

DATE MAILED

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PERSONAL

FIRST CLASS MAIL

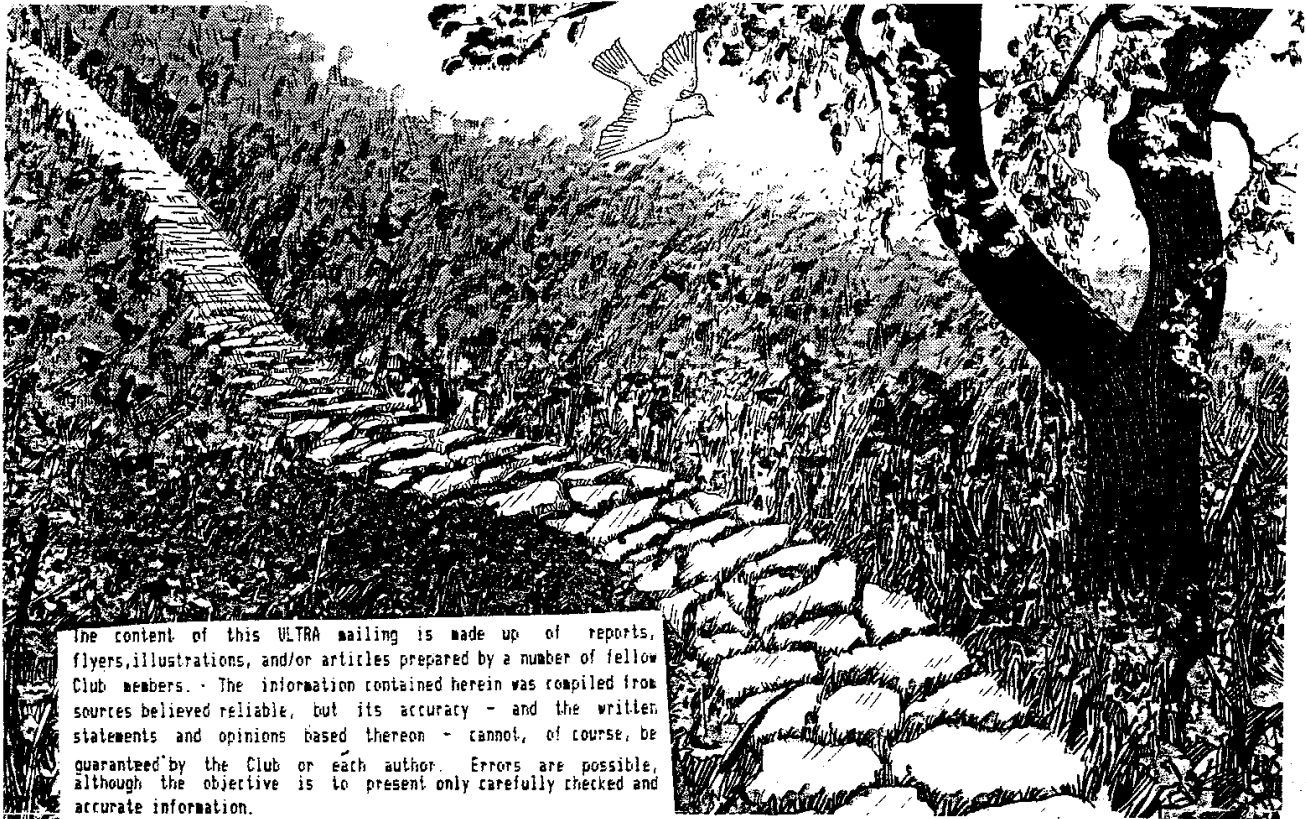
Spring 1993 Newsletter



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, 1993 Ultra Year:

President, Leonard Tekaat, #220; Vice President, Norm Helmkey, #547;
Secretary, Maybel Griggs, #334; Treasurer, Louis Griggs, #334.
1992 Ernest Newhouse Award Recipient, Warren Suckow. Technical Coordinator,
Norm Helmkey, #547 (Corvair), Len Ryerson, #513 (V-8).

All reports of Regional Rallies, advertisements, or other input for the Newsletter are to be forwarded to the Secretary. There is no charge for advertisements; please allow a 3/8" margin on all four sides of any copy, preferably using black ink. Any handwritten copy that you want typed should arrive a week or so before the deadline. All dues are to be forwarded to the Treasurer. Save yourself postage--inputs to Secretary and Treasurer can be put in the same envelope. Material for the Newsletter can be folded. Technical tips are to be furnished to the Technical Coordinator--note wintertime Florida address. Amendments suggested to the Club By-Laws are to be sent to the President. Deadlines for Newsletter inputs are: November 15, February 15, May 15, and August 1.



President's Message

It is the 28th of January when I finally took the time to write this message. The Western regional rally is currently taking place, and I am sure everyone is having a good time in Las Vegas. John and Claire Hoffman have done the best job possible to make the rally a success.

I was not able to attend the rally because I have been too busy preparing for the California Senatorial election for the 16th District. I qualified to be a candidate on January 19, 1993 after returning from Washington, D. C. I had spent three weeks in D. C. explaining to as many people as possible, my economic recovery program. I found many of our Senators and Representatives on vacation.

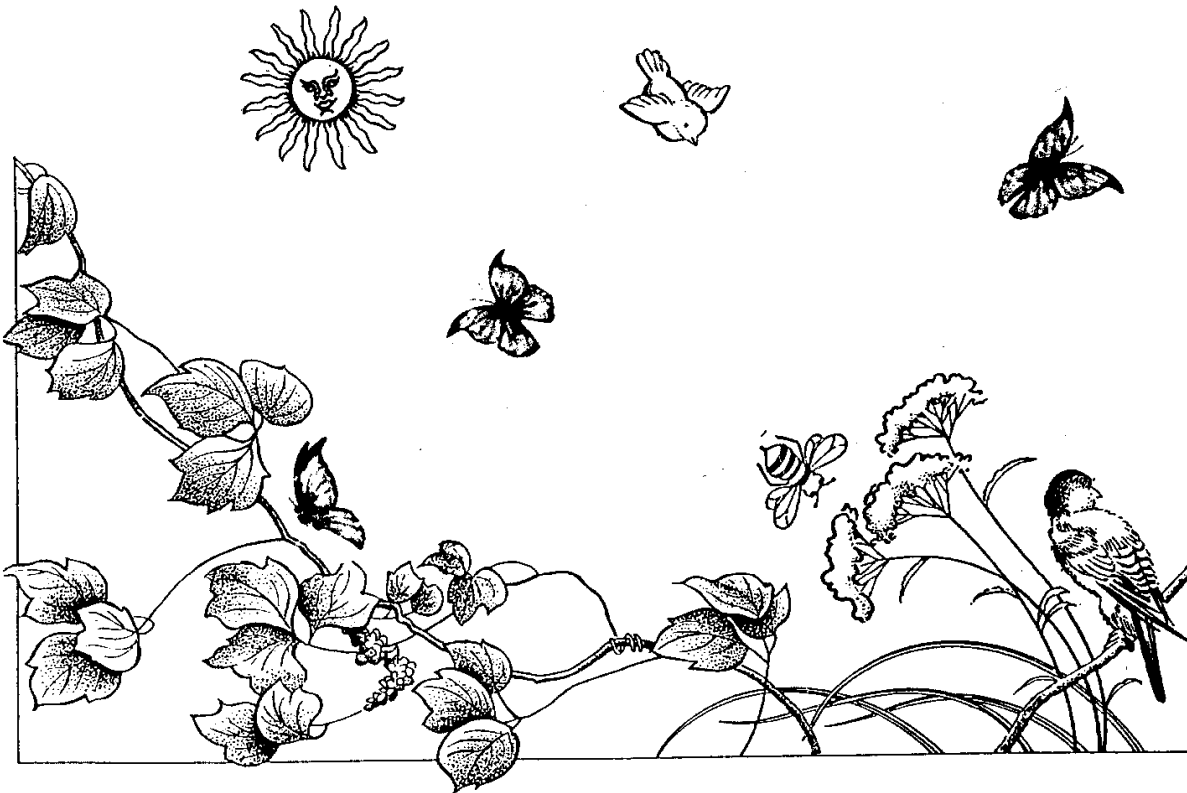
After returning home I was informed a special election was being called by the Governor to fill the vacated California 16th Senatorial District seat. I felt that running for public office would be a good forum to get my ideas out into the arena of public debate.

You may know that I wrote a book in 1982: INFLATION, THE ECONOMY KILLER. For the second edition I changed the title to: KEYNESIAN ECONOMICS CORRECTED. I feel very strongly that our government has been using the wrong economic procedure, for the last forty five years to control inflation, and this is why our economy is in such terrible shape. If you would like more information about my economic recovery program feel free to call me at home (805) 397-9189, or if you would like to order my book which explains everything, please call my publishing company and office: International Economy Publications at 1-800-847-7752. Sincerely

Upcoming Rallies

March 17-21	Laurel, Florida - see Flyer
April 1-4	Wickenburg, Arizona - see Flyer
July 11-17	Smoke Run, Pennsylvania - see Flyer
July 21-28, or July 28-August 1	Welcome Beach, British Columbia - see Flyer
September 13-23	NATIONAL RALLY - Rocky Mountain National Park - see Flyer

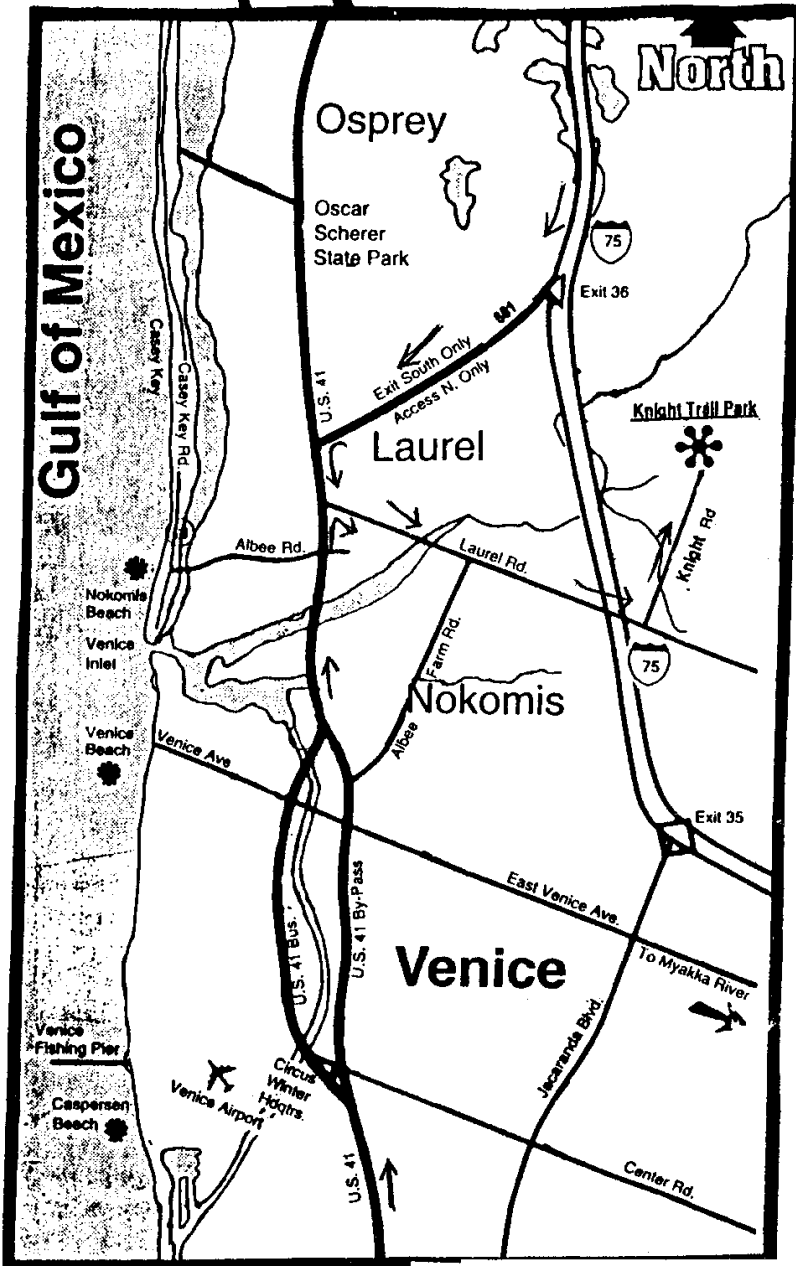
Report of balloting, 1992 election of Officers, Ultra Van Motor Coach Club, Inc.: Vice President, Norm Helmkey 72; Secretary, Maybel Griggs 74; Treasurer, Louis Griggs 74; Western Director, Jim Craig 67; Eastern Director, Bill Welle 69; write-in votes, none. Ernie Award Warren Suckow 22; Howard Boso 15; Norm Helmkey 15; Bob Franz 10; Maybel Griggs 4; Walt Davison 2; Neva Brining 1; Clyde Stanton 1.



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 --WICKENBURG, ARIZONA

APRIL 1st. 4th. 1993

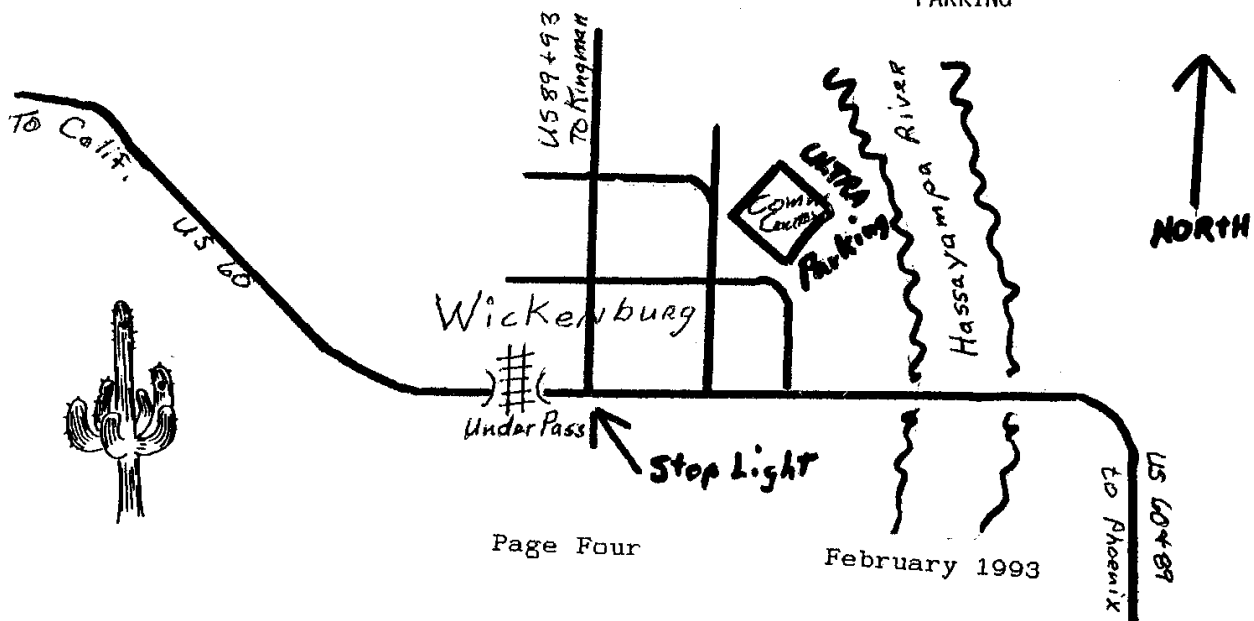


LOCATION: WICKENBURG COMMUNITY CENTER--IN CENTER OF TOWN--YOU CAN'T MISS IT.
ELEVATION: 2000 FT. COOL
EMER. PHONE: (602) 684-7656
CAMP FEES: \$25.00 PER COACH COVERS EXPENSES FOR ALL DAYS.
SCHEDULE: COFFEE EVERY MORNING EXCEPT SUNDAY AT 9:00--PRIZE DRAWN AT 9:00 SHARP.
THURSDAY: ARRIVAL--COACH & TOWN VISITING--EVENING ACTIVITIES--YANKEE SWAP--GAMES.
FRIDAY: TECH SESSION--CRAFTS--POT LUCK--FIN. MEET.--SILENT AUCTION--GAMES--WHATEVER.
SATURDAY: DINNER OUT- WALKING TOUR--POINTS OF INTEREST--MUSEUM--JAIL TREE--ECT.
SUNDAY: CHURCH SERVICE--GOODBYES.
BRING: TABLE--\$5.00 YANKEE SWAP--UNEEDED. ITEMS FOR AUCTION- WHITE ELEPHANTS.
HOSTS: BETTY & DAN REINHARDT--NOBIA & WARREN SUCKOW--THREASA VANDERSTEEG.
864-6920 841-0911 977-4358

WE WILL HAVE AUDITORIUM FOR THURSDAY AND FRIDAY ONLY.

WILL LOCATE NEAREST DUMP STATION--WATCH DAILY BULLETIN.

CENTER PARKING NOT AVAILABLE BEFORE OR AFTER ABOVE DATES. CALL HOSTS FOR EARLY PARKING





RALLY -- SUMMER IN THE MOUNTAINS



Smoke Run, Pennsylvania July 11-17, 1993

Hosts -- Gordon & Ruth Harvey

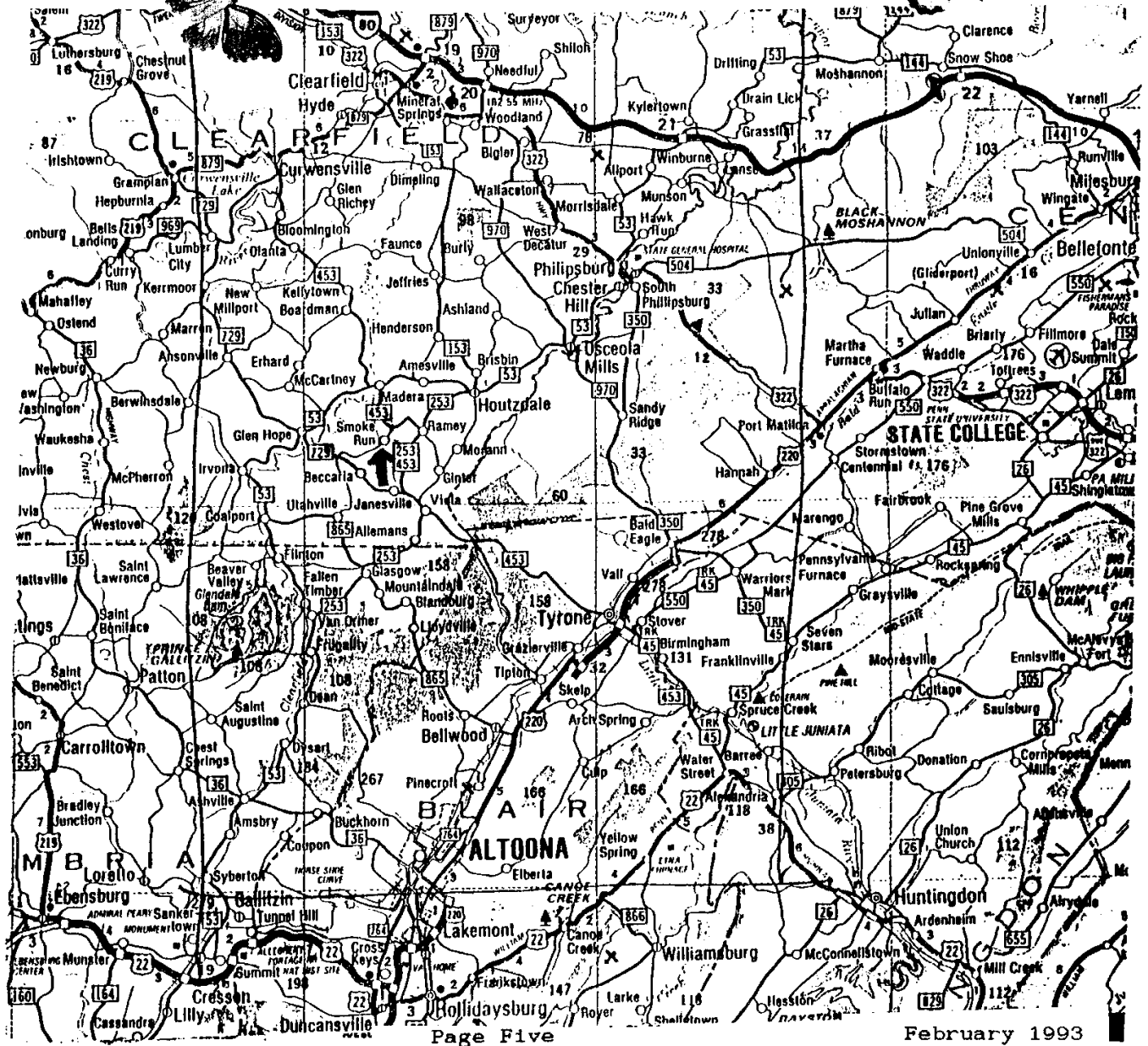
Where -- Hosts' homesite

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 Raven St.
Northridge, CA 9132

AMOUNT ENCLOSED: \$ _____

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Rally to the ROCKIES

U.U.M.M.C. National Rally Site

SEPTEMBER 15 - 23 1993

ULTRA VAN comfort in the Rocky Mountain National Park (Located just 60 miles north of Denver)

Full Hook-ups (including 30 channels of cable TV) at the Park entrance (7,600 feet elevation) located on the Big Thompson river, for \$15.00 a day. **Bring your sweaters.** Trout fishing at the lake and free miniature golf in the RV park. Just over a foot bridge across the river are markets, restaurants, and liquor store. Free shuttle into Estes Park (1 mile) to more restaurants, shops, movie, golf and sightseeing.

- ❖ The annual Longs Peak Scottish Highland Festival is held in Estes Park the weekend before the rally, September 11 - 12.
- ❖ Fort Collins is a short distance away with Oktoberfest September 26th in the Old Town Square, tour of the Anheuser-Bush brewery, The Lincoln Center home of the Open Stage Theater Company, Swetsville Zoo (metal menagerie of real and mythical creatures.) The Balloon Festival September 20-25.
- ❖ New gambling casinos in Central City, just 30 miles west of Denver.
- ❖ Biggest air show in the history of the world September 25 - 26, the opening of the new Denver International Airport.
- ❖ Gathering before and after the rally at W. Christy Bardens place in Boulder, just 30 miles north of Denver, home of McGuckins' hardware store. General repairs can be made at his place.

Rain, snow or shine the dates and place are firm. If it snows, it will be a heavy wet snow and be gone in a day or so from the sun that follows.



WESTERN RALLY REPORT

The rally in July held in the Sequoia National Park was a real treat. There were eleven rigs in the group campground that provided us with our own private area bordered by a bubbling stream and lots of pine trees. With a wide open area for a campfire, benches for potlucks, an area to play horseshoes, a net strung between two trees with a dual purpose for volleyball and badminton, enough space for a rousing game of softball, and plenty of room to park beneath the trees it satisfied all our needs. The weather was cool but pleasant with one little sprinkle the first night. Instead of the hot weather that we expected it was beautiful and quite mild.

The wildlife included one large bear that ambled into camp and proceeded to climb into the dumpster to select his own smorgasbord from its contents. With complete disregard for his audience he sat down and totally enjoyed his meal then wandered off to see what else he might find in the next campground. The deer that we saw while hiking in a beautiful meadow area was so tame she allowed the camera buffs plenty of time to snap her picture. The picnic lunch we had in this area was delightful beside the meandering river in the cool shade of the trees.

Leonard Tekaas and Mel and Millie Dinesen did a great job of hosting and planning this event. Everything ran very smoothly. The spectacular Sequoia trees were so awesome they are hard to describe. Anything that old and that large just needs to be viewed in person because pictures just don't do them justice. The ranger's talks plus the visit to the Visitor's Center gave us a great respect for these majestic living things.

The second campground was more the traditional type with the pull-in individual campsites but there again we were very happy to find ten sites fairly close together so the evening campfire and potluck was still available to everyone.

The grandchildren of three Ultra families had a ball each day, everything from games to fishing and falling into the stream or taking a chilly dip in the inviting natural pools near the camp. They brought a special joy to us all with their laughter and seeing the awe in their eyes when they caught sight of the wildlife.

The drive down into King's Canyon is breathtaking and very steep, it reminds you a lot of Yosemite the closer you get to the bottom. All the Ultras pulled it out in low gear! Thank you!

We were so pleased that we along with our children and grandchildren were able to attend this rally and enjoy the special fellowship that is always there with our Ultra Friends.

Marlene Craig - 549

Ultra Van Motor Coach Club, Inc.

Treasurer's Report for Fourth Quarter, 1992:

Balance September 30, 1992:	\$2640.41
Receipts:	
Registrations, National Rally	136.00
Merchandise Chairman, West	85.50
Merchandise Chairman, East	62.50
Tech Tips sold	24.00
Dues	1279.00
Benham--Interest	18.60
Al-Gar--Interest	15.55
donations	7.85
Total Receipts	1629.00
Expenses:	
Returned check (Canadian Funds)	17.00
Print Newsletter	202.80
Mail Newsletter	151.10
Engrave Ernest Newhouse Award	7.68
Total Expenses:	378.58
Balance December 31, 1992:	\$3890.83

Respectfully submitted, Louis C. Griggs, Treasurer



Ultra Van Motor Coach Club, Inc:
Treasurer's Report Calendar year 1992:

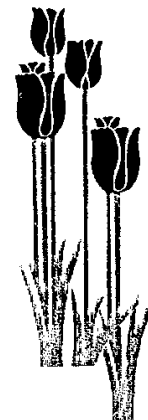
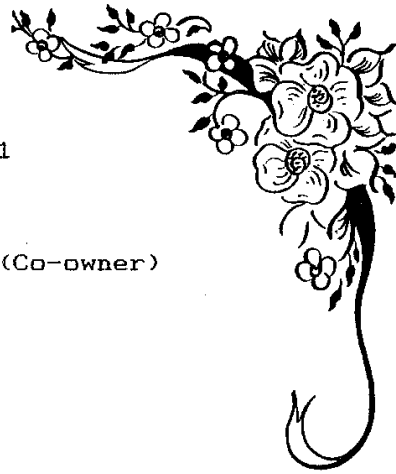
Balance January 1, 1992	\$3264.43
Receipts:	
Dues	2931.00
Interest-Benham Capital Management Group	93.99
Dividends-Al-Gar Federal Credit Union	95.80
Void Check #135	521.50
Merchandise Chairman, West	85.50
Merchandise Chairman, East	62.50
Tech Tips sold	306.00
donations	7.85
Registrations, National Rally	136.00
Total Receipts	4240.14
Expenses:	
Print Newsletter	790.92
Postmaster	623.68
Print Tech Tips	760.00
Bounced checks	36.00
buy Club Merchandise	333.38
Filing Fee-Secretary of State-California	5.00
Liability Insurance-State Farm	418.00
National Rally expense (Mission Bells)	100.00
6 Ernest Newhouse achievement awards	546.76
Total expenses:	3613.74
Balance (in Credit Union) 12/31/92	\$3890.83

Respectfully submitted Louis C. Griggs, Treasurer.

Directory Changes

Directory Page

- D-10 new members: Lex & Sue Adams Coach #431
965 Waikiki Drive
Merritt Island, Fl. 32953
Ph: 407-453-1665
- D-14 new member Robert Craig Coach \$285 (Co-owner)
401 18th Street
Manhattan Beach, Ca. 90266
Ph: 310-546-7929
- D-15 Eller new phone #213-660-3883
- D-16 address change: Flowers
2438 Tin Mine Road
Lincolnton, N. C. 28092
- D-16 new address Chance & Margaret Fitzgerald
111 So. 13th Ave. #A-5
Mendota, Il. 61342
Ph: 815 538 2283
- D-19 new address: Heesacker
2276 Circle Drive
Columbus, NE. 68601-3040
- D-20 new address: Honer remove Simone, Passed away)
8437 Zinnia Ct.
Arvada, CO. 80005
Ph: 303-425-4916 Coaches #492, T-2038
- D-21 Lives same place, new address: Keith
1519 Stevens
Rathdrum, ID. 83858
- D-21 new members: Matt & Sheri Jumper Coach #285 (Co-owner)
4343 Harvard
La Mesa, CA. 92041
Ph: 619-465-7711
- D-23 Phone number: Eric Lee 305-254-7990
- D-26 new members: Ed & Shirley Noddin Coach T-2015
162 Burchett Road
Onalaska, WA. 98570
Ph: 206-978-4340
- D-27 address change: Pickering
P. O. Box 100
Tularosa, N. M. 88352-0100
- D-27 new member: Dick & Helen Pike Coach 374
Macarthur House 8 Melville Street
Parramatta, Sydney, Australia
Ph: 612-6306769
- D-31 Zip code: Talarico-should be 92570
- D-33 Zip code: Wallace-should be 98513
- D-33 phone number: Washmuth 707-465 1753
- D-33 add name: Volz, Michael & Terry
- D-34 address shown for White is Summer address
Winter address: Wendell & Charlotte White
5017 Laguna Bay Circle #95
Kissimmee, Fl. 34746
Ph: 407-397-0973



ULTRA POSTSCRIPTS ★★★★★

"All of the FLOWERS of all your tomorrows....are in the SEEDS of today."

27th ANNIVERSARY: Well, this begins a quarter-century - plus two-years of existence for your Club. Putting together some candid ideas, bland information, mere "thought ticklers", or a little humor for each quarterly Newsletter has been fun. Believe we've had something in each issue all 27 years (please correct me if I'm wrong). So...kindly "bear" with us as another page or two gets composed with your HELPFUL feedback, recent input and comments as our guide.

WINTER DRIVING: Road and Track Magazine urges us to drive a bit more carefully during this period of each year...especially at night. Don't overdrive your headlights; keep more space between your vehicle and the one in front. A driver never knows when some slippery wet leaves or an ice-coated roadway might be encountered...day or night. If an oncoming car blinds you, they suggest to focus on the right edge of the road or freeway, and to resist the temptation to switch on your high beams. It can be even more dangerous if BOTH OF YOU are blinded by the glare. Unless driving a car, van or motorhome with air-cooled power, it is important to keep your vehicle's cooling system filled with a 50/50 solution of anti-freeze and water. Check it--too strong a solution can become sluggish resulting in head-warping hot spots. Also, in winter, use one of the approved gasoline additives that contain alcohol to help prevent freeze-up in the carburetor or gas-lines. Finally, "electro"striations can form in radiator hoses, caused by a battery-like current flowing from metal to metal (end to end) along the inside hose surface, causing cracks that cannot be seen on the outer side. They suggest inspecting (or changing) hose every four years to lessen danger of losing all your fluid, suddenly, some dark night.

"I AM ONLY ONE, and I can't do EVERYTHING.... but I can do SOMETHING. I can help my friends, my neighbors, and my Country. ONE man (alone) may seem weak, but no one is if he will apply himself. One man, Washington, became the true Father of our Nation. I will, hereafter, become an ACTIVE CITIZEN, speaking up for good, righting wrong, wherever I see it." ---Webster

Note the funny (missing "e") printing (sent to us) at the right. Everyone is important. One person ALONE, or two, or three, can help make any company, any organization, thrive. We see MANY "KEY" people in Ultra Motor Coach Club.

THE IRS: Almost every family in the U.S. has already received the lugubrious "TAX GREETING" sent out by the IRS --- overstuffed with forms and instructions, to be completed by April 15. For a decade we've heard some talk about tax-filing being simplified. Yet, most Forms remain about as complex as ever...and people hire so-called experts to help them fill out the wad of confusing pages. Those citizens who are able to use the shorter Forms (C-EZ, etc.) and decide to do the calculations themselves, please accept our congratulations. Most of us will all be glad when mid April has passed. Of course, there is always the option of delayed filing until AUGUST 15th (Form #4868) for those needing more time.

"DO YOU LOVE LIFE? Then do not squander time, for that's the stuff life is made of" --- Benjamin Franklin



Do you ever wonder if you are needed? A manager wrote the following memo to his workers in response to that question:

"Xvxn though my typxwritx is an old modxl, it works vxry wxll xxxcpt for onx kxy. You would think that with all thx othxr kxys functioning propxriy, onx kxy not working would hardly bx noticxd; but just onx kxy out of whack sxxms to ruin thx wholx xffort.

You may say to yoursxlf - wxll, I'm only onx pxrson. It won't matx if I don't do my bxst, but it doxs.

So thx nxxt timx you think you arx not important, rxmxbx my typxritx. You arx a kxy pxrson."

MONKEY/FEATHERS: The Chinese year of the Monkey is --- HISTORY. Now we look forward to all of 1993, the year of the "ROOSTER". Most Ultra members say they anticipate events will unfold without too much change of pace. We'll continue to enjoy good traveling, and the six quarterly rallies, plus the Ultra National Convention come September. There may even be some things to "CROW" about as the year evolves. Until then, let's just "CAKLE" along while we appreciate life, liberty, and possibly some new measures of opportunity as the year wears on.

A WORD TO THE WISE: Many are still concerned about the low earnings on their savings. An east coast member called about the better percentage paid by foreign Banks on Certificates of Deposit. Mutual Funds and CDs are available invested in German, British, Italian, French currencies paying up to 15%. Often---experience can be golden! We explained our investment in Canadian CDs many years ago; one Bank was in Ontario, another in Quebec. Canadian CDs were earning 14% at that time (U.S. deposits averaged only 5%). But---the Canadian \$ dropped in value before the CDs matured---our REAL earnings became a MINUS-12%. Lesson learned: Currency devaluations usually come SUDDENLY...and one doesn't read much about such things in our regulated press. Wish I had written this months ago. See MEXICO below.

MEXICO: Everyone hopes to receive higher dividends on their deposits.... The recent going rate on CDs south of the border has been 18%. We understand that at least a couple members took advantage of this good rate. However, as of January 1st the peso was reduced in value by 3-zeros. In other words, it seems, the Mexican government devalued their money by 1,000% on New Year's day. The millions of citizens plus perhaps untold thousands of U.S. families who invested in Mexican peso CDs, now may find their principal worth 1,000% less. Hardly a good deal, if true. One said a QUESTION should be asked: Should Washington be trying to merge our future with that kind of an economy? Is it wise to open our borders to an even greater flood of ILLEGALS? Already over 1,600 U.S. manufacturing plants have moved to Mexico to take advantage of cheap labor and lax regulation, leaving thousands of U.S. citizens without employment. Most everyone knows all this. The questions (above) only ask what YOU think.

STRETCH OUR BRAINS: Here is the question that MIGHT open every artery one has--and then some: If the PRICE is \$1.00 for HENS, \$5.00 for ROOSTERS, and only .05¢ for CHICKS, how many of EACH will you need to buy to make an EVEN \$100.00 purchase? Be the first to answer correctly. There might even be a PRIZE??? Try me. Mail your answers to our California address.

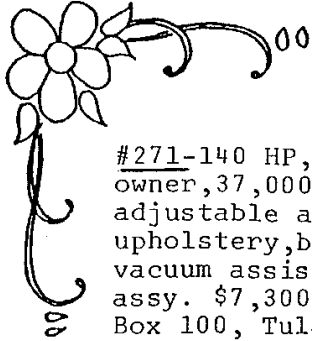
"THE HARDEST DECISIONS OF LIFE are deciding which bridges to cross....and which ones to burn." --- author unknown

CREDIT DUE: That was a fine article in the latest issue of CORSA MAGAZINE ...by Norm Helmkay. Also--the one by Bob Ballew. Both men put a lot of specific detail and hard facts into their writing efforts.

"HOW" STILL AVAILABLE: It seems MANY are interested in how to drive more miles on each gallon of gasoline! Shell Oil Company employees get 150 MPG --and anyone can go to the same effort to get similar results. However, most of us would like to drive further per gallon WITHOUT going to such extremes. The "150 MPG" Booklet explains how. There are still some left. They are free to anyone anywhere. Send full address. Stamp appreciated if to be mailed. No need to send mailing envelopes--plenty spares on hand.

PRESIDENT CLINTON: Do you like political comment, political humor? If not, let us know...majority wins. The following was sent to us - tongue in cheek: "All Presidents are human, just like you or me. They think, they talk, they jog, they make mistakes; they put their shirt on one-arm at-a-time, exactly like the rest of us do. Mistakes? Now and then---they have all made some. Yes!!! If you have trouble believing this, just ask Hillary, or Barbara, or Nancy, or ????."

Our best wishes, *Spent*



Coaches for Sale:



#271-140 HP, 4.11 gearing, Craig engine build & previous owner, 37,000 miles, flush windows, new acrylic lacquer paint adjustable air shocks, 500W inverter, new carpet, curtains upholstery, bedspreads, quilts. New parts not installed, vacuum assist brake system, steel bell crank, wheel hub assy. \$7,300 invested. Price \$6,500. Hal & Tote Pickering, Box 100, Tularosa, New Mexico 88352 Tel. 505-585-2503

431 ULTRA VAN -- Formerly owned by Bill Schehl. New wiring, new 2.8KW Onan generator, new windshield, and recent engine overall. Replaced carpet, upholstery, bed, couch, and seat covers. All tanks are good. No exterior damage, but needs new paint. 15,984 miles on rebuilt engine. Ready to drive away. Call (407) 453-1665.



*Thank You
Ley & Sue Adams*

#558 Last one made in Hutchinson. V-8, runs good. Needs body work. \$4,500. Richard Carter, Trails end #15, Leeds, Al. 35095 Ph: 205-699-7794 or 699-2445. (Ed. note: Mr. Carter states that due to physical limitations he is unable to put the coach to good use).

For Sale: Located difficult to find International Scout axle with hub. It is core to make right or left spare for #600 series Ultras. Same as used to build spares for #603. Ernest Newhouse Ph: (310) 698-1740.



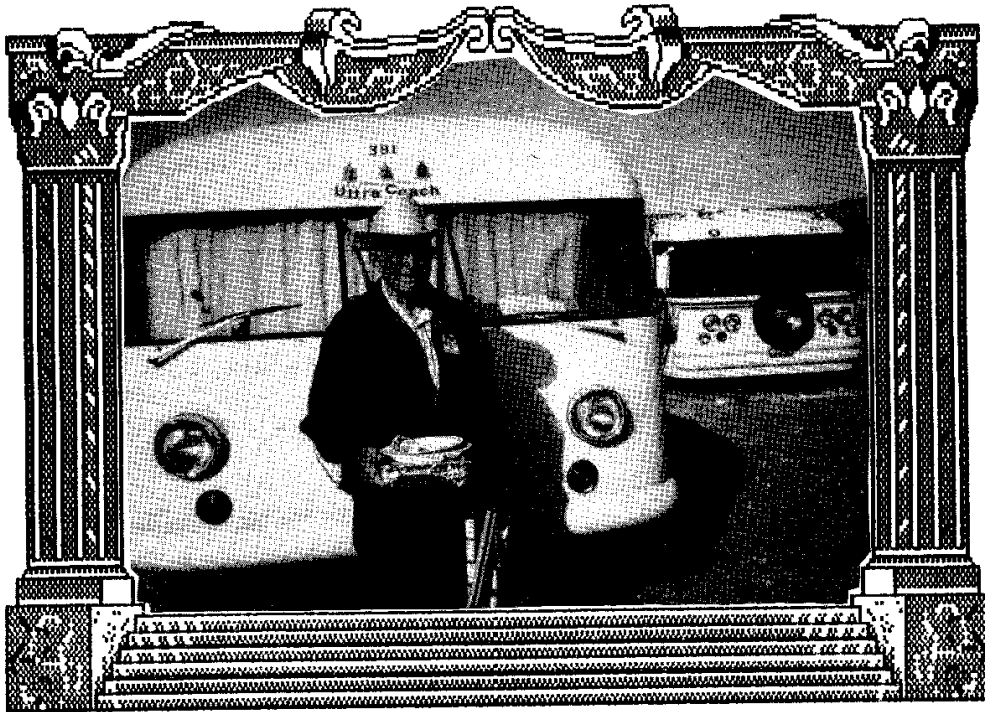
Want to buy an Ultra Van:
Joseph C. Christ
3615 Walhalla Highway
Six Mile, S. C. 29682
(803) 868-2586

Ed Gurr
42329 Osgood rd. #E
Fremont, CA. 94539
Ph: (510) 659-0227

Wanted: instantaneous hot water heater. Tim Vercshuyl, 3720 Grove Ave., Palo Alto, CA. 94303 ph: (415) 493-2850.

Note: Some of the earlier Ultra Vans used a Valliant heater; for information a sheet on it is included with this Newsletter.

In Memoriam



Our good friend Hank Yakel, of La Mesa, Ca. passed away January 21, 1993. He and his wife Dorothy picked up their Ultra, #391, at the factory in Hutchinson, Kansas, and were active members in the Ultra Van Motor Coach Club for years. Dorothy died in 1981.

After Hank retired, he hardly missed a Western Rally, and attended many Eastern ones--in fact, he had planned to attend the San Antonio National Rally, but became sick while visiting his brother in Iowa, and decided to come on home.

He loved that Ultra Van, the caravans, the rallies, the potlucks, and the dear friends. He would build up a good campfire each night at the rallies; and they just won't be the same without Hank playing his harmonica for us. He never had a lesson, but could play almost any tune that we requested. He would play as long as we would all sing along, or just listen to him.

Keep on playing, Hank--we will remember and miss you.

Respectfully submitted by Evelyn Donaldson.

How I painted my Ultra Van for \$100
(and you can, too!)



It was my first Rally, and Norm Helmkey introduced me at a Tech session by saying, with tongue in cheek "And now Bill Welle will tell you how to paint an Ultra Van--on the cheap!". He was exactly right, because all materials, including chemicals, scrubbers & sandpaper, rollers, and paint came to less than \$100 when I was finished. But--while the cost was low, it took quite a bit of time. Let me say at the outset that thorough and careful preparation of the surface is of the utmost importance--and that's true of any paint job.

Now, just to get your attention, I'll tell you that I did the job with house paint and a roller. But read on--specialized house paint, special rollers, and specific chemicals.

This is what you will need:

- A. For bare aluminum--A chemical etch such as Aluma Prep or Alodine.
- B. For bare fiberglass--A de-glosser like liquid sandpaper.
- C. A primer paint compatible with aluminum, and a primer for the fiberglass. (Note: they will differ from each other, but they both should be able to accept the same finish or top coat).
- D. Finish or top coat--Acrylic House Paint.

Now for some general information:-

I used Porter paint products--it is a paint of choice down here for professionals who paint mobile homes. Other companies such as Sears, Sherwin Williams all offer this acrylic paint in literally hundreds of colors in flat, semi-gloss and gloss textures--so take your choice, but try to stay with one product line to avoid confusion or mistakes. Porters cost a little more, and their metal primer paint is almost impossible to use (it dries too fast). Their own salesmen will recommend another primer such as Kilz I or Kilz II.

Use only smooth foam rollers, and cut them down to a manageable size, such as 3 or 4 inches. You will find many "nooks and crannies" on the Ultra (as compared to a house) that even the cut down roller will not reach--do not resort to a paint brush! You will have to make some very small rollers because you won't be able to buy them (I don't know why they are not made). These don't need to be very exotic--make a handle from coat hanger wire, use a piece of dowel for the roller (or cardboard), and cover with foam attached with rubber cement. Just look at a full sized roller and make a much smaller replica.

In any case, you will have to develop a smooth even technique, because these foam rollers are not very "forgiving". If you bear down too hard, you will squeeze paint out of the roller ends, and not enough pressure will cause the roller to skid, and smear the paint. Either way you'll have to go over it again and remember--this paint sets up fast. So--practice first, and then start with the roof. That way if you make a few mistakes--just keep the critics off a ladder! In my case, I went thru the entire process on just the door before deciding to tackle the whole job.

Now let's take it from the top:

1. Surface preparation-

The paint on #211 was so deteriorated that I had to strip it of the entire vehicle. A lot of work and paint remover, but probably best in the long run. You may not need to do this with yours, but remember--thorough preparation.

2. Next the entire vehicle should be scrubbed with Nylon scrubbers and detergent to thoroughly clean the aluminum and fiberglass.

3. Then apply the metal etching solution to the aluminum, wait the prescribed time, then flush off with water.

4. Apply de-glosser (Liquid Sandpaper) to the fiberglass to remove the gloss and promote paint adhesion.

5. Roll prime paints on aluminum and fiberglass surfaces. (Note: the aluminum should be primed as soon as possible after the metal has been etched).

6. Now the whole vehicle should be sanded to smooth down any rough spots.

7. Then carefully roll on the finish coat or coats. (The fiberglass gelcoat on my Ultra was a bright red, so I used two coats on it). The aluminum got only one coat--this paint is very thick, and it covers well.

Finally, step back and admire your work--you're done, and the job will look professional. To sum up: Aside from price--there are other advantages.

A You can choose from hundreds of colors and shades.

B these paints are very "user friendly" when compared to automotive finishes.

C Roller application is relatively easy.

D Acrylic paints dry very quickly, become dust free (and bug free) in minutes--they don't run or spatter.

E You can work outside in many cases, doing a section at a time.

So have at it--and use the money you save to finance your trip to the next Florida Rally. See you there! Bill Welle

P. S. One more thing--read and follow all directions carefully, but don't hesitate to call me if you think I can help. B. W.



Above picture shows Bill's final job.

Our apologies to Bill. Picture at right was to go with his article "How much does it weigh", which was printed in the last Newsletter.



Nov 92

The Week That WAS!!!

Tuesday 17 Nv 92. 0200. The alarm goes off. I do NOT jump out of bed. I try to talk myself out of this nonsense of a max effort day. I lose. 0230. I'm out of the Las Cruces NM airport parking lot (Ex 133) and on to I-10 eastbound. In 1991 on the way east from the GWFST&SM and the party with the Craigs, et all, I drove 935 miles one day. The question is..do you get better with age..or dummer? Well on this day the road was I-10 to I- 0 to Exit #109 just east of meridian Miss. 1154 miles. My personal best. Next morning up and in thru Birmingham Al. on the way to a friends operation at Sylacauga airport. About twenty miles south of BHM we detect a slight "off color" sound from the guys that live under the bed. Oh well, park it and go to nearest house to call my friend for tow in. The short version is the house had a pit bull and I had a VERY tense interesting few minutes. Onto the rope..to airport.. #2clinder 30 over 2..just a small hole on the edge. (very small). Parts came from CORSA member in BHM. Thank you CORSA travel guide. When engine cranks it blows oil filter and the is oil ALL OVER EVERYWHERE. I am one unhappy camper. Remove rear engine housing etc..never do find a reason for extreme overpressure. Engine now runs fine. Mystery? So under way again for a surplus store in Orlando to get some wiring supplies for a couple of friends. Just south of Ocala I SNUCKED a look at my map. You Know whats comong..right.. traffic stopped I didn't..BINGO..I lose!! I now have a restyled nose. On the coach. Coach is driveable so on to Miami. All of this in one week. The nose will probably take most of an afternoon to fix. (I haven't lost my sense of humor..just my ability to estimate repair times). So all the years and miles I've enjoyed with e essentially no troubles..ended during ..The Week That Was!!

PS. The engine had 170,00 miles..gets refreshed this winter.

The nose?..who nose..(just couldn't resist).

Walt Davison

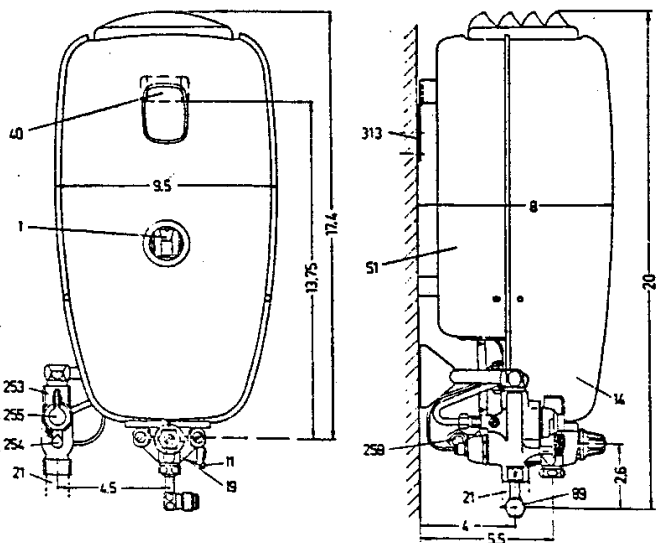
Walt PROMISES an update on his engine rebuild.



MAG 125/0BT
LIQ. PET. GAS

Page Nineteen

February 1993



(Dimensions in inches)

- 1 Pilot burner with thermocouple
- 11 Plug
- 14 Casing
- 19 Temperature selector
- 21 Gas inlet
- 40 Suspension strap for installation
- 51 Back panel

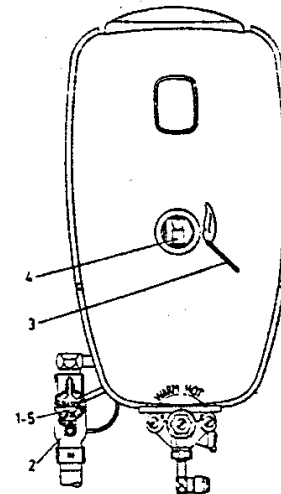
- 89 Hot water outlet
Connector E 760/62-359
- 253 Base safety control
- 254 Reset button
- 255 Pilot and main gas control knob
- 259 Water shut-off valve (cold water inlet)
- 313 Mounting bracket

LIGHTING AND RELIGHTING INSTRUCTIONS

Flames continue burning when hot tap closed:
Air in warm water line. Typical sign is burner ignition, when main gas valve is open and cold water is tapped at other faucets. Remove air because may be dangerous for heater in case of frequent or repeated opening of taps. (Air pocket may develop due to incorrectly installed or unused warm water pipes.)

Adjustment of appliance

- a. **Gas**
The adjustment of the gas flow is not necessary. The rated input is obtained when using:
Liq. Pet. gas with a pressure of 11 in. W. C. } as indicated on rating plate
- b. **Water**
The heater can be used up to a water pressure of 170 P.S.I. (12 kg/cm²). It is equipped with an automatic water regulator which makes water adjustment unnecessary. Maximum outlet temperature (the appliances can be delivered for a rise of temperature 90-100° F = 50-55° C) is obtained by turning knob of temperature selector "19" to the right all the way. When turning knob all the way to the left the minimum outlet temperature (temperature rise 36-45° F = 20-25° C) is obtained. For intermediate temperatures turn knob accordingly as desired.



- a. Turn main gas valve (1) of safety control to "pilot" position.
- b. Press reset button (2) and light pilot burner (3 & 4). Hold button for approximately one minute, then release.
- c. Turn main gas valve (5) to "on" position.
- d. On opening warm water valve (MAG 125.0 BT = remote taps) main burner lights.
- e. If pilot light is extinguished turn main gas valve (5) to "off" position and wait five minutes before relighting.
- f. Appliance shuts off by turning main gas valve (5) to "off" position.

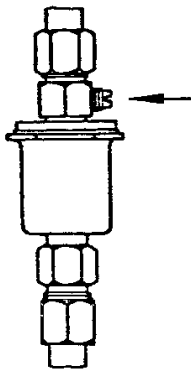
Connections

Type	MAG	125.0 BT	
Gas		1/2	in. St. P. T. (F. P. T.)
Cold water		1/2	in. St. P. T. (M. P. T.)
Warm water		2, 1/2 Tube	in. O. D.

Technical data

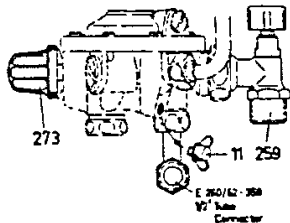
Type of gas	MAG	Liq. PET	
Model No.		125.0 BT	
Rated input		35,000	B. T. U. HR.
Recovery capacity 100° F rise		0.49	GAL. MIN.
		32	GAL. HR.
Minimum Water pressure	} min. temp.	11.4	P. S. I.
		} max. temp.	5.0

ADJUSTMENT OF PILOT GAS



The pilot flame should be about 3/4 in. long. If it is necessary to adjust the pilot flame this can be done by turning the screw on the top of pilot gas filter.

PRECAUTION AGAINST FROST DAMAGE



- a. Shut off cold water supply line at valve 259.
- b. Open all cold and warm water taps, turn temperature selector knob 273 farthest left.
- c. Unscrew drain plug 11 and replace after draining.

Pilot HAS 2 small Holes less THAN #80 DRILL (.009)

Page Twenty

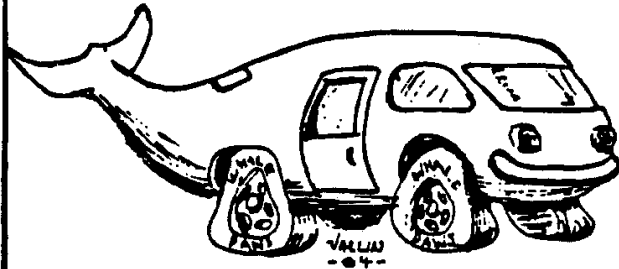
February 1993

All rights reserved Joh. Vaillant K. G

04 6/5A

INSTRUCTIONS FOR NORCOLD-VAILLANT TANKLESS WATER HEATERS	TYPE OF GAS	MOD.
	LIQ. PET.	MAG 125/OBT
<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="border: 1px solid black; padding: 5px; text-align: center;"> <p>AGA-approved</p> </div> <div style="text-align: right;"> <p>with Base 100% Safety Control with temperature selector with automatic water regulator</p> </div> </div> <div style="text-align: center; margin: 10px 0;"> <p>Tankless Instantaneous</p> </div> <div style="display: flex; justify-content: center; align-items: center;"> <div style="border: 1px solid black; padding: 5px; text-align: center; margin-right: 20px;"> <p>CGA</p> </div> <div style="border: 1px solid black; padding: 5px; text-align: center;"> <p>Norcold</p> <p>Water Heaters</p> </div> </div> <div style="text-align: center; margin-top: 20px;"> <p>APPROVED FOR INSTALLATION IN A TRAILER COACH OR MOBILE HOME, WHEN INSTALLED IN OCCORDANCE WITH MANUFACTURER'S (NORCOLD, INC.) INSTRUKTION'S</p> </div>		
<p>NORCOLD, INC. EXCLUSIVE DISTRIBUTORS GARDENA, CALIF.</p>		<p>A 012/0 - 016/0 USA/Kanada</p>

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 Heinkey, 73 Sargent St., Haines City, FL 33844

Here it is the middle of winter and some have their coaches stored away waiting for spring. Others are using these cooler months to do vital maintenance on their pride and joy so it will be ready for the coming touring season. A few lucky ones have migrated south for the winter and are looking forward to the various regional mini-rallies. Whatever your state is, we hope you have all the best in this New Year of 1993.

* - * - * - * - * - * - * - * - * - * - * - * - *

For some strange reason none of our ladies have responded to the challenge and submit a tech-tip yet. I guess our current crop of ladies are not as pioneering as their past counterparts have decided to leave all things pertaining to the coach to their travel mates.

The space for the first 1993 Tech-Tip was reserved for the first lady that submitted a tip, but at the last minute, I had to fill it in.

* - * - * - * - * - * - * - * - * - * - * - * - *

Besides the tip from me, only three other members sent in tips for this issue. My own backlog is getting mighty low and I don't want to re-run the old tips over again, so am appealing to you....please get busy and write up those neat things I've seen at the rallies this last year.

There are a couple of items on the back burner which I don't want to print until I get all the detail. Paul Rowland sent a diagram for quick mounting a 1968/69 dual master cylinder the way Dick Granger did it. In looking through new archive material, I found poor copies of five drawings also on adding a dual master cylinder. These were made by Bill Helander who I think may have given duplicate drawings to others, so if anyone has good copies, please send them to me. Both Doug Hull and Howard Boso have installed disc brakes, using Rivera or Eldorado parts. Details of these innovations listed above will follow in a future newsletter.

* - * - * - * - * - * - * - * - * - * - * - * - *

Ever wondered how James Watt came up with the calculations for horsepower?

Horses were used to pump water out of mines and were hitched to a 12 foot lever on a capstan which turned the pump. Watt noted the horses could go around the circle about 144 times an hour, which converted to 181 feet a minute. Since the pull on the lever was 180 pounds or more, it worked out that 181 multiplied by 180+ was close to 33,000 foot/pounds per minute. So the ability to do that much work is now called a HorsePower.

Most of us have installed radial tires on our Ultra Vans since they run so smooth, don't thump when cold and generally seem to give a better ride.

You should however be aware, that in 1975 Chrysler and GM released notices to their dealers that the then new radial tires should not be installed on pre 1975 wheel rims.

There are several reasons for this:

- a) Radial tires exert stresses on non-radial rims that will ultimately cause fatigue failures.
- b) The design of the edge of the rim is different for a bias ply tire than it is for a radial. Where the bead rests on a radial rim is slightly angled outward. The bias rim bead tend to be more perpendicular to the road.
- c) Few pre-1975 rims have bead safety grooves to keep the tire on the rim in the event of a flat or blow-out.

You may not know how old the long flexible brake hoses are on your coach, but the original 33" long hoses have not been identified so we have no idea of the original part number or from which vehicle they adapted.

You can be sure, if they have not been replaced, in many cases they are over 20 years old, not a good situation, since rubber is one of the automotive components that deteriorates from exposure to the elements, especially the high concentrations of sulphur dioxide we have in urban centers.

It is recommended that the hard steel brake lines be relocated to come out from the inner wall of the wheel well to a point inside the "A" frame, just behind the opening for the bellcranks, instead of their present location on the back end of the wheel well.

If the lines are moved as suggested, the 22" long brake hoses used on the GMC Motorhome can be used. The part numbers for these hoses are as follows:

| | |
|--------|-------------|
| GM | p/n 9758214 |
| EIS | p/n SP 5363 |
| NAPA | p/n 36675 |
| Wagner | p/n F 86578 |

Since over 13,000 GMC units were built and close to 10,000 are still on the road (estimates of the GMC Club), we can benefit from their volume and expect these part numbers will be valid for sometime.

TECH TIP NO. 93-03 SUBJECT Throttle Cable Wire
UV MANUAL SECTION 08 PAGE 08-08 AUTHOR Jim Craig

#549

The throttle cable wire mentioned in Tip 92-37 can be obtained at:

Aircraft Spruce & Specialty Co.
P.O. Box 424
Fullerton, CA 92632
1-800-834-1930

Ask for cable p/n 05-03500, dia 1/16", 7x7 construction, stainless steel. It comes in 25 foot lengths at \$.18 per foot.

TECH TIP NO. 93-04 SUBJECT *SAFETY* Mixing Ammonia & Bleach
UV MANUAL SECTION 22 PAGE 05-17 AUTHOR Norm Helmkey #486

In previous tech-tips there have been home brewed odor killing ideas that used either ammonia or chlorine bleach as part of their formula.

If both of these chemicals are mixed together, the result can produce a noxious and potentially DEADLY gas.

This problem came to light with disastrous results when people tried to get a more powerful cleaner by mixing the two common household cleaners together. The dangerous combination of these two chemicals has no better cleaning capability than either of them separately.

TECH TIP NO. 93-05 SUBJECT Wilsonite Panels
UV MANUAL SECTION 03 PAGE 03-04 AUTHOR Bill Welle #486

As you may know, Ultra used three wall panel colors supplied by the Wilson Art Co.

The three original glossy finished colors are no longer available and the Wilsonite stock numbers in satin finish are referenced in Section 3, Page 4 of your Ultra Manual

The phone number in the Ultra Manual has been changed, make sure you update your manual as follows: Wilson Art Co. 1-800-432-6057

TECH TIP NO. 93-06 SUBJECT Heavenly Compass
UV MANUAL SECTION 19 PAGE 19-06 AUTHOR Norm Helmkey #547

If you lose your direction on a sunny day and your compass is broken, it is easy to find which way is south if you have a watch.

In our part of the world, we know the sun is overhead but toward the south at noon. At other times, if you point the hour hand of your watch towards the sun, south will be half way between the hour hand and 12. I'm assuming your watch is running and set correctly.

TECH TIP NO. 93-07 SUBJECT *SAFETY* Nine One One (9-1-1)
UV MANUAL SECTION 22 PAGE 18-01 AUTHOR Norm Helmkey #486

During one of our seminars at the National in Texas, I happened to make a reference to the emergency number as "nine-eleven" and quickly Jerry Dute pointed out we should never use this reference.

Jerrie's thought is well founded and is supported by all the 9-1-1 authorities. The basis for emphasizing 9-1-1 is children and others in a crisis could not find an "eleven" on the telephone dial.

Instructors of classes teaching the use of the 9-1-1 emergency facilities are now very careful to stress you should always say 9-1-1 so it will be firmly implanted in your sub-conscious.

Now all together, ten times, 9-1-1, 9-1-1, 9-1-1, 9-1-1, 9-1-1,
9-1-1, 9-1-1, 9-1-1, 9-1-1, 9-1-1.

While we are on the subject, the American Medical Association Journal now reports new findings on when to call 9-1-1 for cardiac arrest.

Except in the case of a child under 8 years old, 9-1-1 should be called before beginning CPR.

In earlier CPR training, you were supposed to give one minute of CPR before calling 9-1-1, but the Emergency Cardiac Care Committee of the American Heart Association now find survival and recovery rates are better if 9-1-1 is called first.

TECH TIP NO. 93-08 SUBJECT Aircraft Supply Catalogs
UV MANUAL SECTION 20 PAGE 20-03 AUTHOR Jim Craig #549

Almost a must for the serious Ultra Vanner, are catalogs from a couple of aircraft supply companies.

The catalogs listed below are \$5.00 (refundable with \$50 order).

West

Aircraft Spruce & Specialty Co.
P.O. Box 424
Fullerton, CA 92632

1-800-834-1930 In California 1-714-870-7551
(300 pages) FAX 714-871-7289

East

Wicks Aircraft Supply
410 Pine Street
Highland, IL 62249

1-800-221-9425 In Illinois 1-618-654-7447
(368 pages) FAX 618-654-6253

After upgrading the headlight wiring to raise the voltage at the lamps (see Tip 86-12), some have discovered the headlights need to be re-aimed to take advantage of the new brightness.

Setting the headlights is easy, just follow these instructions.

Remove the headlight trim rims, one screw at the bottom. The trim rim rests on a hook at the top.

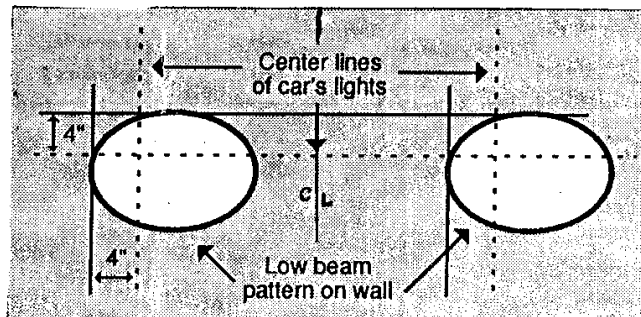
Find a level spot 25 feet from the headlights to a vertical wall. A garage door does nicely. Most of us have a little round bubble level we use to make sure the coach is flat so the frige will work properly. Use this same level to find a flat spot for headlight aiming.

Put a strip of masking tape vertically in the center of the front and rear window. Standing at the rear, sight the two tapes to locate a point on the garage door and mark it with tape as a centerline reference. Measure the headlights from center to center and transfer this distance onto the garage door with two pieces of vertical tape. Next, measure from the ground to the center of the headlights and mark a horizontal line across the door extending through the two vertical headlight center tapes. The three significant tapes on the door are represented by the dotted lines in the diagram.

Actual adjusting is best done after dark, so the headlight pattern can be more clearly seen. There are two Phillips adjusting screws, one at 12 o'clock for adjusting the lamp up and down and one at 9 o'clock to move the lamp from side to side. Turn the lights on and cover one light.

An oval pattern will be cast on the door. The left edge of the oval pattern should be 4 inches to the left of the center line and the top edge should be no more than 4 inches above the center line. The screws are turned in or out to move the pattern. When one light is adjusted, cover it and uncover the other light. Adjust the second lamp as before.

Road test before putting the trim back on. Some like the curbside lamp to illuminate more of the roadside than is done with the lamp oval at the 4 inch mark. This may be accomplished by moving the curbside lamp oval a bit more toward the right.



TECH TIP NO. 93-10 SUBJECT Alternate Address
UV MANUAL SECTION 21 PAGE 21-05 AUTHOR Norm Helmkey #486

Many spend a part of the year in warmer areas country and belong to organizations with periodicals or have magazines which the post office must redirect. This delays receiving mail to a point where sometimes date sensitive information arrives too late to be useful.

If this is your case, you might want to check to see if your magazines or organizations can handle an alternate address by date.

Noticing that our own Louis Griggs developed a way to handle Snowbirds in our Ultra Clubs, we began enquiring of other organizations and were pleased to discover the AARP, FMCA and quite a few of the magazines can an alternate address by date. Presto, fewer redirected late arrivals.

TECH TIP NO. 93-11 SUBJECT RV Salvage
UV MANUAL SECTION 19 PAGE 19-06 AUTHOR Norm Helmkey #547

There are many RV salvage yards out west, but they are less popular in the east. One eastern yard is: Brad's RV Salvage,
8636 Whitmore Lake Road,
Brighton, MI 48116
Phone 1-313-231-2771

Send a stamped self addressed envelope for a free price list.

TECH TIP NO. 93-12 SUBJECT Refrigerator Door Warping
UV MANUAL SECTION 04 PAGE 04-10 AUTHOR Len Ryerson #513

Loss of cold from the refrigerator is often caused by a warped door which leaves a small gap in the door seal at the bottom. This can be easily checked with a credit card as described in Tech Tip 82-07.

First, one may try reverse warping by blocking the top part of the door and pushing in on the bottom. If this fails a positive fix is to make a simple bottom latch from a thin piece of stainless steel. Cut from full size pattern (Fig 1) and bend as in Figure 2 to the door thickness, then screw to refrigerator. Bend the pointed tip to push the latch back as the door snaps into the latch.

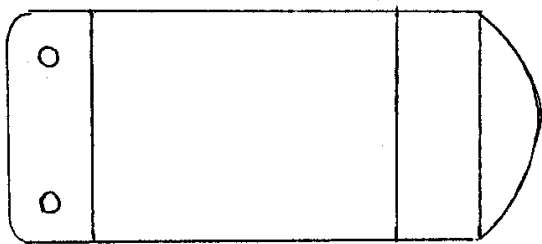


Figure 1

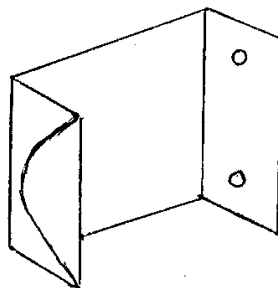


Figure 2

Newest Ultras are now 23 years old, so time and use has taken a toll and many details need attention and TLC.

Let's review what electricity does....What problems crop up....How to find WHERE the problems are. I would suggest a re-reading of Pages 15-2 through 15-8 to refresh some electrical theory.

Work done = Horse Power Used
Volts x Amps = Watts ($P=I \times E$)
745.7 Watts = One Horse Power

Examples of such work in Ultras are:

Starter Operations.. Cranking Engines:
Corvair

Pull-In Solenoid 41 to 47 amps @ 12 Volts = .66 to .75 hp.
Cranking Load Hot 150 amps @ 12 Volts = 1,800 Watts = about 2.4 hp.
Cranking Load Cold 450 amps @ 12 Volts = 5,400 Watts = about 7.25hp.

V-8

Pull-In Solenoid 41 to 54 amps @ 12 Volts = .66 to .875 hp.
Cranking Load Hot 200 amps @ 12 Volts = 2,400 Watts = about 3.2 hp.
Cranking Load Cold 670 amps @ 12 Volts = 8,400 Watts = about 10.75hp.

Clearance and Headlight Load = about 20 amps = 240 Watts = .333 hp.

Resistance is the biggest problem. Resistance is any condition that prevents all of the required current flow from reaching its intended point of usage.

We once had 6 volt systems, then improved to 12 volt systems (some aircraft use 24 volts). Why change to higher voltages? With higher voltage, smaller and lighter wire along with lighter components can do the same amount of work with weight savings for the whole system. We once converted a DC-3 airplane electrical system from 12 to 24 volts and saved about 1,800 pounds. Hard to believe? It's a fact.

So what does all this mean? Simply bring to mind how much energy is being moved through wires, terminals, switches, etc. Any wire, switch, terminal, etc. that resists the current flow is going to reduce the "Horse Power" that gets through, reduces the efficiency.....like slow engine cranking or dim headlights.

Now, how do we find these high resistance points? The principal of our testing is quite simple and logical: Any Circuit with large enough wires and a good connection will carry the required current flow without much loss (voltage drop). Thus there should be little or no Test Meter reading. Battery must be near or fully charged during tests.

The ideal Test Instrument is a DC Volt Meter with a full scale of 0 to 3 volts with graduations of 0.2 volts,...such as...

.2 .4 .6 .8 1. 1.2 1.4 1.6 1.8 2.0 2.2 2.4 2.6 2.8 3.0

(Editor Note: A new low cost Radio Shack Auto Ranging digital multi-meter like P/N 22-171 [about \$25] would be great in this application. It can read voltages down to a hundredth of a volt).

Test leads should have sturdy pointed tips for good electrical contact. All probing must be made on clean metal surfaces, like scratching the top of the battery posts, etc. All tests are made while the circuit under test is carrying its maximum current flow.

Let's take starter circuits as first examples to test, as they carry the highest current (amps) flow in our vehicle.

TEST #1:: Battery Negative (-) post to engine block

- A. One probe to Battery Negative (-) Lead Post
- B. One probe to clean spot on engine near starter
- C. Operate starter to crank engine (this draws MAXIMUM amps)
- D. Read Voltmeter while cranking

Any reading shows resistance is present, even .2 or .3 volts is enough to warrant corrective action such as cleaning connections, better cables or ground straps, tighter bolt and nut contacts, just anything to make for better electrical contacts. IF ALL ELSE FAILS TO LOWER METER READINGS, THE CABLE SIZE COULD BE TOO SMALL. To more closely pin-point the worst area, try testing only a part of the circuit like: Battery Negative post to body of vehicle or vehicle body to engine block near starter, even the Battery Post to the cable clamp will often show a voltage drop if not clean and tight.

TEST #2:: Battery Positive (+) post to starter solenoid large terminal (This tests all units including battery switch and starter relay)

- A. One probe to Battery Positive (+) Lead Post
- B. One probe at the READY to contact at solenoid large post..
CAUTION, CAUTION,..DO NOT TOUCH THIS PROBE UNTIL THE STARTER IS CRANKING OR YOU MAY DAMAGE THE TEST METER
- C. Operate starter to crank engine and touch probe to terminal
- D. Read Voltmeter while cranking

Any reading shows some resistance is present. A meter reading of 0.3 volts is an indication of resistances that need attention. Again, the higher the meter reading, the worse the problem(s).

NOTE: To closer pin-point worst areas, try testing only part of of the circuit like: Battery Positive (+) post to Battery Switch "IN" post, then Battery Switch "IN" post to Battery Switch "OUT" post (this tests the switch for burned contacts), then go from the Battery Switch "OUT" post to starter relay "IN" post.

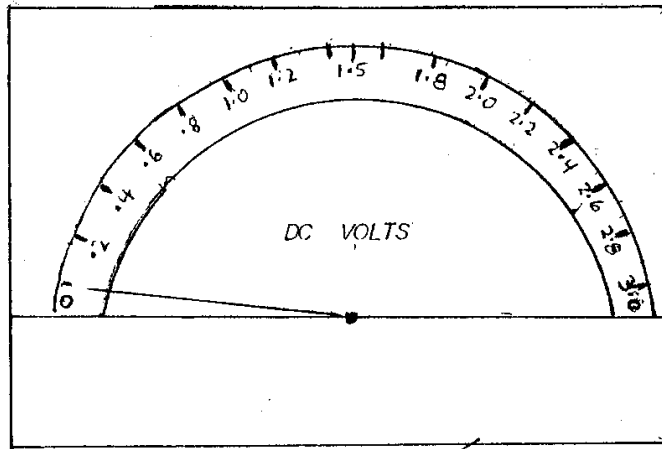
TEST #3:: Engine Block to Starter Housing (This tests that the engine block to starter mating contact is GOOD or BAD). The meter reading should be ZERO or 0 voltage drop.

TEST #4:: Battery Master Switch to Main Fuse Panel Buss Bar. This tests the wiring from front to back through the 30 amp circuit breaker near the Master Switches.

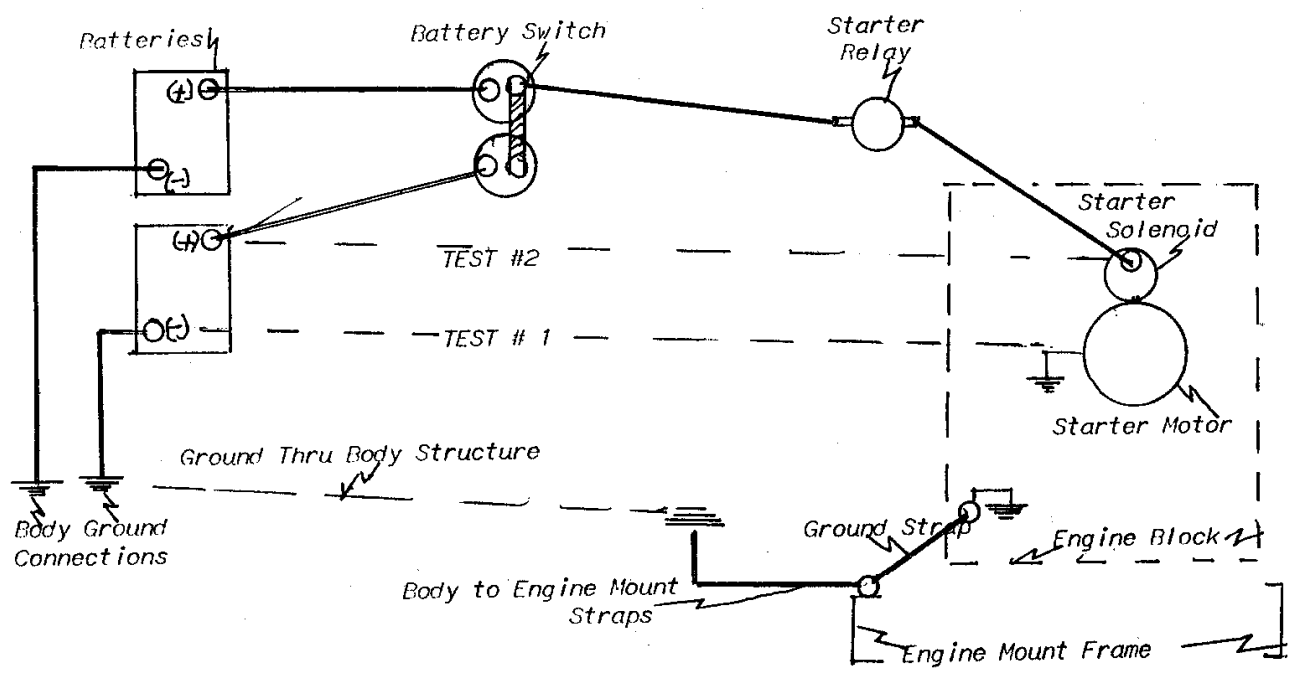
TEST #5:: Battery Master Switch to Headlight Bulb Contact. Do this test with the lights "ON" without the engine running.

TEST #6:: Running Engine Tests

Alternator (+) wire to Battery Master Switch will test the charging circuit from alternator to battery switch through the ammeter (if used). Any resistance in this circuit will tend to cause erratic or Inconsistant charging system operation.



TEST METER



Seizure of pre-1980 cars well on its way to becoming law

By Cella Silvernall
Special to the Review-Journal

1 June 1992

The Nevada Car Owners Association, Southern Region, is currently involved in the opposition to the "Clunker" Buy-Out Program. This program has been dressed up as the Accelerated Retirement Program, supported in Southern Nevada by senators Reid and Bryan, Councilman Scott Higginson, and county commissioners Don Schlesinger and Bruce Woodbury.

This proposed legislation is picking up speed and power in its march across America. Thousands of businesses, individuals, and families are facing a direct threat. It is time citizens pull their collective heads out of the sand and face reality.

All pre-1980 vehicles are in jeopardy, including but not limited to: an-

thousands of files filled with horror stories of seizures and confiscations across the USA speak for themselves.

Most Americans join in the effort to clean up our earth. The government cannot make this claim. This is proven daily by the tons of measurable pollutants and toxic chemicals spewed into our air, dumped into our waterways and contaminating the ground. The facts and figures and charts have proven that the EPA and "co-operating" government agencies are not equipped or capable of enforcing their current overextended limitations and guidelines and laws.

The "Clunker" buy-out program will enable the government to outlaw pre-1980 cars while allowing corporations to emit and dump their pollutants. If every car new and old were taken from our highways, the reduction in pollutants would not offset the tons of emis-

sions from corporations. Keep in mind that the commonly blamed carbon monoxide is not the reason we live with a brown haze. Carbon monoxide is odorless, colorless and does not rise. It falls to the roadways.

Recently Western Energy was bidding politically to move into our valley. The company admitted their plant emissions would be 5.2 tons of sulphur, 8.6 tons of dust and 8.7 tons of oxides yearly. As of December of 1991, there were 23,798 pre-1971 cars registered in Clark County. Using the formula from the EPA, 23,798 divided by three (EPA figures three vehicles produce one ton of pollution) equals 7,926 tonnage credits, allowing Western Energy to emit almost 8,000 tons of pollutants into the Las Vegas Valley. This move by Western Energy was backed by our representatives as an offset program. It is a trade-off our valley cannot afford,

much less tolerate. The buy-out offer from Western Energy and all other pollution spewing companies is a wash. Our politicians know it and it's time the residents of this valley and the citizens of this country know it.

The organizations fighting this legislation are considered the fanatic fringe; collectors, hobby enthusiasts, National Car Clubs and the Nevada Car Owners Association. However, through our petition efforts, ordinary voting age drivers, new car owners included, plus the business community are beginning to understand the imminent threat this kind of legislation poses to everyone. Our primary goal is to inform as many people as possible, as quickly as possible to stop this legislation and others like it, before it is too late and it's passed into law.

Silvernall is a Las Vegas resident.

Nevada Views

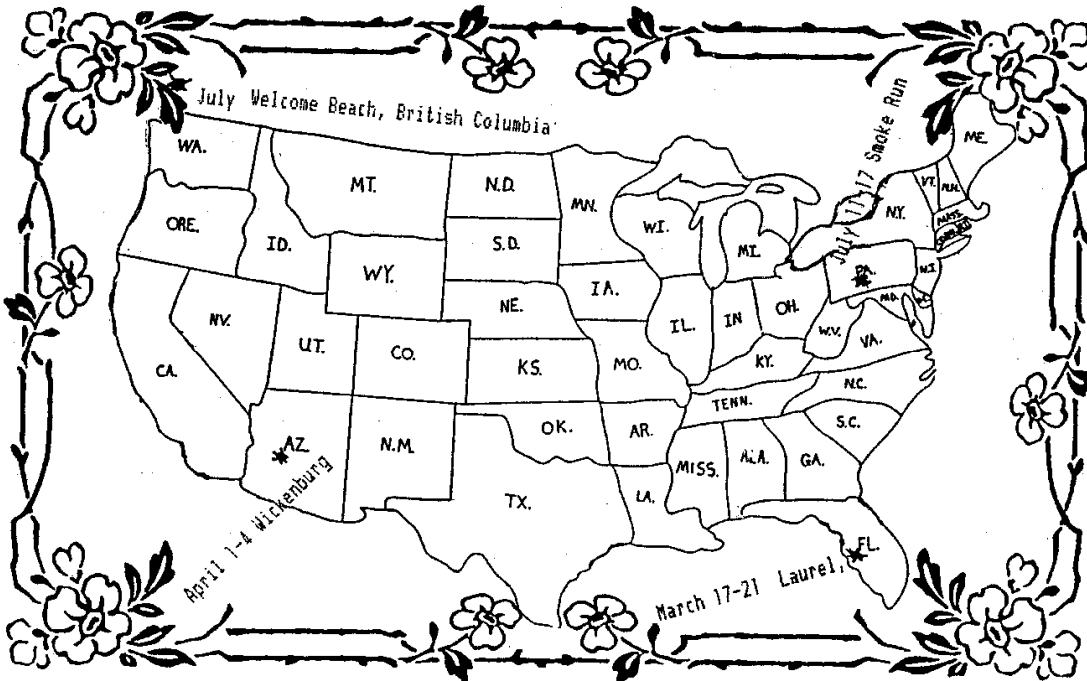
tiques, classics, modified street rods, souped-up racers, scaled down stocks and everyday family owned vehicles. If this type of legislation is allowed to become law, it will be a punishable crime to own and/or operate a pre-1980 vehicle.

Any vehicle in the process of restoration or one that has been fully restored to its original brilliant glory may be confiscated and crushed in hundreds of cities, counties, and states across America.

People shake their heads, saying government can't do that; it's not possible. *Wake up, people*, before it's too late. The government is doing now just what you're saying they can't do. The

This article was sent in by one of our Nevada members.

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