALCADE in Gibsons for your fun! The next flyer will give you exact dates and details as well as a map & ferry schedule.

PARKING AREAS: It is FREE. Some spots are viewing the water and some in the forest. You will need blocks for leveling. Our home is on the water front with a 270° view. It is built on a ROCK--thus La Piedra = the stone of the Ryersons. There are many places to wander, access to a rocky beach, swim or lay in the sun on the moss. Temperature 56° to 80° days--nites 50°. It may rain a bit, but that is unusual for July & August, and that is what makes this a green paradise.

AVAILABLE: Though this is not part of the Rally...perhaps on the preceeding Tuesday or the following Monday, a day long trip on a 50 foot safe comfortable boat to Princess Louisa Inlet. This wilderness scenery compares to the Fjords of Norway with mountains 7000-8000 feet rising above the water. Chatterbox Falls from WAY-UP-THERE!! Lunch is included, a tour of the Malibu Lodge (which used to be an elegant place for elegant people), transportation from THE ROCK to where the boat is harbored.

1. We must have 30 people of our own...boat holds 40.
2. Cost per person: \$58.85 which includes the new Canadian GST tax. The reservation for this trip must be sent early to Edy Ryerson including cost of the trip. If not enough reserve, money refunded, in American Funds.
3. We MUST reserve our places by January 10, 1993 as this is a very popular trip. (Note: all Wednesdays are already sold out)
4. Please clip the tab end of this flyer and advise us at once:
 - A. If you are coming to the rally...we want to count spaces!
 - B. If you have any desire to go to Princess Louisa to see and experience something you will never forget.
 - C. Oh! We will greatly appreciate a prompt answer, so that we can complete our plans to make a super-doooper rally for your fun!!

Yes No We will be at the Rally in BC

Send to:

Yes No We would like to go on the Princess Louisa Tour

Persons # _____

Name: _____

Coach # _____

Len & Edy Ryerson
18618 Rayen St.
Northridge, CA 9132

AMOUNT ENCLOSED: \$ _____

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November 1992

1992 NATIONAL RALLY REPORT

The 1992 National Ultra Van Motor Coach Club Rally was held at Admiralty Park, San Antonio, Texas on September 23 thru 29.

This Rally was the responsibility of the Eastern section of the UVMCC, and was hosted by Norm & Marian Helmkey, assisted by Pat & Marge Fitzgerald. Although the overall attendance was disappointingly fewer in numbers, there were many reports of illnesses and other problems that prevented many members from coming.

There were a total of 28 Ultra Vans registered for the Rally, 3 associate members' coaches, and 5 members who travelled to the Rally by other transportation. For the Ellers, Shattucks, Hodges and others this was their first National Rally. Attending our Saturday morning coffee were Mr. & Mrs. Hargreaves, of San Antonio, former owners of Coach number 213. They were very appreciative of the invitation to visit our Rally, and enjoyed a nostalgic view of our members' coaches. Four members of the newly formed Alamo City Corvair Club visited and enjoyed our Rally.

Admiralty Park personnel made everyone welcome on arrival. The air-conditioned clubhouse was reserved for the exclusive use of our Rally attendees. The beautiful swimming pool was enjoyed by all.

The women quickly got into their craft sessions. Activities included painting "T" shirts, making Teddy bears from felt, Christmas bells from plastic canvas, and a heart-shaped rag wreath, while other members did their own thing by crocheting and embroidery.

The men had several lively tech sessions, reviewing safety and mechanical subjects. These tech sessions were conducted by Norm Helmkey, the UVMCC Technical Coordinator. He was assisted by other members, including Walt Davison, Pat Fitzgerald, Jim Craig and Art Eller. An interesting tech session on re-build of the Corvair Power Glide transmission was held at the Earl McCrary residence. This tech session was conducted by Art Eller. We trust that Clyde & Kay Stanton will enjoy many carefree miles on their rebuilt transmission. At one of the tech sessions Jim Craig gave an interesting comparison of Corvair Na V-8 powered Ultra Vans.

On Saturday many of the Club members travelled to nearby Castroville to attend an antique show. A visit to Julie McCrary's antique shop was enjoyed by many. Julie is the daughter of Earl McCrary.

On Saturday night we had the grand potluck that was enjoyed by all. After the potluck we were entertained by the "Mission Belles", a women's barbershop chorus of 30 ladies from the San Antonio area. Meg McCurry, daughter of Pat & Marge Fitzgerald is a member of this chorus. One of the song selections was the official Ultra Van song. The audience showed their enjoyment by a rousing round of applause.

On Sunday morning a Church Service was conducted by Clyde Stanton, assisted by Don Richards, who led the singing.

After the Service many members boarded the nearby City bus for a trip to downtown San Antonio. Of course, a visit to the downtown area would not be complete without a visit to the historic Alamo. A boat ride and stroll down the famous "River Walk" was enjoyed by many.

Monday evening brought the members together for the annual banquet and business meeting. The banquet was catered by a local barbeque food service company. Leonard Tekaas, President, presided over the presentation of awards. Paul & Charlotte Rowland were presented the "Hard Luck" award.

This award involved their late arrival, due to a starter problem with their Renault Diesel powered Winnebago. The long distance award went to Ed & Jane Harrison, of Bismark, North Dakota. Warren Suckow was awarded the Ernest Newhouse Award. This award was voted by the membership, and recognised Warren for his long and dedicated contribution to the UVMCC. The proposed change to the Bylaws to make the Technical Coordinator a member of the Board of Directors was defeated. At the conclusion of the banquet Clair Hoffman served a birthday cake in honor of John Hoffman's birthday. Earl McClary and Meg McCurry were presented "Thank You" plaques for their assistance in local arrangements for this Rally.

Respectfully Submitted,
Marge & Pat Fitzgerald



Ultra Van Motor Coach Club, Inc.

Board of Directors meeting, Admiralty Park, Texas September 24,
1992 4:20 PM.

Those present: President, Leonard Tekaas; Maybel Griggs,
Secretary; Louis Griggs, Treasurer; Directors: Nobia Suckow,
Norm Helmkey, Clyde Stanton, Jim Craig, Millie Dinesen;
Robert Franz, Past President.

The reading of the minutes from 1991 Board meeting was
dispensed with.

The proposed amendment (Agenda Item #1) was discussed.
The Board voted to support this amendment.

The next National Rally will be held in Estes Park, Colorado,
date to be decided later.

The Board approved the purchase of 50 more VIN (vehicle
Identification Number) plates, as illustrated in the last
Newsletter.

The President appointed as 1992 Ballot Committee Millie
Dinesen and Margie Fitzgerald.

Future Rallies were discussed, and a letter from Ernest
Newhouse was read. The meeting adjourned at 5:05 PM.

Respectfully Submitted, Maybel Griggs, Secretary

Ultra Van Motor Coach Club, Inc.
Corrected Treasurer's Report for Second Quarter, 1992:

Balance April 1, 1992:	3272.80
Receipts: Dues and Tech Tips sold	509.00
Void Check #139	521.50
Benham interest	48.70
Dividend-Al-Gar FCU	32.66
Total receipts	1111.86
Expenses: 6 Ernie Awards	539.08
20 Ultra pins (mdse item)	82.09
print Newsletter	177.84
mail newsletter	136.10
mail Tech Tips	42.81
expenses W. mdse ch.	13.00
Total expenses	990.92
Balance July 1, 1992:	3393.74



Treasurer's Report for Third Quarter, 1992:

Balance July 1, 1992	3393.74
Receipts: dues and Tech Tips sold	347.00
Benham Capital Preservation Fund (interest)	11.27
Dividend-Al-Gar Federal Credit Union	13.09
Total receipts	371.36
Expenses: Print Newsletter	207.48
Mail Newsletter	150.00
buy Club merchandise	238.29
State Farm-liability insurance	418.00
Mission Bells-a National Rally expense	100.00
filing fee-Secretary of State, California	5.00
mail Tech Tips	5.92
Total expenses	1124.69
Balance September 30, 1992:	\$2640.41



Some notes from your Secretary:

Look at your mailing label. After your name is a number representing the last two digits of the year thru which your dues are paid. If the number is 92, you owe dues for the coming year; if they are not paid in time, you will not get the next Newsletter. These numbers come from the computer; it will be told not to print out any mailing labels next Febuary with a 92 on them.

To our Canadian members: the Club does not charge extra for the additional postage to send to Canada; however, we cannot get Canadian Cheques cashed here. However, a Canadian postal money order made payable in US dollars can be cashed at any US post office.

To all members: There is a strong possibility that your Secretary and Treasurer will be in the Southwest in Coach #334 during late January and February. Please send all correspondence at least two weeks earlier than usual.

To our subscribing members: if you buy an Ultra Van, Travelon, or Tiara, Please let your Secretary know; a postcard will do. You will then be fully eligible for all members' benefits.

Len Ryerson tells me that he has 40 or 50 sets of the Ultra Manual left. Cost, \$65 each postpaid; Len Ryerson, 18618 Rayen Street, Northridge, CA 91324. Make checks out to Len Ryerson.

Your Secretary has a dozen sets of the Tech Tips left, at \$9.00 each, postpaid. Make checks out to UVMCC.

Someone asked about back issues of the Newsletter. We have a few available, at 75c each--can be in stamps. This is what they cost to mail.

Help! We still don't have an address for Howard & Janice Lomazoff, who have a Tiara. They were last heard of in Little Rock, AR.

A page was inadvertently left out in the Tech Tips. The next to last page in this Newsletter, Marked Page-180 makes up this deficiency. Take it out and put it with your Tech Tips.

A supply of current By-Laws is being made up. If yours is marked "A true copy November 1991" it is current. Each new member is furnished one of these. Your Merchandising Chairmen will be given a supply for distribution at Rallies.

Wanted

Member Emil Miller, of La Crescenta, CA. has sold Ultra Van #374 to Mr. Dick Pike, of Sydney, Australia. Mr. Pike wants to store his Ultra somewhere in the United States near a large city with airport, so he can come and get it on occasion. He would prefer it to be stored with or near a Club member. Rent does not appear to be a problem. If you can help him, please write to him in care of Emil Miller, 4935-1/2 Briggs Avenue, La Crescenta, CA 91214, or leave a phone message with Mr./Mrs. Gage, 818-957-3944.

Secretary has a 7" chrome pair of scissors belonging to someone from the Craft sessions at Admiralty Park. Also she is missing a pair of orange handled ones. Please let her know whose and who, so she can make exchange at Southwest or Florida Rallies.

INTEREST RATE NEGATIVES: Bank rates are now down near the lows of the early 1930s. There comes a POINT where any national, or state, or county, or city government becomes powerless to CONTROL the economy - versus the better SPENDING SENSE of its citizens. In the United States we have now reached that point. People show more restraint than politicians! The Federal Government's \$4-TRILLION debt displays contempt for its efforts to INCREASE citizen and corporate borrowing-to-spend. The PEOPLE know what is best. Retirees who DEPEND on the interest from their savings to live on, are NOT thrilled. Many have seen their incomes cut by over 100% (some are down by more than 500%). Not a soul even MENTIONED this on any of the presidential debates. Deposit accounts that earned as high as 15% to 18% in the late 1980s, have dropped, in many areas, down to 2½ to 4%. Millions of older folks have had to reduce their "standard of living" to fit their new meagre incomes. Accordingly---this vast hord of retirees is buying LESS...in effect, reducing business activity, and sales, that the forced lower-rates were intended to stimulate. What is good for the goose may not be good for the gander. Most THRIFTY "savers" are bitter.

COMMENTS APPRECIATED: Our thanks to ALL who called and sent letters the past few weeks....we need not mention names, you know who you are. All views (on any subject) are solicited. Some of us harbor differing opinions now and then; that's like checks and balances on life itself. And, that's healthy! If you disagree with anything discussed, the courtesy of DIRECT contact with the writer is solicited, as most have done over the past 26 years. Your views help keep us on the straight and narrow path to proper journalism and organizational harmony. Thanks much for Health Tips, too.

"Driving while DROWSY can put you to sleep-----permanently."

CASH COWS: Several have asked about UTILITIES. Here's the way we look at these as investment vehicles: Utility units produce gas and/or electric power that EVERYBODY needs (whether times are good or bad). Recommended Utilities also produce a very good income -- they are sort of cash-machines for share owners. Of course, there is a little risk. But with S&L or Bank Certificates of Deposit deep in the basement for earnings (often less than Washington's published Inflation Rate, so your REAL income is---ZERO), it would seem logical to diversify a portion of one's holdings. Our suggestion: if possible buy several round lots (100 shares or more) of individual Utility firms -- rather than a Utility Mutual Fund. Glad to answer ?s. Many Utilities yield DOUBLE the puny interest most CDs are paying now.

I'M THE PRESIDENT: At an earlier National Convention we gave a Formula for Justice during one of the Financial Seminars. It was used by many members--I know because of calls and letters (feed back) over following years. A note was received asking we repeat the Formula. In early Law School classes a phrase was learned that has proven very helpful for me and, I'm told, for thousands of ordinary citizens. Briefly: If a merchandise guarantee is violated or a valid "right" is ignored by any large business concern, the lay person who is being abused can utter these words, "I'm the President of my Corporation; I'd like to speak with the President of your Corporation." You must use the exact words without any alteration. I've had to use the strategy a few times---the results were always satisfactory and justice accomplished. A belligerent Dept. Mgr. or a sometimes unfair Clerk may be trying to assert his or her personal authority to kill a refund or not allow an exchange, or violate your rights in some manner. Most will "melt like butter" upon hearing your request... they do not want you GOING OVER THEIR HEADS, and suddenly realize YOU are right. You need NOT even be connected with a corp. to use those words; everyone has "family" and in some manner runs it as a TOP official. One must be fair and correct in every respect --when using the formula.

Sincerely, your Executive Director,



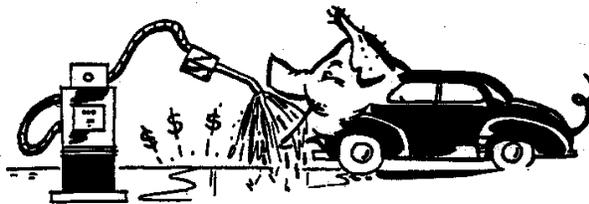
ULTRA POSTSCRIPTS ★★★★★

November 1992

THE NATIONAL IN TEXAS: Every indication seems to say that a great time was enjoyed by all at San Antonio. Members were in attendance from coast to coast and Canada. We were pleased with the election process that gives continuing strong leadership for 1993. Our congratulations are extended to all those elected to serve. As has been said so many times (originating with Lou Laslo) "It's the people". Warren Suckow #331 of Phoenix was HONORED by receiving the highest number of votes to be awarded the Newhouse SILVER MEDAL for his leadership over the past decade-plus. Your Ultra Club organization moves strongly into its 27th year.

"MY GIRL": The full-length Motion Picture by that title was a pleasant revelation a few months ago when it showed at a local Theatre. The Ultra Van Motor Home became a prominent "actor" in this clean and captivating film. It appeared a large number of times, with both interior and exterior scenes as the theme-story evolved. Good club member Dick Granger #430 became the driving force we hear, but members Gordon Harvey #518, Al Driggers #512, and others were also involved in the Universal Studios decision to feature-film the Ultra Coach. Our belated congratulations are due for getting an ULTRA into this excellent movie that was shown in Theatres nationwide. I'd like to see it again...it was that interesting.

150 MILES PER GALLON: With gasoline prices firming up again, most of us would like to get a few more miles per gallon from our motor vehicles. Some of us are NOT satisfied with the current results, whether it be from that old clunker, a brand new sedan, or our Motor Homes. And...it is possible to do much better with certain driving habits and some of the assists available. More than 150 MPG can be obtained with a full-sized passenger car. Some folks may think that a radical statement. It is not, since it has ALREADY BEEN ACCOMPLISHED (with many different makes of cars). Officials at the Shell Oil Company's Research Laboratory in Illinois have sponsored annual Mileage Marathons...and several winners EXCEEDED 150 MPG. Back during 1955 we authored a ten-page booklet, "How to get 150 Miles per Gallon". As a promotion-book, it proved to be a sensation. It fully explains every strategy Shell Oil used - some extreme. In 100,000 press runs, a total of 700,000 were printed. Checking business files recently, a full case of the books was discovered. So...rather than toss them, anybody (anywhere) who sends us a 29¢ STAMP will receive one by mail until all are distributed. They are free to anyone who may be interested.



"People who have a Bible that's FALLING APART, generally have a life style that is not."

INTEREST RATES: We have been asked by several to comment on this subject. Those who are buying homes (or cars, or appliances, TVs, etc., on time) are ecstatic over the Federal Reserve forcing interest rates down. This phenomenon has been a boon to all who buy on credit. Thousands of dollars are being or still can be saved by REFINANCING the mortgage on a home. One has to consider the "points", + appraisal costs, and any other expenses, before going ahead. If the Loan Rate can be reduced by 2%, ie: or more, that usually is the signal to go ahead. Indications are that this opportunity will soon end. Many millions of families have benefitted from this kind-of-cycle in the economy that we haven't seen for decades. Lowering of interest rates was SUPPOSED to stimulate business, create sales, and END THE RECESSION. It hasn't done that...yet.

How Much Does It Weigh?

During the time when I came to buy Ultra Van #211, I had the good fortune to meet and get to know three experienced Ultravanners: Pat and Chance Fitzgerald, and Walt Davison.

Chance told me that #211 was an early model, built in California, and lighter in weight than later models. Walt informed me that this particular vehicle, since it was essentially unchanged or altered since it came from the factory, could be made into "the lightest one around". Now initially I didn't attach a great deal of importance to what Chance said, and to this day I've not been able to summon the courage to ask Walt how I could turn #211 into "the lightest one around".

But certainly during the long months (that stretched into years) as I worked to repaint and rebuild my Ultra, my thoughts returned often to what they had said. Then when I read thru the Ryerson Ultra Manual I began to understand more and more how excess vehicle weight had a critical impact on the engine drive train, suspension, brakes, wheels & tires, etc.

All of which brings me to my first Rally (Laurel, Florida) last March, which gave me the opportunity to see and compare a group of Ultras. Furthermore, as Co-host, I got to greet some new arrivals and get them parked.--Well, quite a few of them looked just plain heavy. You know how an overloaded vehicle looks, it just "squats down". They seemed to say, "whew! I'm glad that's over; I don't know how many more trips like this I can make--after all, I am getting a little old for this sort of thing," Then at the Rally I bought the package of Tech Tips compiled by Norm Helmkey. (At \$7.50 a good buy indeed). (Ed note: \$9.00 mailed) Reading thru those was even further proof that overall vehicle weight is very important.

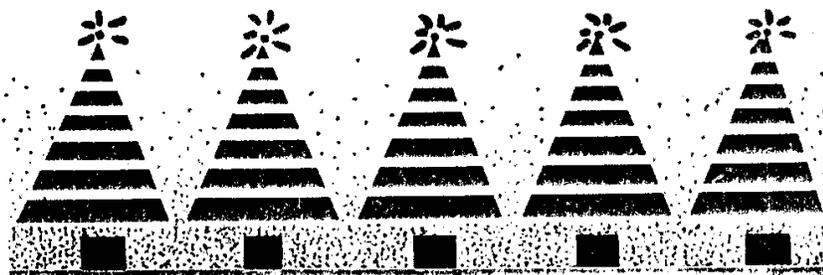
I thought of an old saying that seems very pertinent: You can't make a silk purse out of a sow's ear". (Now let me quickly explain that I don't imply that there is anything porcine about our whales). But for us the meaning is clear--don't try to turn these little gems into Winnebagos or Greyhound bus conversions. There is another side to this coin, and another phrase to go with it--"The surgery was successful, but the patient died." Simply stated, we shouldn't cut these motor homes up to what constitutes a motorized tent, either!

About now you may be thinking that here is a newcomer with lots of advice. And one will recall that I barely made it to that Rally (a distance of 5-1/2 miles from my home). But I must add that since my late teens (a long time ago) I've been a motor vehicle, airplane and boat driver, and for good measure, I've owned several camping rigs as well. So while I don't profess to be an expert, I'm not exactly a "greenhorn" either. Over those years I've learned whatever since modern man has invented, designed and built motorized conveyances whether they be for land, sea, or air, or any combination of the above that there never was--and probably never will be--the perfect vehicle.

Of course that goes for our beloved Ultra Vans as well. They are nothing more--or less--than a unique people mover designed to transport us from point A to point B efficiently and economically, with just enough creature comforts to make the journey a pleasant one.

Folks, when it comes to my Ultra, about the only thing that I'll take off is my hat to Dave Peterson, who started it all.

Bill Welle



FOR SALE:

Insulating roof coating (Astec 100) ceramic paint. Seals and insulates your Ultra roof. Available in one gallon or five gallon containers. \$45 for one gallon; \$175 for 5 gallons. This product far surpasses other RV roof coatings. Yes, it costs more, but it is the best on the market at this time. It can be color tinted with water base tint. Brush, roller or spray. Jim Craig #549 Ph: 619-366-9104

Corvair rear axle outer bearings, 1960-62. Original GM Nos. P/N AD-11034218, have 4 each; will trade for NOS bearings P/N AD-11034220 or \$175.00 each. These are not likely to be reproduced in the near future. Jim Craig #549

WANTED:

Club banner that says (I believe) "Welcome Ultra Club". It was given to some eastern Ultra Club member by past President Robert Franz. This banner was purchased thru Earl McCrary several years ago. It is approximately 3' x 15', blue, made of an open mesh type fabric. No one at the San Antonio meet knew where it was. This originally cost the Club \$225.00. If you know who has it, let me or the President know. We want it back in circulation. Jim Craig #549 Phone 619-366-9104

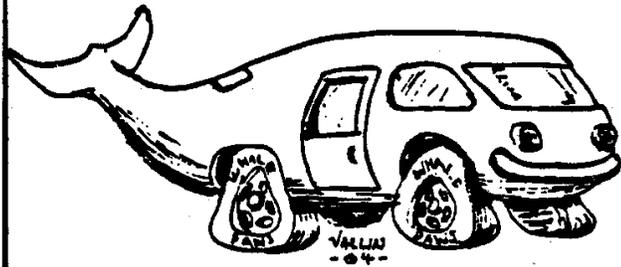
I still need a used driver's side used windshield for #101 Ultra. I will pickup or pay shipment. Jim Craig #549 Same phone.

FOR SALE

#497 1969 Ultra Van. 140 HP Corvair engine. 1784 miles on rebuilt engine, 50 miles on rebuilt Powerglide. New windshield. Needs body work on left side and rear. No structural damage. \$4900. Donald T. Elliott, 32 Weiss Hill Road, Croville, California 95966. No phone.

For Sale: 1969 complete running gear as removed from #467. 2,000 miles after complete overhaul, with 140 heads and 110 heads. All cooling fins cleaned out, 3.89 gears with ring gear mounting modified to accept 6 or 9 bolt ring gear. \$895/offer. Jerry Dute, 15544 Whitehead Rd., Lagrange, OH 44050 Ph: (216)355-4101.

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

I don't know what it will take to get you ladies to participate in the Tech-Tip area. Since I began making appeals, there has not been one single tip submitted by one of our lady members. How about it girls? Again, I make the offer, if you think you can't write, just send me your idea and I'll wrap the words around it.

Tech Tip Booklet 1966 to 1990

Some tips in the Tech Tip Booklet need update comments. Over the next few newsletters, as space allows, I'll cover the omissions, errors and reprint poor figure reproductions. Let me know if you find things that need to be fixed. Also, Page 180 was missing. It is reprinted in this newsletter. Be sure to put it in your Tech-Tip Reprint Booklet.

Next Tech-Tip Update Release Period

The Tech-Tip Reprint covered 1966-1990 and resulted in over 200 pages. I've done a study and concluded there have been many long term members in the 670 or so families who have belonged since 1966, but the average membership is under six years. These folk would have received and likely kept the newsletters during their membership. With this in mind, to provide the new members with previous Tech-Tips, I suggest we consider putting out a consolidated Tech-Tip update at 5 year intervals. At the present rate of 35 to 40 tips each year, in 1995 we could expect the 1991-1995 reprint to be around 75 pages. I've begun work along these lines, but would like to know what the members think. Please cover the subject at next years regional rallies so it can be discussed and decided at the 1993 National in Colorado.

Tech Tip 92-23 Vehicle ID Number & Compliance Tag

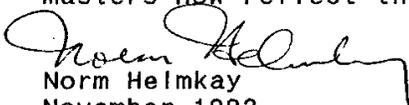
The VIN tag attached to late model Ultras as mentioned in the above Tech-Tip was discussed at the National Rally in Texas. By vote, it was agreed the standard location would be the left windshield post, 2 inches up from the bottom so the tag could be read from the outside. The late model VIN Ultra tags (reproduced as a club project) were so well received they are nearly gone. Another batch is on order. Send an envelope with your address and stamp plus two dollars for each VIN tag to either Jim Craig or Gord Harvey.

When the Tech-Tip database was set-up to computerize the Tech-Tips, an arbitrary decision was made to only have one "Page Number" Field so it would be easier to sort the index. Some Tech-Tips (like 72-07) have more than one place of reference in the Ultra Van Manual. It was listed in the Index as Section 12, Page 12-7, but it is also applicable to Section 13, Page 13-34. Also, the most appropriate reference was not always chosen when we were organizing the information.

Len Ryerson has done a lot of work to come up with the excellent list below, of additional page numbers to cross-reference specific tips covered in the 1966 to 1990 Tech-Tip Reprint.

When you go through the Ultra manual as Len suggested in Tech-Tip 92-22 (last newsletter), please go through your Tech-Tip Booklet and add the extra page numbers to the identified Tech-Tips. Also, go through both indexes in the back of the Tech-Tip Booklet and make the same changes.

References with a "B" in front of the Tip #, indicate this is a better fit than the original reference used in the reprint booklet. The print masters now reflect this change, as will any new published index.


 Norm Helmkey
 November 1992

TIP #	Add Page#						
68-06	6-07	B 81-03	9-25	87-16	13-32	89-08	17-04
70-01	18-06	81-15	7-04		13-35	89-10	8-06
70-15	9-23	81-24	13-20	87-17	9-10		thru
	9-24	82-01	15-19		9-52		8-08
70-16	5-02	B 82-11	13-14	87-22	5-09		13-29
72-07	13-34	82-15	7-04	B 87-26	13-34	89-11	15-72
75-02	1-05	83-04	DWG		13-35	B 89-13	10-24
75-05	13-10		15EF		13-37		10-25
76-03	7-04	83-06	6-03	B 87-27	15-41		10-28
77-01	9-62	83-07	15-12		15-80		10-29
	thru	84-03	14-02	B 88-01	2-09		10-43
	9-70	85-07	13-23	B 88-02	15-52		10-45
77-02	15-24	85-09	7-04		15-62	89-16	15-94
	15-25	B 85-11	13-12	88-03	9-101		thru
77-06	13-70		13-13	88-04	11-07		15-98
77-06	13-70	B 85-13	13-01	88-05	8-10	89-17	21-02
77-06	13-70		13-03		thru	B 89-24	13-10
B 78-13	4-09	85-14	13-25		8-15		15-21
B 78-14	13-20	B 85-16	1-05		13-20	89-25	9-11
78-17	6-03	B 86-04	13-26		13-21		change to
79-01	11-21	B 86-06	13-05	B 88-06	9-71	B 89-25	9-111
79-04	2-04	B	17-15		11-04	90-10	13-23
79-05	15-86	86-08	13-38	88-07	13-14		13-24
79-06	18-04	86-10	14-24	B 88-08	13-15	90-12	8-02
79-07	15-12	86-12	15-85	88-09	15-17		8-05
79-10	5-20	B 86-32	9-47	88-10	11-07		8-06
80-01	11-06		9-51	88-13	9-101		15-88
80-02	17-15		9-53	88-15	15-61	B 90-14	9-02
B 80-03	11-04		9-85	B 88-16	17-06		10-02
	11-12		thru	88-18	18-06		10-42
B 80-07	11-06		9-88	B 88-21	13-38	90-12	8-02
B 80-08	11-08		9-92	88-23	10-48		8-05
80-17	9-10	86-35	4-14		thru		8-06
B 80-18	12-04	86-37	5-03		10-54		15-88
	15-82		5-04	B 89-03	8-02	90-14	9-02
80-18	12-04		5-05		8-05		10-02
	15-82	B 87-13	15-41	B 89-04	12-07		10-42
B 80-21	4-05	B 87-14	13-05	B 89-05	13-29		
81-01	11-06	87-15	15-80		13-32		

Do you add automatic transmission fluid often? Have you checked to see if the red fluid is ending up in the rear-axle grease? If so, there's no option but to do a complete rear axle case re-seal. The differential side bearing seals are easy. The stator hub seal and rear pinion shaft seal follow conventional practice, that is the lips of the seals inwards toward the highest pressure. But what about the front pinion shaft seal.

Want a controversy? Just ask several Corvair people which way this seal is installed, do the lips go toward or away from the transmission? The reason for the confusion is the 1961 and 1965 Corvair shop manuals show the seal installed different ways and on page 4-16 of the 1965 manual, the narrative is specific, that is: "the seal lips toward the interior of the differential carrier."

Since fluid pressure on the transmission side is likely higher than the pressure on the rear-axle side, the page 4-16 narrative would seem to be contrary to normal seal practice, (lips toward the pressure). To add to the confusion, the 1965 manual shows the seal installed both ways, on page 4-3, Figure 2, the lips are toward the rear axle, while on page 7-30, Figure 7E-1 shows the seal with the lips toward the transmission.

With transmission fluid escaping into the rear axle case, I had to make the big move and replace the seals, so knowing the "right" way they are best installed is now vital. Talking to several Corvair "techies" confirmed that no one knows for sure, so I'm on my own and have to make my own decision, on which way to install the front pinion shaft seal.

I reasoned, surely in all the Corvair stuff written over the last 22 years the problem would surely have been mentioned. I plowed through 14 years of Vair-Tips and many years of the Communique..... nothing, not a single word on which way to install the seal.

Howard Boso said at one time there was a GM Service Bulletin to install the seal with lips toward the transmission, but I've not yet found it. If anyone has access to a complete set of GM bulletins it would sure help to put this controversy to bed, and maybe prevent others from having to contend with "red colored" rear axle grease.

My gut feel (from experience) was to have the lips toward the highest pressure, as shown in the 1961 Corvair manual. By chance, I glanced through an old (1970) Chilton manual and found a cross-section diagram with the lips toward the transmission. Figuring that by 1970, after the Corvair is out of production, the later diagram was likely correct.

Putting a seal in this way (which looks backwards) is a little harder, since you only have the thin outer edge of the seal to beat on (oops, press-in on), and the seal looks odd in backwards, but that's the way I eventually installed it (8,000 miles later, its still OK).

Finally, if you have to install this seal (lips in or out), be aware you can't drive it down flush with the outer end of the pinion bearing adjusting sleeve. If you do, the seal will rub on the front pinion bearing, so be careful how deep the seal is installed. Some lucky people have a GM tool (J-8340) which is recessed so you can only drive the seal to the correct depth in the pinion bearing adjusting sleeve.

The Ultra factory turn signal unit leaves something to be desired. It is mounted so low the winker lights are nowhere close to your line of vision. Sometimes as a result, especially if the flasher is quiet, the turn signal switch may be left on. Its real easy to add auxillary winker lights on each end of the instrument panel in the later coaches.

Radio Shack has small green 12 volt micro lamps (#277-334 package of 2). Drill a 7/32" hole to the left of the oil pressure gauge and right of the gas gauge. Mount the lamps which come with lock washer and nut. Ground one side of each lamp (I soldered a wire to the lamp and attached it under an instrument case clamp nut). Solder a long wire (36") to the other side of each lamp and route these wires through the existing hole (near the instrument fuse block under the dash). Find the wires from the turn signal switch labelled 20-A and 21-A. Splice the right panel microlamp into 20-A and the left into 21-A.

Try the left and right turn signal, if you did it right, you have new turn signal panel winkers. Now for the extra goody, both lamps come on when the brake pedal is pushed and also work individually if the turn signal switch is moved. You now have a monitor of exactly what the rear lights are doing. If the stop light switch were to fail, you would know it immediately. The only thing you need to do now is make sure the rear lamps work. If you don't want the stop light feature, just wire into wires #20 and 21 (to front turn signal lamps) at the turn signal switch.

While tromping around in Hershey '92 mud (3rd year in a row), I found an old Esso Atlas application list cross-referencing the Atlas 480 sparkplug to the AC 44FF.

The same guide had the following other 44FF cross-references.

Atlas	480	Harley Davidson	3
Autolite	AE4	Nippon Denso	W20FS
Bosche	W45T1	Prestolite	14E4

* WARNING *

Just because this guide says these are a fit, be aware they may not be exactly like the 44FF. If you find any of them at a flea market its worth a check-out. What is unique about AC plugs with the FF suffix is the first turn of the thread is not machined off.

In my experience, the speedometer cable breaks most often just at the bend where it goes into the back of the spindle. I think the reason for this is the sharp bend which cannot be straightened out very much because of the design of the cable clamp, Figure 1.

This clamp can be modified allowing the cable to be moved at least a half inch closer to the center of the spindle hole. This reduces the sharp bend.

To modify this clamp, flatten it out and drill a 1/4 inch hole right in the center. Slide the holding bolt through the cable and start the bolt into the spindle. Position the clamp where it needs to be to hold the cable and tighten down the bolt. Bend up the sides of the clamp to form a "U" around the outer speedometer cable case. Use a machine screw and nut to tighten the clamp. See Figure 2.

While improving the clamp, its also a good time to strengthen the part of the speedometer cable where it makes the bend into the back of the spindle. Slide a piece of 3/8 nylon tubing about a foot long over the end of the cable to give the cable extra support. Clean off all the grease from the outer case really well and use silicon rubber on both ends of the nylon tube to seal-out any water. After the silicone hardens, put some waterproof boat trailer wheel bearing grease around the cable where it enters the spindle. If any water gets in here, it goes right into the left front wheel bearing, so its essential to make it waterproof.

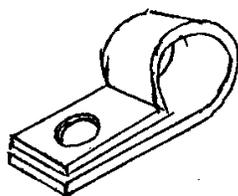


FIGURE 44

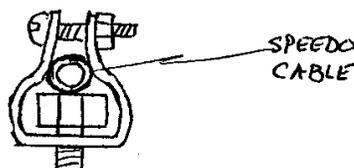
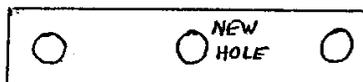


FIGURE 45

The 3M Company makes all kinds of striping tape which as many of you know have tenacious holding power, just try getting the gold stripes off the side of an Ultra.

If 3M can make them stick that well, they likely know what it takes to get it off. The removers come in 18 ounce cans.

3M Stripe Remover p/n 3M 08907
3M Stripe Adhesive Remover p/n 3M 08908

Take particular care when using these chemicals to wear eye protection and work only in a well ventilated area.

What is a High Beam Flicker Switch? Well, it is a little addition to the headlight wiring that allows you to:

- a) signal trucks to pull back into the right lane anytime without having the bother of pulling the light switch on.
- b) momentarily add the high beams to the low beam lights in especially dark or poorly illuminated areas.
- c) flash oncoming traffic to dim their lights without using the dimmer switch.

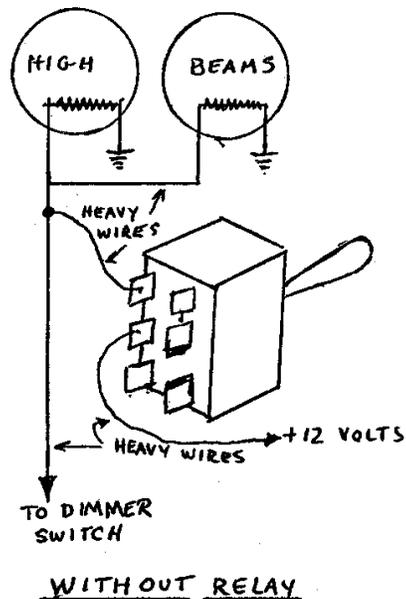
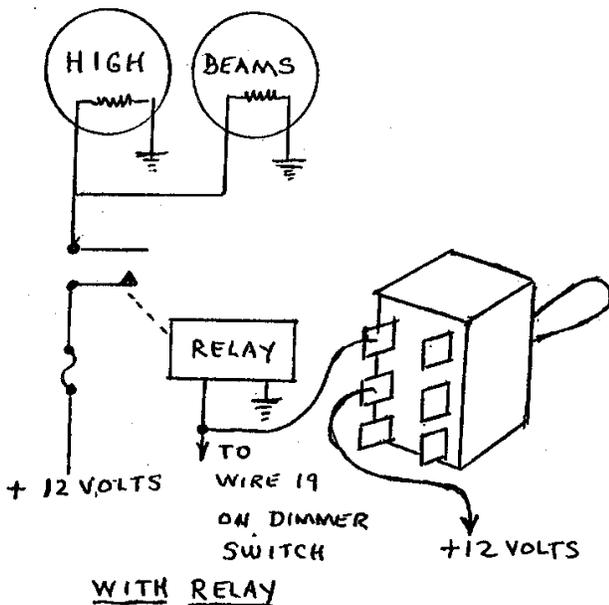
If you have rewired your headlights (a top priority job) to bring the voltage up as high as possible and have used headlight relays (some what like Louis Griggs described in Tech-Tip 86-12), you have nearly all the elements necessary to easily add a High Beam Flicker Switch.

If you have rewired the headlights without relays, you can add a High Beam Flicker Switch, but you must be sure the switch has the capacity to handle the high beam lamp current (at least 15 amps).

All you need is a spring loaded momentary contact switch like Radio Shack 276-709 (this is a 12 volt 20 amp rated, double pole double throw, momentary contact, center off switch). Mount the switch where its easy to use, like on the wall just ahead of the arm rest. Wire the center contact of one side to a 12 volt power source (if you are not using the relay system the wire should be at least 14 gauge wire). Wire one end of the same pole on the switch, to wire #19 (high beam) on the dimmer switch.

Its all done and it does not bother normal high beam operation.

Now when you drive down the road, every time you flick the switch, the high beam lights will shine, let go of the switch and they go out.



TECH TIP NO. 92-32 SUBJECT LPG Tank Moisture
UV MANUAL SECTION 07 PAGE 07-04 AUTHOR Norm HelmKay #486

This may not be a problem in the south, but if you live or travel where it gets really cold, moisture in the LPG tank can cause the regulator or even the line to freeze up. Discuss the problem with the dealer, many dealers have a device to add a small amount of dry methyl alcohol (anti-freeze) to the tank while filling.

TECH TIP NO. 91-33 SUBJECT V-8 Battery Wiring Change
UV MANUAL SECTION 15 PAGE 15-16 AUTHOR Norm HelmKay #547

In 1990, the wiring of #547 was revised and the batteries were moved. I've given the change a 2 year test before writing this up. One battery (a regular auto battery) is now located in the rear wheel well with a top opening so it can be serviced by lifting the bed.

This battery handles only engine starting and is hard wired from the battery post to the starter solenoid, just like your car. A battery disconnect device like we use on antique cars is installed on the positive post. The second battery (an RV/Marine type) is now up front in what was the Ralph generator compartment. The rear starting battery can in an emergency be cut-into the RV supply circuit through one of the existing rear battery switches.

Most of the V-8s have a heavy duty #2 size cable in the left wall from the rear battery bus to the front compartment to supply the starting current for the Ralph generator. This cable is not in Corvair powered Ultra Vans except #310. If you make this change on a Corvair coach, be sure to protect this long battery cable inside a piece of plastic water pipe. A short caused by cutting through the normal insulation of this heavy cable could cause a FIRE!!!

A two-battery 90 amp isolator is installed near the front battery with appropriate connecting wires and ensures both batteries will be charged from either the alternator or the on-board battery charger, even if both disconnect switches are turned off.

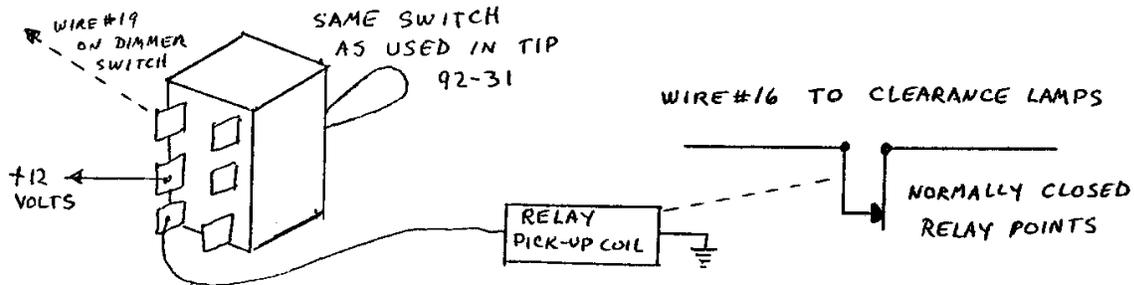
All RV and automotive functions except starting are handled with the front battery. This change brings full battery voltage, up front so there is no voltage drop to headlights as the current source is only a few feet away. Four existing wires (#1, #15, #26 and #27) are no longer used and become spares. It also moves 60 pounds of weight up ahead of the front wheels.

One of the battery disconnect switches was moved from the rear and is located so it can be reached from the driver's seat to disconnect the front battery. A short #10 fusible link wire goes from the front battery connector to the ammeter. This wire supplies all the regular functions like ignition, lighting, radio, etc. The 30 amp circuit breaker was moved from the rear up beside the front disconnect switch to provide protection for all the RV functions.

For the small number who may consider this change I don't want to use another whole page of the newsletter for a circuit diagram. Write me if you want a diagram.

As you pass that big truck he flicks his lights to let you know you are safely past and can pull back into the right lane. How do you thank him. Most of you have to pull the headlight switch on and off a couple of times to signal thanks to the truck driver.

There is an easier way. If you added the High Beam Flicker switch you are already part way there. By using the other side of the center off double throw momentary switch you can pick up a relay which has normally closed points in the circuit to the clearance lamps (wire number 16).

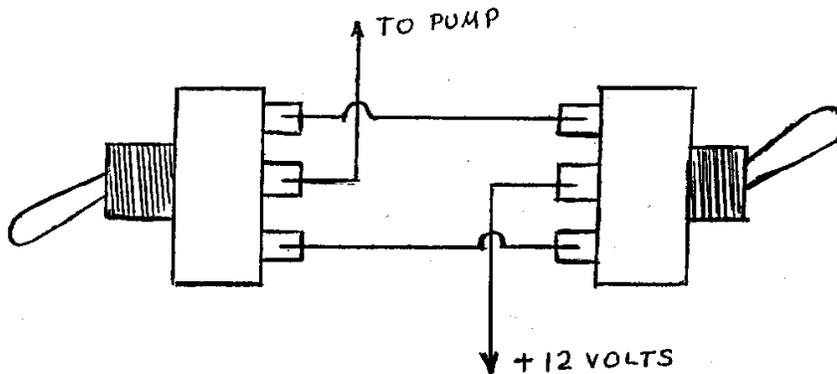


Ever been in the washroom of your Ultra and turned on the faucet only to find the pump switch over the kitchen counter was not on?

You can add another switch in the washroom to parallel the existing switch over the counter, but this way it might be left on and forgotten.

This little annoyance can be easily overcome by installing single pole double throw switches, one at the kitchen counter to replace the existing pump switch and the other in the washroom.

Wiring it is easy, the center of the switch over the counter goes to the pump, the center of the other goes to 12 volts. The two ends of the switches are wired to each other. See diagram



TECH TIP NO. 92-36 SUBJECT High Powered Windshield Cleaner
UV MANUAL SECTION 18 PAGE 18-02 AUTHOR Norm Helmkey #486

A trailer magazine says a very effective windshield cleaner is a bottle of Lemon AGREE Shampoo diluted with a cup or so of water.

I havn't tried it yet, but it sounds like it has the right stuff to be a winner, if it doesn't work, you can always use it in the shower.

TECH TIP NO. 92-37 SUBJECT Corvair Throttle Wire Replacement
UV MANUAL SECTION 08 PAGE 08-08 AUTHOR Norm Helmkey #486

The throttle wire tended to stick on occasion and a temporary fix was to add another return spring to pull the throttle closed.

After a while, I had forgotten about adding the extra spring and when the wire stuck again, I added another spring. Now it was tiring to hold the "GO" pedal down and the problem had to be fixed.

In casual conversation with Howard Boso, he mentioned he used a piece of 1/4 inch nylon tubing (which slides easily inside the existing 3/8 inch steel tube) and run braided motorcycle clutch cable through it to make a self-lubricating cable that won't stick.

It works like a charm, in fact after removing the extra springs, I was even able to lighten up the original return spring.

To prevent water from creeping in and possibly freezing, I squirted a bit of waterproof grease in the back end of the nylon tube.

At the front end you need to make a hook or clamp arrangement to attach the new cable to the tubular cross-shaft arm.

When you run the cable through the pinch bolts to clamp it tight, be sure to look at the diagram DWG: 8-J and DWG: 8-K on page 8-8 of the Ultra Manual. The hole in the bolt must be big enough so washers on either side of the cable do the clamping. You don't want the hole in the bolt to have any shearing action on the cable.

TECH TIP NO. 92-38 SUBJECT Safe Drinking Water
UV MANUAL SECTION 05 PAGE 05-17 AUTHOR Norm Helmkey #486

When on the road and have to add water to your tank, you never know how potable the water is. Even if the water looks clean, it may be contaminated. A good idea is to look thru and smell a glass of water before filling. If the water is clear and has no sulphur like or other odors, it is probably potable.

BUT TO BE SURE, add the recommended dose (6.7 parts per million) of one teaspoon of chlorine bleach for each 10 gallons of water. Add the bleach before filling. Drive a few miles to shake up the tank then sample the water, there should be a faint chlorine taste. In a couple of days of driving, agitation will aerate the chlorine gas out of the water and leave it tasteless.

TECH TIP NO. 92-39 SUBJECT Four Way Microwaves For The Road
UV MANUAL SECTION 19 PAGE 19-06 AUTHOR Norm Helmkey #547

Travelling in the lap of luxury is a multi-purpose 4 way microwave in your Ultra Van. Multi-purpose, means to be able to bake, broil, toast and microwave. Emerson and Sharp make light-weight .4 cubic foot four microwave units for the RV industry. Check with a local dealer the model numbers of their current 4-way product line. If find others, let us know so we can pass the information along.

Two four way convected microwaves are:

Sharp Carousel II	Model 8290
Emerson	Model AMC600A

They are rated at 1,000 watts in Bake, Broil or Toast mode and 400 watts in microwave mode, and can run on a 1,000 watt 12 volt inverter. The Emerson unit is 17 7/8 wide, 11 13/16 high and 14 7/8 deep.

TECH TIP NO. 92-40 SUBJECT Holding Tank Deodorizer
UV MANUAL SECTION 5 PAGE 05-17 AUTHOR Norm Helmkey #486

A reader of one of the trailer magazines suggested it is easy to make your own holding tank deodorizer as follows:

1 cup	Borateen	1/2 cup	Pinsol
3 tablespoons	Ammonia	1 Gallon	Water

Instructions for use: Shake Well and put 2 cups of the mixture into holding tank whenever odor needs controlling.

TECH TIP NO. 92-41 SUBJECT *SAFETY* 115 Volt Shore Line
UV MANUAL SECTION 22 PAGE 15-04 AUTHOR Norm Helmkey #486

Ever driven off with the 115 volt Shore Line Cable still connected? Sounds stupid, but it can easily happen, just ask me!!

When this happens, if you're lucky, the wire will pull out of the connector on the end of the cable. It might blow the campsite breaker, but it could be much worse. If the cable is tight in the Bargman connector, it could rip a very big piece of aluminum off the side.

A minor down-side is your only electric cable and park adapter may be left miles behind and you don't discover it, until you arrive at the next campsite. A new adapter and extension cable costs just a few dollars, but fixing the side of your coach could be very expensive.

On 547, I overcame the problem with a short 3 foot stub cable which is plugged into a heavy duty 115 volt extension. If you drive off with the cable connected, it automatically pulls out of the extension cord and the first time you look in the side mirror, you will likely see the stub cable hanging there. Hopefully, you won't even be out of the park. Also, you might add a 115 volt neon pilot lamp on the instrument panel, to make you aware that the shore line is still connected.

The PROBE 105 also monitors battery voltage and chirps once a minute for thirty days when the battery needs replacing. Another unique feature is a no-battery flag to remind you there is no battery in the unit. When a battery is installed the flag is cammed out of sight.

Now we have the best of both worlds, this alarm has a quick release wall bracket which mounts the alarm with just a 15° twist. It can be easily removed to place on the bed if desired or can be silenced with safety without being switched off.

TECH TIP NO. 90-17 SUBJECT Entrance Door Latch
UV MANUAL SECTION 02 PAGE 2-05 AUTHOR Jim Craig #549

This little trick was seen at a recent Ultra rally. If your entrance door latch spring that holds the handle in the closed position is broken, the handle protrudes out at a 45° angle. Here's an easy fix.

Attach a magnet from a cabinet door to the inside area of the handle with a bit of epoxy or silicone. The steel housing for the handle assembly will hold it in the faired/flush position, just like new.

TECH TIP NO. 90-18 SUBJECT Rear Engine Mount - Corvair
UV MANUAL SECTION 13 PAGE 13-09 AUTHOR Jim Craig #549

The rear engine mount on some Corvair powered Ultras has failed, allowing the engine to drop at the rear. This is very embarrassing, and a drag, to say the least. Hmmm? Owners that have had this happen report the engine comes back to idle and you coast to the curb, with sparks flying as the engine drags along on the rear skid plate.

To eliminate this from happening, several items have to be checked, then repairs or replacement of parts may be needed. First: verify your style engine mount, there are 3. See Figure 38 on Page 166.

(A) Support rear of the engine. Remove the two attach bolts that secure the mount to the rear bulkhead. Verify that the steel spacer that the two bolts go through and the flat steel plate that fits into the back side of the mount are in place. Look for cracks and/or other damage. Reinstall mount and attach plate to engine with new nut, washer and cotter key.

(B) This is the bad one. It was used on quite a few Ultras and was first used on the early 1965 Corvair cars. It worked OK on the cars, but not on the Ultra.

REASON: GM designed it with a steel flange that would contact a steel crossmember at the rear of the engine compartment to keep the engine from falling to the ground if it failed in the car. So! guess what Ultra did? Yep, you guessed it, they sawed the darn flange off. Now you know the rest of the story. Remove ASAP and replace with type (C).

Type (B) and (C) attach to the engine with a special two hole washer/spacer and special hi-strength steel lock nuts. These are available from Clark's Corvair or Francis Boydston #435 (also mounts [A] and [C]).

ULTRA VAN MOTOR COACH CLUB, INC.

Officers - 1993

President - Leonard Tekaat
Vice President - Norm Helmkey
Secretary - Maybel Griggs
Treasurer - Louis Griggs

Directors:	Term Expires:
West: Glen Moen	October 1993
East: Clyde Stanton	October 1993
West: Millie Dinesen	October 1994
East: Doug Taulbee	October 1994
West: Jim Craig	October 1995
East: Bill Welle	October 1995

Rally Chairman, West: Christy Barden
Rally Chairman, East: Marge Fitzgerald

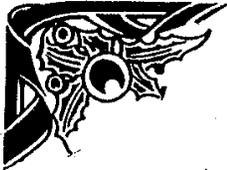
Merchandise Chairman, West: Jim Craig
Merchandise Chairman, East: Ruth & Gordon Harvey

Recipients of the Ernest Newhouse Award:

1982 - Edy Ryerson	#513
1983 - Fred Leary	#434
1984 - Threasa Vandersteeg	#A-525
1985 - Gus Brining	#A393
1986 - Len Ryerson	#513
1987 - Louis Griggs	#334
1988 - Mory Snyder	#489
1989 - Mel Dinesen	#200
1990 - Jim Craig	#202, 549
1991 - Pat Fitzgerald	#448
1992 - Warren Suckow	#331

D-1

Please cut along black line; paste over page D-1 in your 1991 Directory.



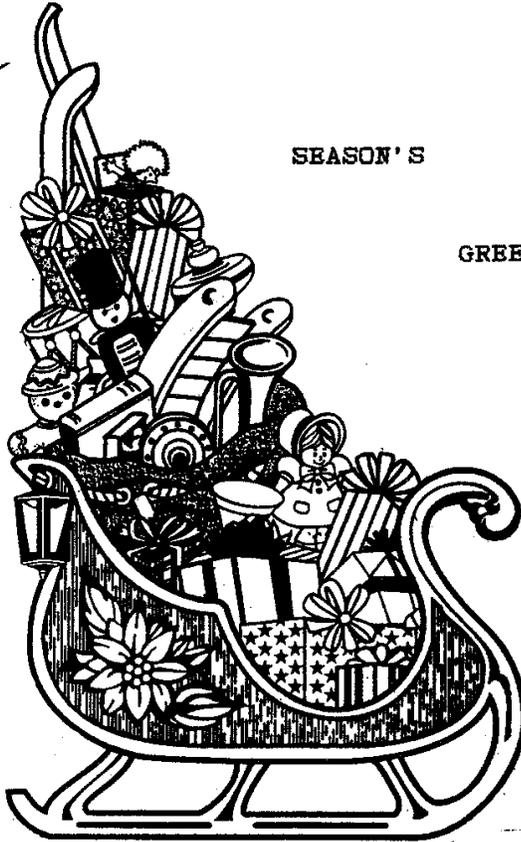
SEASON'S

GREETINGS

FROM

YOUR

OFFICERS



APPLICATION FOR ENROLLMENT
MOTOR COACH CLUB, INC.
NON-PROFIT ORGANIZATION



THE OFFICERS AND BOARD CORDIALLY INVITE YOU
TO ENJOY THE BENEFITS OF *Membership*

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

Date Application mailed _____

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

NAME _____ husband _____ wife _____ PHONE _____

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

Alternate Address: Summer Winter (Check one)

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

Membership: New Renewal (Check one)

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

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