

DATE MAILED FEB 20 1994

Norm & Marion Helmkey (M) 94  
73 Sargent Street  
Haines City FL 33844

PERSONAL

FIRST CLASS MAIL

Spring 1994 Newsletter

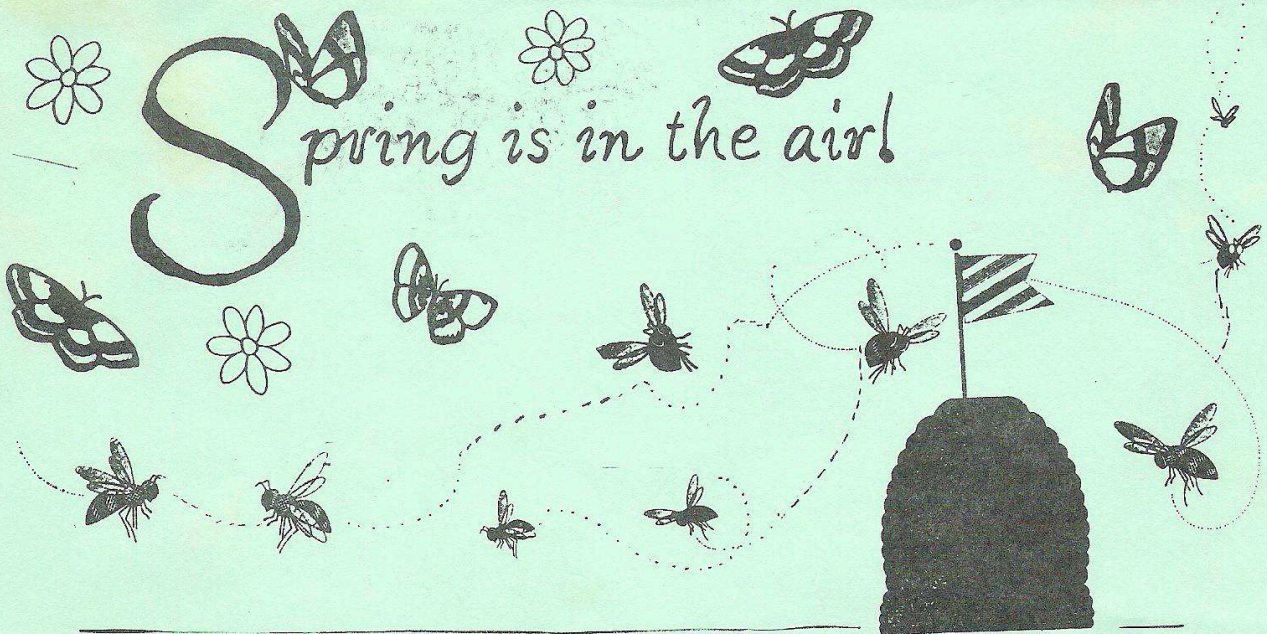


Maybel Griggs, Secretary  
626 Brookfield Avenue  
Cumberland, Maryland 21502

ULTRA VAN MOTOR COACH CLUB, INC.



Spring is in the air!



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

ULTRA VAN MOTOR COACH CLUB, INC.

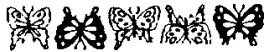
ULTRA VAN MOTOR COACH CLUB , INC.  
— A NON-PROFIT CORPORATION —



Officers, 1994 Ultra Year:

President, Gordon Harvey 469,484,527; Vice President, Jean McMasters 330; Secretary, Maybel Griggs 334; Treasurer, Louis Griggs, 334. 1993 Ernest Newhouse Award Recipient, Bob Franz. Technical Coordinator, Norm Helmkey (Corvair), Len Ryerson, (V-8).

All reports of Regional Rallies, advertisements, or other input for the Newsletter are to be sent to the Secretary. There is no charge for advertisements; please allow a 3/8" margin on top and sides, and 3/4" on bottom of copy (to make room for page number), 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. (same address) Save yourself postage--inputs to Secretary and Treasurer can be put into the same envelope. Material for the Newsletter can be folded. Technical tips are to be sent to the Technical Coordinator--use winter address. Amendments to the By-Laws are to be sent to the President. Look at your address label--number after your name is last two digits of the year thru which your dues are paid. Deadline for Newsletter inputs are: February 15, May 15, August 1, and November 15.



President's Message



Now that the holidays are over, we are looking forward to a year of good health, so we can get into our Ultra and "GO".

We would like to take this opportunity to express our sympathy to all of those who have lost a loved one. They will be missed.

Our thoughts have been with all of our friends who have been through such a disastrous earthquake. We hope that by this time they are able to get back to their lives.

As far as the Club insurance is concerned, I'm glad we were able to get a new policy for the same coverage; and even luckier in today's rising prices to find the premium lower than previous years.

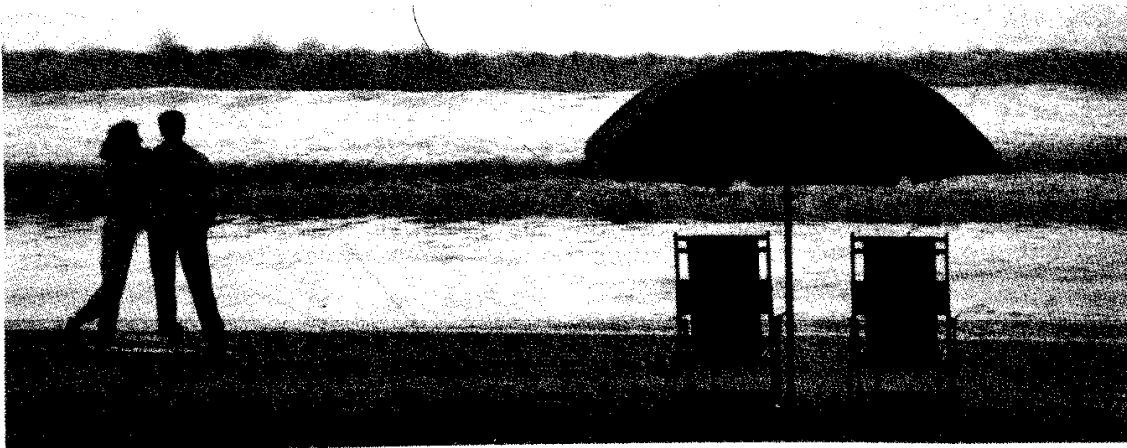
Hope to see many more of you at the Rallies this year; and if you know an Ultra owner who is not a member, invite them along.



Gordon F. Harvey

A large, stylized handwritten signature of Gordon F. Harvey, written in black ink.

February 1994



Notice to crafters:

Bring with you to Rally 1-1/2 yds. of fleece-lined sweat shirt material, also 12" waist-band ribbing; color for both your choice. If you have a portable sewing machine, please bring it. Thank you.

**EASTERN  
SPACEPORT  
RALLY**

**MARCH 20-27  
MANATEE HAMMACK CAMPGROUND  
TITUSVILLE, FL**

Traveling south on I95

Exit E on Hwy 50 & SE on Hwy 405 to US#1

Traveling north on I95

Exit E on Hwy 407 & SE on Hwy 405 to US#1

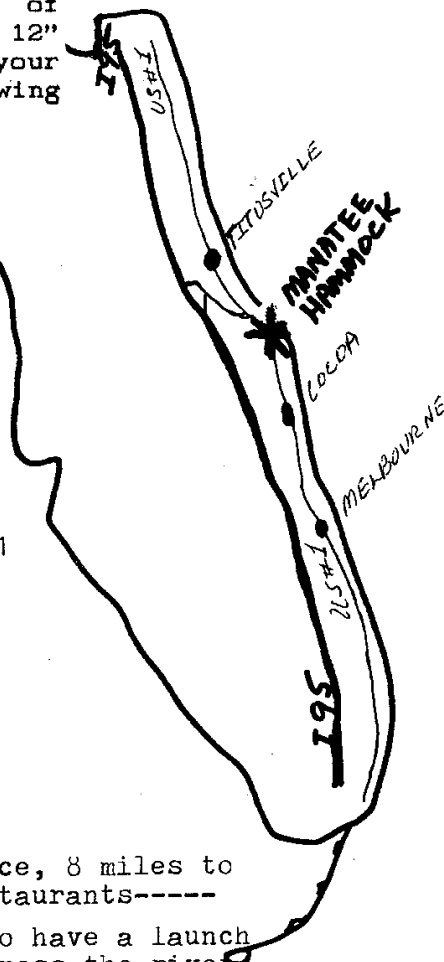
Manatee Hammack is 1 1/2 miles south to site

Rally Hosts: Dunns (Earl/Jo) #375  
Grangers (Dick/Bonnie) #430  
Lee (Eric) #341  
Taulbees (Doug/Sandy) #267

Price: \$12.19/Day  
\*Water/Electric  
\*Dump Station on Site

--- Site is 2 miles from Spaceport entrance, 8 miles to beaches and 3 miles to shopping & restaurants----

"IF", and that's a big "IF", they happen to have a launch during our rally, we are located right across the river from lift-off.



# Valley of Fire state Park

Rally - April 11-14, 1994  
CHECK IN 3:00 P.M.

A Rugged, Beautiful Park  
Near Overton, Nevada, and  
55 Miles NE. of Las Vegas.

Good Water (No Electric, outdoor  
Toilets. Dump station.

Bring: Food! (No stores nearby)

Binoculars & Cameras

No RVs over 22 feet - No Trailers

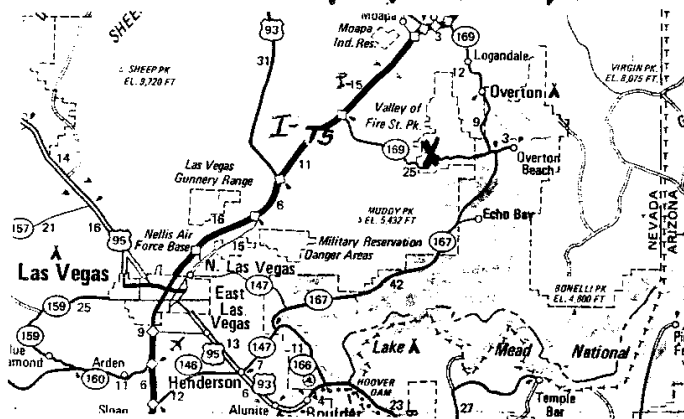
Mel & Mikkie Dinesen

1-702 397-8608

CAMPGROUND

FEE

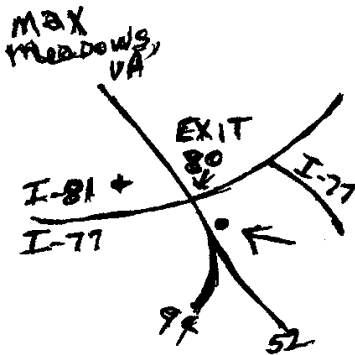
\$7.50 PER NIGHT



RALLY  
FEE

\$2.00

Campground at "X"



NEW RIVER VALLEY, VA RALLY

At Fort Chiswell, Max Meadows, VA 24360

June 20-25, 1994

Hosts: Glann & Craig Marie Lee and Jean & Bette McMasters

CONTACTS

Glann & Craig Marie Lee (454)	Jean & Bette McMasters (330)
137 Brooke Elyse Lane	916 Lighthouse Drive
Max Meadows, VA 24360	North Palm Beach, FL 33408
Phone: 703-637-6839	Phone: 407-626-0388

EMERGENCY PHONE NUMBER 703-637-4244

ATTRACTIONS

Gathering of Ultra Van enthusiasts; beautiful Blue Ridge Mountains & Parkway; scenic beauty as nature intended; historic sites of early America -- (Barter Theater, Shot Tower, Rock House, restored towns, original and restored homes); beautiful rolling mountains; "air conditioned weather" of the United States; excellent shopping at nearby Merchants Outlet Mall; golfing, fishing, boating, hiking; excellent place for just plain leisure.

LOCATION: Intersection of I-77 & I-81 -- Ft. Chiswell, VA. Exit 80 (I-77 & I-81); 1/2 mile south on State Highway 52; adjacent to Ft. Chiswell Campground, on Ft. Chiswell Church of Christ parking lot (see map above). Look for signs.

FACILITIES: Free parking -- paved parking lot -- overlooking beautiful valley; free use of large fellowship room (tables, chairs); easily accessible inside rest rooms (no showers); limited outside electrical and water outlet; free use of all facilities, range, microwave, water, etc. Normally because of cool nights, air conditioning in coaches is not generally needed. Ft. Chiswell RV Campground is just 1500 feet away for those who prefer campground facilities (by private arrangement only -- 703-637-6868).

ACTIVITIES: Tech sessions, crafts, visiting of area sites, food, fun, fellowship, etc.

ARRIVALS: Early arrivals may park in Lees' yard. Contact Lees for directions. Those desiring to stay longer than the Rally dates may also park in the Lees' yard following the Rally.



City of Roses Rally  
Portland, Oregon



July 13-17, 1994 at Evie Shepherd's House (503)775-4469  
(You are invited to come early and stay late.)  
7260 S.E. Tenino Street

Directions: Arriving Portland on I-5 take I-205 to Johnson Creek Blvd., west to S.E. 82nd, turn right to Flavel then left to 72nd, left to Tenino, left to end of Tenino Street (about one block).

Bring normal things such as tables, chairs, etc. Come with an empty holding tank. Water is available. No electricity. No parking fee.

Activities that the hosts are considering--  
Stew Pot Stew - Wednesday evening  
Eat out at least once  
Potluck  
Coffee times, crafts, tech. sessions

Registration - \$2.00 (Evie plans to rent a dumpster and have a couple of other things done in preparation for our visit with her; so we are planning to offer donations for these needs.)

On our way to  
Oregon!



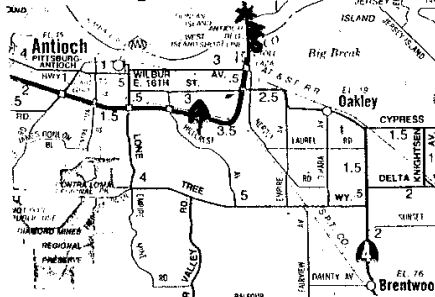
Come fellowship  
as we travel!

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The Snyders and Franzes invite any persons coming to this Rally by way of Antioch, to lay over a few days at our homes, then go with us up 101 to Eureka and Crescent City. One night will be at big Lagoon along the ocean shore near Orick. There will be several activities in that area. Directions:

Take 580 when it splits off from I-5. Then take the Patterson Pass off ramp and follow this road until it joins J-4. Left here and follow to the junction at State 4. Another left and follow through Brentwood and Oakley to Antioch. At 18th and A, turn right and make your way to 5th and B or 4th and D. We will probably leave for Portland on July 8th.

Drop us a card or phone if you are able to join us.



NATIONAL RALLY

FAMILY CAMPING ON BEAUTIFUL LAKE NORFORK

**Wilderness  
Point**

**CAMPING RESORT**



Resort phone number for emergency: 501 488 5340

Hosts:

Gordon & Ruth Harvey #469

Jim & Mary Foust #398

Louis & Maybel Griggs #334

Facilities:

150 wooded acres  
number sites (60' x 80')  
electricity and water at each site  
boat ramp  
pets permitted on leash  
swimming pool  
hot showers  
coin operated laundry  
dump stations  
children's playground

Activities:

Tech sessions, women welcome  
craft sessions, men welcome  
coffee & goodies each morning  
Potluck supper  
catered meal (?)  
Church services on Sunday

Campground fee \$87 for entire  
week-payable direct to campground.  
Rally fee-\$10.00 payable to a Rally  
Host.

Location:

North Central Arkansas, in the beautiful Ozark mountains near Henderson.

Driving instructions:

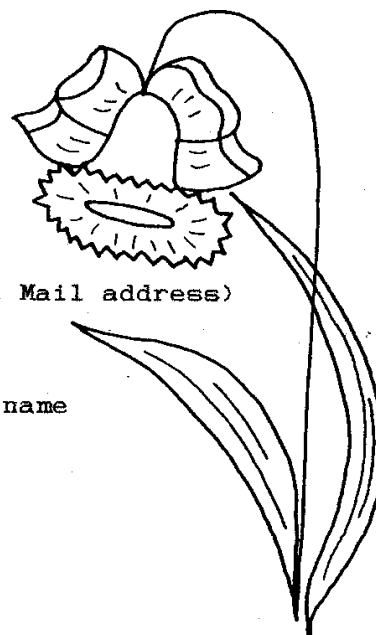
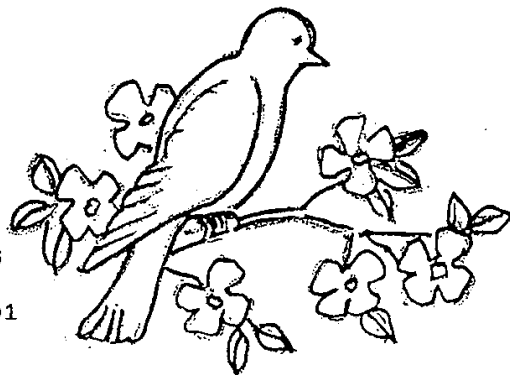
From the East, at St. Louis take I-55 south to US 62 west. Take US 62 west to resort road on left. Very large sign for resort at this point. About one mile on road to resort. From Memphis take I55 North to US 63. North on US63. At Imboden/Ark. take US 62 as above.

From the West take I 40 to State route 7. Take 7 North to US 62. East on US 62 thru Henderson, resort road on the right. From Texarkana I 30 to Little Rock, I430 to I 40 West to US 65 North to US 62; east on US 62 thru Henderson to resort road on right.

Every member of the Club is entitled to a Directory. We hand-delivered as many as possible at the National Rally, to save the Club postage. However, if you did not receive one, let the Secretary know and she will send you one. A postcard will do.

DIRECTORY CHANGES

- ✓ Page D-18 New Member--Robin Balcom #446  
158 E. 3rd Street  
Corning, NY 14830  
Ph: 607 962 8236
- ✓ Page D-20 Burleson--Phone Number 703 342 7833
- ✓ Page D-21 Casselman--Phone Number 219 625 3201
- ✓ Page D-22 new address--R. Craig  
Golden Gate Trailer Court #42  
2000 Redwood Hiway  
Greenbrea. CA 94094  
Ph: 415 927 0254
- ✓ Page D-23 New Member Graham Dell #292  
4332 157th Avenue SE  
Bellevue, WA 98006
- ✓ Page D-23 reinstate Allen & Jeanette Driggers (Summer) #518  
P. O. Box 34  
Bamberg, SC 29003  
Ph: 803 245 2154  
Goldcoaster's RV Park (Winter)  
34850 SW 187th Avenue  
Homestead, FL 33034  
Ph: 305 246 0956
- ✓ Page D-24 reinstate David & Marlene Feldkamp #393  
12750 Baumhart Road  
Amherst, OH 44001  
Ph: 216 965 4727
- ✓ Page D-26 Grootenhaar (hasen't moved; just changed Mail address)  
P. O. Box 605  
Jenison, MI 49429
- ✓ Page D-28 Heesacker - this is correct spelling of name  
2276 Circle Drive (winter address)  
Columbus, NE 68601
- ✓ Page D-30 Howell Ph: 615 687 2292 work  
615 688 8716 home
- ✓ Page D-32 Kimball phone area code is now 909
- ✓ Page D-32 reinstate John & Sally Kosmatka #297  
P. O. Box 1055  
Cedar Park, TX 78630  
Ph: 512 258 3344





Page D-33 reinstate Craig & Lea Lamond #5  
1165 Azalea Court  
Nipomo, CA 93444  
Ph: 805 929 5439

Page D-34 New Member Robert McDermott #403  
1429 Broward Road  
Jacksonville, FL 32218  
Ph: 904 768 2593

Page D-35 reinstate Deane & Dorothy Mitchell #479  
5946 West Highland  
Phoenix, AZ 85033  
Ph: 602 848 8399

Page D-37 Pease - Ph: 619 280 9919

Page D-43 reinstate Phil & Yvonne Street #104  
3850 SW Tahoe  
Pendleton, OR 97801  
Ph: 503 443 2451

Page D-44 New Member Athol & Diana Tekaatt #316  
P. O. Box 485  
Bakersfield, CA 93302  
Ph: 805 589 0329

Page D-46 reinstate L. Duane & Eleanor Williams #440  
100 Harbor #41  
Belmont, CA 94002  
Ph: 415 595 8540



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Treasurer had a major computer casualty--computer disc drive died. Some of you got billed for dues twice. My apologies. New computer system has been installed, IBM compatible. Note that the mailing labels appear slightly different. They are still printed on the same printer. We currently have 192 members on the book for the Ultra Van Motor Coach Club; of these 30 are now delinquent in dues. They have been notified twice. Our financial picture is much brighter now. I see no dues increase in our immediate future.

I have a suggestion. Let's put out the 1995 Directory shortly after the 1994 National Rally--this will show the newly elected officers, committees, etc. for a whole year. If you like this idea, let the President or Secretary know, or--better yet, come to the National Rally in Wilderness Point, Arkansas and declare yourself on the subject. Remember, only those who have opinions and express them become "Influential People." Louis

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**SYMPATHY.....**

We extend our sympathy to the family and friends of the following:

12/2/93 Margaret Fitzgerald #286

12/10/93 Mother of Walt Davison age 92

12/26/93 Mother of Norm Helmkey age 90



Robin Balcom #446

Graham Dell #292

Robert McDermott #403

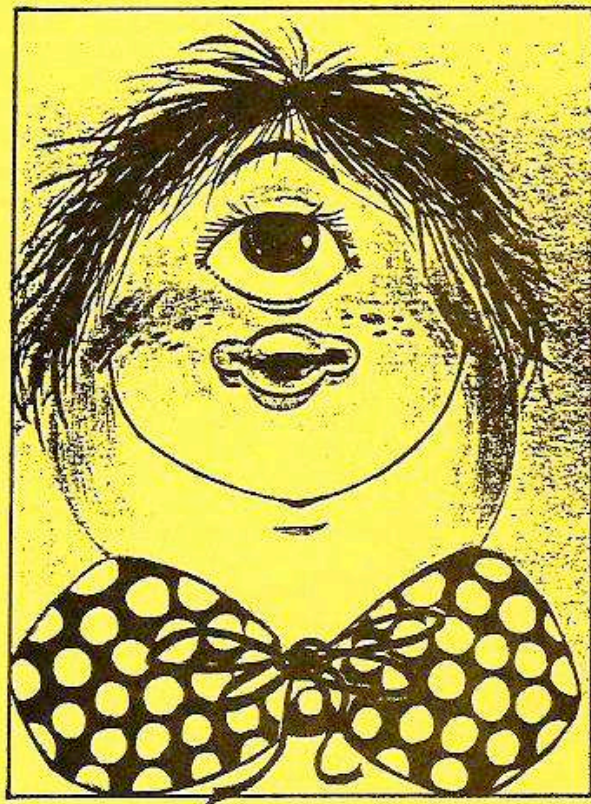
Athol & Diana Tekaatt #316

# ULTRA POSTSCRIPTS ★★★★★

Dear Ultra Friends: Thank you for all your letters, cards, and calls. The old year of the CHICKEN (1993) has expired. We experienced plenty of crowing and cackling (from Washington, on down), as well as much flapping-of-wings and more than usual scratching and arm twisting. No one has quite determined whether their "nest eggs" are completely safe yet or not. But--the economy seems to have started a good recovery in many areas of our Nation. 1994 is the "Chinese Calendar" year of the DOG. Several have asked, "What does that mean?" Well, the ancient Oriental Calendar, as we understand, designated each year with an animal, fish, or bird that describes such particular year, often with amazing accuracy. In other words, MAN'S BEST FRIEND will be near at hand all during 1994. This year is projected to be difficult for some citizens, but calmer and more satisfying for the majority. After all, aren't most DOGS extremely LOYAL...also aren't they trusty...and TRUST-ING? People expect this will be a HAPPY new year. My opinion is worth no more than yours, but I think it will be that.

"It never does any harm to smile and say, 'GOOD MORNING' even if it is RAINING."

NOBODY'S ALIKE: Well, probably not as unlike as our sketched individual---with only ONE eye he lacks depth perception. Nobody is PERFECT in one way or another. Let's assume you and I have good sight in BOTH eyes. We can gauge how deep the next step is when decending a stairway, or how far away that on-coming car is when trying to pass a truck. It's tough to have a handicap or NOT to be perfect. People who have arthritis may experience trouble applying coach or car brakes quickly. People who are color-blind drive at a disadvantage when Stop Signals change from Green to Red. We all vary in one way or another. Even IDENTICAL TWINS -- will always have personality differences. They say that no two SNOWFLAKES are alike, or CATS, or horses, or POPCORN! We non-perfect humans LEARN to survive.



RESTAURANTS: Everybody has to eat. This subject fits all of us...and you asked for something on dining out. So let's explore the topic. Even though there are full Kitchen facilities when traveling in a Motorhome, most owners dine out occasionally. We try to have at least one meal out each day. This gives the "Coach CHEF" a little more freedom and offers an hour of out-of-coach leisure over breakfast, or lunch, or dinner. Crossing the country via Freeway, it is often difficult to know which Coffee-Shop or Dinner House serves good food. ELMER DILLS (an eating place expert) offers advice: You often cannot know if a restaurant Kitchen is sanitary, so he goes to the restroom FIRST to wash his hands and note the conditions there. A dirty rest room indicates Management may also tolerate a dirty Kitchen. If it is CLEAN, then the Kitchen will, as a

#2---POSTSCRIPTS

rule, be spotless too...and a safe place to prepare his food. Also, Dills notes the number of cars parked outside near the restaurant with that state's License Plates. If most are local and there are MANY near meal-time, he will know they are REPEAT and SATISFIED patrons---it is not a "Tourist Trap" with greasy food and high prices. Thank you Dills.


"Anyone who loses his TEMPER generally also will lose his best friends."

STICKY DRAWERS: Some may have noticed that we haven't mentioned NAMES of folks who call or write to ask questions or offer good ideas, for several years. This action has increased our mail/phone contacts considerably. We've learned that some people just do not wish to receive publicity. Here is a terrific way to make cabinet drawers slide easily, submitted by a good member. Simply rub the typical Deodorant Stick (any brand) along friction surfaces. Being soft, it is better than some types of wax; it sticks there, stops squeeks, and lubricates rubbing surfaces, and lasts longer. Use it on sliding windows, and door latches too, at home or in your Coach. He says it also works fine---on your BEARD---a little rubbed on the face LUBRICATES the blades of your Electric Shaver. Blade life can be doubled or tripled. Try this "easy-slide" idea.

INSURANCE: The Club's liability insurance problem seems to have been solved. Local Sports Car enthusiasts indicate they feel well protected with this Policy. And...the price is right. We have a copy of the Policy also, and it reads broadly, but appears equal to or better than the Club's coverage with the other company - going back almost 27 years.

THESE UNITED STATES: Again, the rapid INCREASE in violent crime both in small towns and big cities (such as holdups, car-jacking, arson, murder, and so on) is on the minds of many members. We have been asked to comment - so let's be open about it, but brief. First, there is need to make this clear: Americans live in the BEST nation on earth. Even another free country, notably Switzerland, can not compete with the liberties and quality of life we enjoy. Some members have visited the Swiss Alps and cities. You know! No other nation even comes close to ours. After seeing 58 of them, conclusions become firm. The question is asked, can powerful civilizations fail? The Roman Empire did, as did the Greek, the English, the Inca civilization (once ruled almost all of South America), the Aztec, the Egyptian Kingdom, Hitler's Reich, the Soviet Union, plus SCORES of others. The primary reason for most failures: armed invasion, staggering debt, and complacency of a nation's citizens. When a government reverts too far from basic law, and people start to lose their voice and their vote, and spending gets out of control, that's how the end comes suddenly. If a nation's people become too busy earning a living or consumed by a multitude of personal activities to NOTICE the gradual loss of their freedoms or rights, they will soon have none. Experts explain that in any society where increasing tax load, unemployment, filthy entertainment (example: the Roman Forum, some of our Movies), and daily violence becomes TOLERATED, or debt overburdens the people, where ANYTHING GOES, soon everything will. Throughout all HISTORY, nations have come and gone. It looks as if citizens of the U.S.A. are starting to take notice. Fewer are saying, "WE can't do anything about it." OUR optimism remains very strong! Crime will be reduced, etc. America's citizens are waking up!

UNTIL NEXT TIME: Over recent years very knowledgeable ULTRA CLUB members - Norm, Len, Jim, Art, Chance, AND MANY OTHERS - have been ably taking care of engine, transmission, plus other mechanical and Coach-Body type questions. Our efforts have been along more philosophical, financial, or human relations lines. We trust this has been acceptable with all the members. If not, please let us know. Thank you.

Your Executive Director,  Ernest Newhouse

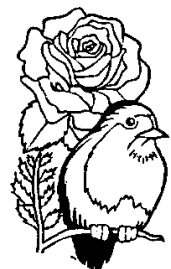
ULTRA VAN MOTOR COACH CLUB, INC.

Treasurer's Report, Fourth quarter 1993.

Balance September 30, 1993: \$3889.57

Income: Dues	614.00
Interest Benham Capital Management	12.98
Tech Tips sold	10.00
Dividend, Al-Gar Federal Credit Union	11.55
Rally deposit returned	400.00
Total income	1048.53

Expenses: National Rally	100.80
Merchandise purchased for resale	476.64
Postage	142.49
Print Newsletter	260.00
Mail Newsletter	150.00
Liability Insurance- J. C. Taylor, Inc.	300.00
Secretary's phone calls	33.17
outdated check returned	15.87
Total Expenses:	1478.97



Balance December 31, 1993: \$3459.13

Respectfully submitted, Louis C. Griggs, Treasurer

ULTRA VAN MOTOR COACH CLUB, INC.  
Annual Treasurer's Report--1993

Balance December 31, 1992: \$3890.83

Receipts: Dues	2385.00
Interest Benham Capital Management Gp.	50.93
Dividends-Al-Gar Federal Credit Union	63.48
Tech Tips sold	91.00
Directories sold	6.70
Merchandise sold	132.45
fines (at National Rally)	1.75
Rally Deposit returned	400.00

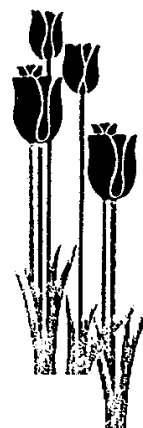
Total Receipts: 3131.31

Expenses: Postage	846.52
craft materials at National Rally	87.22
Merchandise for resale to members	646.29
National Rally expenses	105.44
Deposit for National Rally	400.00
Print Newsletter	879.84
Filing fee-Secretary of State-Calif.	5.00
Liability insurance	300.00
Outdated check returned	15.87
Print Directory	420.00

Total expenses: 3706.18

Balance December 31, 1993: \$3315.96

Respectfully Submitted, Louis C. Griggs, Treasurer



About Coaches for Sale: there is no charge for listing. Secretary prints only information received. Coaches are listed numerically to give sellers an equal chance. To repeat an advertisement in the next Newsletter, send Secretary a postcard requesting it.



Coaches for Sale:

#213 Ultra Van--Lost interest and storage space. Have done numerous things to this unit: rewired 12 v & 110 V with converter, and brakes. New holding tank like 3 tank system, new furnace, new hot water heater, used roof air--not installed, and has rebuildable 110 motor. Also the Ultra Bible. (complete maintenance manual for the Ultra Van). \$3500.00. John Ackerman Phone (219) 854 2568. *INDIANA*

#258 Ultra Van--140 HP Powerglide, nearly original. Asking \$10,000, but will talk price. Coach is in Pennsylvania (Gettysburg), and we are in Florida until May. John & Betty Goulden, 5968 Luloma Lane, Bokeelia, FL. Ph: 813-283-4131. May to October 1079 Bon-Ox Rd., Gettysburg, Pa. Ph: 717-624-2805. G

#374 Ultra Van. Automatic transmission--Powerglide with 283 CID Chev. engine. Conversion from Corvair to 283 CID was done professionally by Deco of Riverside, CA. All mechanical in excellent condition. 12-13 mpg, no cooling problems. Cherry wood interior, couch makes into double bed. 3 burner stove, oven, double sinks, screen door, refrigerator propane only roof air (120 Volt), near new H. D. Michelin tires, am/fm 8 track-CB, Cat. heater and full instruments. Exterior paint standard white, faded but solid. Excellent on highway-65-70 mph. Has trailer hitch. Ready to travel. Owner is in Australia--needs to sell now. Video available to show unit and details--\$10.00, refundable on return. Price, \$7295. Jim Craig, 619 366 9104. *CALIFORNIA*

#380 Ultra Van 110 HP Corvair with Powerglide. Original engine replaced with a low mileage engine. 120 V. engine generator set, 120 V roof air. built-in propane refrigerator, stove, oven and water heater. Coleman propane furnace with thermostat. Pressure water system, bath with shower & fan. Stereo AM-FM radio, Cassette. Three windshield wipers with delay and washer. Five analog gauges with audio alarm. Built-in tach and dwell meter. Cast aluminum finned oil pan and valve covers on engine. Electronic ignition. Transmission oil cooler. Ultra Van Manual. New exterior paint. New curtains, recarpeted and reupholstered. Asking \$7000 or offer. Ken Woiak, 4551 W. Abbott Avenue, Milwaukee, WI. 53220. Ph: 414 421 3972.

#403 Ultra Van. 110 HP Corvair with lots of extra parts, 30,000 miles on rebuilt engine. Asking \$7500 or best offer. Good condition. Robert J. McDermott, 1429 Broward Street, Jacksonville, FL 32218. Ph\* 904-768-2593.

#492 Ultra Van. 110 HP Corvair with Powerglide. Lots of extras, exceptionally clean inside and out. Asking \$8975. Hal Honer, 11126 Hollywood Avenue, Youngtown, AZ 85363. Ph: 602-977 1815.

#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, Oroville, CA. No phone.

ULTRA VAN #530: Excellent cond. thru-out, recently restored, new white paint and rug. All other upholstery excellent, like new curtains, Danish color interior paneling, No cracks or holes. 8,000 Mi. on new 350 engine, very low mileage of 44,000 miles on complete Van. Automatic 2-speed Trans., new windshields, front tires new, rear near new, Roof refrig. air cond. and aux. pow. gen. of 2500W & 110 V Cap. mounted in front. New covers over rubber foam mattresses for bed, C.B. A.M. radio & tape deck, No additional work required Ready to travel anywhere. Video tape & color prints available for \$10.00 deposit. Price \$8500.00

Warren Suckow #602-841-0911  
3129 W. Hayward Ave.  
Phoenix, Az. 85051

#T-2003 1969 Ultra Tiara. 454 Olds F. W. D. Dual A/C, 110-v generator. Well serviced-runs well-owned since 1978. Asking \$7500.00  
David Browne 1000 Paul Street, Easton, Pa. 18042  
Phone: 215-258-8978

#T-2019 Tiara 1971. 23 foot, good condition. Has not been used in 4 years. \$6,000. J. W. Strange, Proctor, AR. 72376.



For Sale: Thermal Systems 6P12A "CAT" propane furnace with positive flow exhaust. Unit has not been used since a factory rebuild. This is 5200 BTU/hr furnace with a wall thermostat. Also included is an aluminum adapter ring for Ultra Van heater exhaust, and an aluminum mounting frame which makes the "CAT" furnace interchangeable with the original Ultra Van furnace. The mounting frame includes hinged dust covers for the burner which are equipped with a safety interlock switch. Original cost without sheet metal work was \$300.00. Please make offer: John Shattuck #459 at 714 646 6189.

For Sale: Many NOS (new old stock) Ultra Van parts now available. Mr. Peterson, designer/builder of the Ultras is clearing out some of his spare parts - so now is your opportunity to stock up on some spares. Contact Jim Craig #163 at 619 366 9104. Jim has only 2 or 3 of some items, so call him to reserve your choices, or ask for the inventory list of over 200 new Ultra parts. Have: steering gear assemblies w/26" shaft \$115 each; late headlight bezels w/eyebrow, chrome \$60 pr; brake light lens \$20 each; front shocks \$18 ea; shower flex hose w/nozzle 50" \$15 each; emergency brake handle assembly \$20 each; stainless steel double and single sinks \$40 and \$30; main door latch assembly with keys \$35; nameplates "Ultra Van, Oakland, CA #15 each; headlight assembly with bucket \$15 each; Stewart Warner instruments-speedometer \$50; ammeter \$20; water temp \$20; oil pressure \$20; interior round lights \$7.50 each; many structural and fiberglass parts, panelling and ceiling material, plus lots of other NOS and used items. Don't delay! Corvair parts new and used. Ask for parts list. Core items: late rear axle assemblies \$20 each; Auto transmission \$65; 110 HP engine std. + A.I.R. \$150; 140 HP \$200. 4 speed trans 3.65 first gear (not core) \$85; 65-69 differential 3.27 + 3.55 \$90-\$125 each. Lots of others. Jim Craig #163. Ph: 619 366 9104.

Wanted: Corvair 4 speed transmission w/4.65 first gear. Was used on 1961 Rampside Corvair and others. Need for Travelon conversion from auto to manual. Jim Craig #163. Ph: 619 366 9104.

**FOR SALE:** NEW Moyno Macerator Sewage Disposal Pumps . . . See Ultra Manual Page 16-6. ¼ Horse Power, 12 Volt DC Motor -- Stainless Steel grinder and auger pump. This pump will grind up solids and push the sewage 100 feet or more through a 3/4" garden hose. This is a true garbage disposal type unit. It will even grind up and dispose of corn cobs . . . we tried it as an experiment!

**PRICE:** \$75.00 including shipping via United Parcel in USA. This price will be good until March 1, 1994. Factory price was over \$150.

Send check or money order to: Len Ryerson  
18618 Rayen Street,  
NORTHRIDGE, CA 91324

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**FOR SALE:** If you read Tech Tip 93-43, I mentioned there was a great brake book available written by Fred Puhn that sold for \$14.95.

I have copies at both our Florida and Canadian homes, as it is such a great reference. Fred Puhn is a Registered Professional Engineer who is acknowledged by many in the automotive business, as one of the great brake specialists.

At a recent antique car flea market here in Florida, I bought four (4) copies of this book for half price, from a vendor who was liquidating. I offer these books at the price I paid, plus postage. There are only four, so first come, first serve. I'll take phone reservations for delivery at the spring rally in Titusville.

Send check or money order for \$7.50 + \$1.48 postage (Total \$8.98, no tax for anyone and no postage for those I deliver to Titusville) to:  
Norm Helmkey  
73 Sargent Street,  
HAINES CITY, FL 33844



*Thank You*

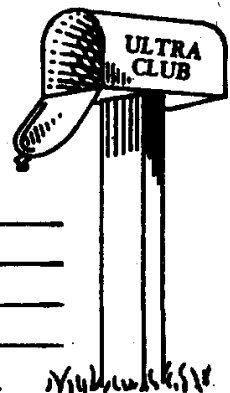
Your Comments

Why not send in a comment, suggestion, tip, or idea to the Club? Might prove useful to all the members. Practical ideas received will be forwarded to the proper editor for inclusion in a future bulletin or newsletter.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



From \_\_\_\_\_ Member # \_\_\_\_\_



## Oil Additive Debate

by Norm Helmkey

I've considered writing my view on oil additives for sometime, but a letter from Don Reed (#265) prodded me on. Don's note came with an article titled "The Power of the Teflon Coated Placebo." This is about using polytetrafluoroethylene or PTFE, as an oil additive to protect internal combustion engines. "Teflon" is a Dupont trademark for PTFE.

This remarkable synthetic manmade substance is unbelievably slippery. In the late forties and early fifties, I worked in materials handling and used Teflon many ways. It worked wonders where used properly. Inside conveyor shutes, it made packages slide around corners easily. Strips of Teflon sheet, lubricated with water, were used as lineshaft bearing liners in a food plant, where regular oil or greases could not be used. I'm sure you've all used Teflon coated non-stick pans.

Products like Slick-50, Liquid Ring, Microlon, Petrolon and others are said to contain powdered Teflon. It is supposed to do all kinds of tricks to improve performance, economy and stop engine wear, etc. It's hard to understand how this magic will work in the crankcase, when one knows how hard it is to coat PTFE onto steel. The process requires a surgically clean, non-oily surface and a special "Baking-On" process of about 700 degrees F. That's a temperature I hope the bearings in my Ultra Van Corvair engine will never reach. Dupont are so sure it does not work they stopped selling their "Teflon" to companies using it in oil additives.

Industry experts have been asked for their views. Does PTFE lower engine temperature, prevent costly repairs, improve fuel economy, eliminate metal to metal contact, etc? The answer is most emphatically, NO! To name a few, Avco, Aviation Consumer Magazine, Briggs & Stratton, GM, Lycoming, NASA, North Dakota State Labs, Teledyne and the University of Illinois, all echo the same words, "PTFE added to oil, does nothing to benefit the engine."

Also, since PTFE is an inert substance it does not blend with oil, but stays in suspension. Particles larger than 10 microns are removed by the oil filter. What happens if PTFE gets past the rings, into the combustion chamber? When PTFE is burned, it makes hydroflouric acid, one of the most powerful metal eating acids. Do you want this in your engine? Or worse!, going out the exhaust pipe into the environment?

Joe Collucci, a top GM lubrication<sup>4</sup> engineer and researcher insists there are no oil additives available to improve a healthy engine by a margin comparable to the cost of the additive. He says; "Some additives can actually harm the engine, by changing the character of the oil."

Case in point! In 1984, GM announced if 10-40 oil was used in an engine, the warranty would be invalidated. What prompted GM to make such a controversial move? Popular Science reported in January 1985 that GM lubricant engineers found the polymer used to thicken 10-40 oil (and some 20-50 oils) left deposits causing pistons to STICK and even worse, preignition (PINGING), something we don't want in our Corvair engines.

Lighter multi-weight oils like 5-20 and 10-30 use a different "non-ping causing" viscosity index improver. If you think you need a thicker oil in the hotter parts of the country, use a single weight oil like 30 or 40. Do you know, multigrade oils are not even approved for use in light aircraft piston engines . . . doesn't that make you wonder WHY?



## TO TEXAS TOGETHER TRIP

At the 1993 National at Este Park, we couldn't find Fitzgerald's coach #448. After kidding Pat about not being able to get the coach up the mountains, we learned it was back in San Antonio with unknown trouble.

Green Stripe was running OK when they left Florida, but along the way it came down with a malady. They coaxed it on to San Antonio where their daughter Meg lives and Earl McCreay (T2014) has a fine place to work on any coach.

To their credit, Marge and Pat hopped a plane to Denver, rented a car and found a motel near the campground, so they would not miss the rally. Maybel and Louis Griggs had a similar experience and did the same. What dedication these folk had, to be with their friends!!

For a while, Pat had been thinking about replacing 448's engine and decided this was the time. When he got back to Florida, all the parts to put a "dream" engine together, were gathered and by late October, Pat had it purring on the test stand, ready to drop-in, carbs and all.

Initially, Pat and son Shawn planned the trip to San Antonio with the rebuilt Corvair engine in the back of the Ford Aerostar, but a snag at the last minute, prevented Shawn from taking his vacation. The thought of going with Pat seemed like fun and it would be another chance to see parts of San Antonio not seen in 1992.

When the plan was mentioned to Marion and Marge, there was no way we were going to get away by ourselves without them. "What's the matter, don't you trust us? What mischief can two old silver-headed guys get into?" "Oh! I see, it's a great opportunity to visit Meg and do some shopping." It soon was apparent this was to be a foursome. With two extra people, tools and the Corvair motor in the back, we barely had room for two athletic bags full of underwear and a shirt or two, so you know we were going to be in the same clothes for several days.

Up at the crack of dawn on Thursday, we headed for Texas. With two drivers, by supertime (very late supper), we had covered well over half the 1,200 miles we had to go. It was time to look for a motel. Being the friends we are, and since our wives think we're both "skin-flints," we opted for a room with two double beds to keep down costs. We also got our "Senior's Discount." They even offered a "free" continental breakfast. Can we be sure of Pat's Irish heritage, perhaps, like me, he has a bit of Scottish or Dutch blood. As is said over in Holland: "some have deep pockets ... and short arms."

In any case, by five in the morning, we're all wide awake and soon back on the road, even before the sun got out of bed. With the motel's coffee and donuts, we tried to stall the ladies into a late breakfast, in the hope of finding a "brunch" along the way (to reduce our travel time by only having to stop for two meal breaks). Ya! the girls said, "we've heard that before." Anyway, by 7:30 we gave in and stopped for breakfast.

Back on the road, we were soon at the Texas border and realized, we would be in "San Antone" (that the way the natives say it) in the early afternoon. Why, with any luck, we might even have the old engine on the ground by supper time. With our great planning, and picking up an hour in the Central Time zone, we arrive at Earl's about 3 p.m.

No time to waste, into the coveralls and under the coach, like pro's who really thought they knew what they were doing (and with the help of Earl's hired hand from Honduras) we really did get the old iron (and aluminum) power train out and onto the ground by dark.

The ladies in the meanwhile called Meg. She came over to Earl's and picked them up, so they could go shopping (what else do ladies do?). They arrived back in time for supper, with bags of goodies to eat from Bill Miller's Bar-B-Que. Man, I think I'd get really fat if I lived there, with all that good eatin' so close by.

With the whole power unit out, Pat decided this would be a good time to lower the engine a couple of inches. Since I had done it twice before on 356 and 486, I knew it was ideal to make the change when the motor was out of the engine bay. I worked on moving the motor mounts, while Pat took the tranny and rear-end off the old motor.

To shorten the story a bit, by night-fall Saturday, the mechanicals all were done. In the morning, just hang on a few wires and we should be ready to fire the new engine. Well, as another old Dutch saying goes, "the hurrier I go, the behinder I get."

Things didn't go as smoothly as we had planned, Pat's Irish friend "Murphy" got into the act and we had do a couple of more things I had forgotten. Re-routing the shift cable was one. When the engine is lowered, the shift cable must be relocated. Why didn't I remember that from before. Also, when the wires were pulled off in haste, none were marked as to where they went. Oh Sorrow! Sorrow! . . . Now the rest of you do as I say, not as I did. Mark those wires!!

We decided a well earned rest was needed and perhaps a nice meal out, so we cleaned-up early Saturday evening. Luby's is Earl's favorite place to eat. That's where we went for a real dinner, with Meg, her kids, Marge, Marion, Pat, Earl and me. Pat dusted off the old wallet to cover the tab and I didn't hear anyone protesting. Thanks Pat.

Back at Earl's, we sat around the table and talked until the wee hours of the morning. As I recall, Pat and Earl mixed several Martini's and Earl told us about piloting a B-36 before we all hit the sack.

By early Sunday (the better the day the better the deed), we had the wires all sorted out and connected. Soon the motor sprung to life, but we couldn't move the coach either forward or back. Murphy still jinxed that shift cable. It took several attempts to get the little ball on the end of the cable into the shift lever slot correctly. Persistence triumphed and by noon, the coach was mobile. Ron Scott, the new owner of #401 dropped by to see the fun and after a little test drive in 448, it was pronounced fit for the road.

The ladies were not around and we thought a trip out to Earl's new place about 25 miles North-West of the city, would be a good test of the coach, but decided to wait until Monday morning, as we knew the girls would want to go. Earlier in the day, the ladies had said something about going down to the San Antonio River Walk for dinner.

Since our afternoon was free, and Earl mentioned the opening of a new Northern Hydraulics Store with many opening specials we took off. Our visit to the new store took much longer expected and we arrived back much too late to go downtown, toooooo . . . bad! Well, here we go back to Luby's . . . I, like Earl have really come to like the place.

Monday morning we arranged to meet Ron Scott again, for the trip out to Earl's new place, on the side of a hill, overlooking a valley. He has a new huge cement floored steel arch building that I swear, will hold at least six Ultra Vans. Off to one side is a covered area where six more could be parked. Earl's new living area will look out over the valley. Just a bit lower down the slope are several Ultra parking spots complete with hook-ups. I suspect Earl will have many visitors now the word is out how nice it is.

While at Earl's, Ron and I had a long discussion about Ultra Vans.

Ron has been into Corvairs for years and founded the Alamo Chapter of CORSA. Who says Ultra Nationals don't bring new Ultra owners. Ron visited Admiralty Park during the 1992 Ultra Week and he was hooked.

After the fifty mile round trip, Pat was really pleased with the way the coach ran, but with no chokes, the engine needed a little coaxing to start in the chilly Texas November mornings.

Monday evening, the ladies wanted Chinese food and none of the men were all that interested, so we split, the girls to a local Chop-Suey shop and the men back to Earl's, where we put some Filet-Mignon on the grill which I tended. Earl handled the salad and baked potatoes and Pat worked his usual magic on the Martini's. It was as fine a meal as I had ever tasted, must find out where Earl gets his meat.

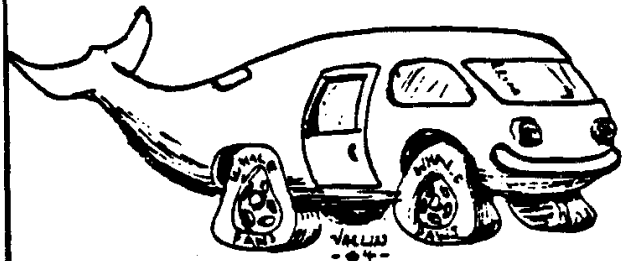
Early Tuesday morning, we loaded the old Corvair engine in the back of the Aerostar. By nine a.m., Marion and I were ready to begin the trip back to Florida. Our son was taking a months vacation and we knew he planned to be in Florida around Thanksgiving, so we wanted to be there in time. He arrived the weekend after Thanksgiving. Pat and Marge stayed in San Antone for the rest of the week, to be with Meg for the November Holiday.

Our trip back was really great. We ran a backroad southern route below I-10 and followed it all the way into Louisiana. Back in Florida, we also took a few backroads that always seemed inviting, but we usually were in too much of a rush to try.

It sure was a fun trip, both ways! I'm glad ol'#448 needed that new power plant. By the way, anyone else need help putting in a new engine, say in Alaska or now we have an Australian member, "how about it mate?"  
by Norm Helmkay, #486



# 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

Several new members have called to say how much they appreciated the list of specialists that was in the November 93 newsletter. See Tip 94-17 for an updated list. Let me know if you are willing to help.

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In reviewing some old newsletters, I came across a December 1971 issue by Ed Martin and his advice bears repeating. I've written up his words as though it was a new tech tip, even though he is no longer with us.

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As you can see from the tips in this newsletter, three of our Western members heeded the call and bailed me out, by flooding in the bulk of the Tech Tips for this newsletter; much appreciated, guys. Now if the rest of you, who I know have made some great improvements or upgrades this winter, would just sit down for a few minutes and tell us what you did, we could all benefit. You don't have to be a writer, just send in an outline and I'll wrap some words around it.

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We have printed a few more Consolidated Tech-Tip Reprints (1966 - 1990). If you don't have one, here is your opportunity. Look for details elsewhere in the newsletter.

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As mentioned in Tip 93-36, RV emergency recovery services need a list of qualified repair locations to which they will deliver an Ultra Van. Of the 50 odd CORSA listed Corvair repair people listed on the back of the CORSA Communique, we have heard back from a number, who have agreed to be listed as Ultra Van "Designated Repair Locations." Some like Jeff Stonesifer (Corvair Ranch) are new Ultra owners (#351). Jeff writes he has over 400 Corvairs at his Gettysburg location. You're invited to drop in to see him anytime your in the area. The updated list is in Tip 94-18.

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I would like to take these last few lines to thank all those who sent or called their thoughts of sympathy, on the passing of my Mother, December 26. Active until the day before Christmas, she stopped driving a year ago and was just five months short of 91. Her full life was dedicated to God and her family, there is no doubt where she is. Thanks, Norm Helmkey.

I noticed the Ultra Van sitting in the back yard among the weeds, it looked forlorn and lonesome, just crying for some attention. Up on jack stands, all the wheels came off and several things were immediately apparent. The bolts holding the ball joints to the upper and lower "A" frames were loose. Be sure to check these and tighten if necessary. Some of these bolts are safety wired. Remove the wire, tighten the three bolts on each joint, then replace the safety wire. Look at and check all the other bolts holding the shock absorbers, spring hangers, etc. These can usually be taken up. The front flexible brake lines were resting on the lower "A" frame. Take a long nylon cable clamp and tie the brake hose up away from the "A" frame so it does not rub. Take the brake drums off, clean all the dust off the brakes and drums. Check the lining thickness. Inspect the bearing seals and wheel cylinders for leaks. While your at it, repack the wheel bearings.

Get out the grease gun and shoot some lube into all the fittings. Don't forget the steering bellcranks as well as the tie rods and ball joints. Also, remember the universals and drive shaft slip joints. While the wheels are off and you have a clear view of all those thing-a-ma-jigs hanging under the van, get out your can of oil spray and soak all those rusty looking parts. Spray around the base and top of the springs to eliminate a lot of the squeaks and groans when you turn or hit a dip.

Before you put the wheels back on, inspect the tires carefully and remove any stones or nails in the tread. This may be a good time to rotate the wheels and don't forget to put the spare tire to work once-in-a-while. Remember not to overtighten the wheel lug nuts. The lug nuts are your lifeline to the road. Too tight is nearly as bad as having them too loose. The lug stud can snap if the nut is too tight. The right torque for the lug nuts is 45 to 65 foot pounds. This means with a wrench handle 1 foot long, you push down 45 to 65 pounds.

A WORD of WARNING about jacking your van. Never jack any one corner too high. Just jack high enough to get the wheel off the ground. Jacking too high can cause a twisting strain in the van monocoque body which has on a few occasions caused the windshield to crack or pop out.

A few final thoughts about keeping your van in good running order. I am a firm advocate of periodic preventive maintenance for any piece of good machinery, and the Ultra Van comes under this category. Change the oil and filter regularly, check the transmission and differential, keep both yourself and batteries charged. The closest thing to heaven, next to a blonde in hot pants, is driving an Ultra Van along a smooth highway with the engine singing a song behind you.

Don't fiddle with the engine as long as it is running right. Forget all those fancy chrome plated gadgets, those special carburetors, coils and plugs. Just stick to the standard stuff. That little Corvair engine has the power and stamina to run hour after hour with no back-talk. Of course you plutocrats with the big V-8s and the Toronado engines are in another class, but please don't look down your noses at us. We always manage to bring up the rear with our little lawn mower engines. Many of us know a lot more about our vans now, than we did that fateful day we took delivery of it in Hutchison, and we dare say they are better today than when they left the tender loving care of the factory.

Tips 94-02, 94-03 and 94-04 are companion tips. Study together with appropriate manual pages. Drive shafts are dependent on coach type, see appropriate UV Manual Section:

Corvaire Section 9 Pages 9-58 & 9-59  
V-8 Section 9-80, 9-81, 9-83

The phasing of drive shaft joint ends is critical to less than 1° and unfortunately, when Ultra lengthened the drive shafts, they were not too careful. This has resulted in vibrations and premature "U" joint wear on some coaches.

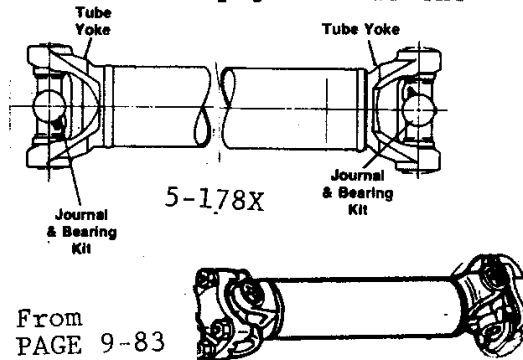
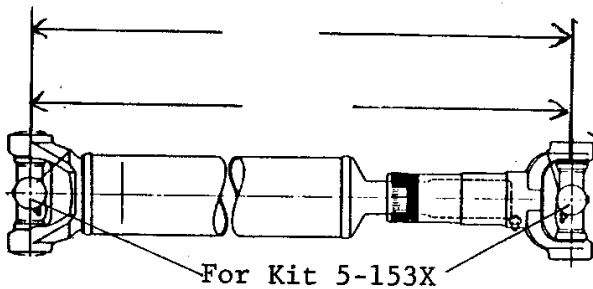
Finding drive-line specialists who will take the time to do a proper job is not easy. In San Diego, there is a company that will do the job properly. They are:

MECHANICALLY INCLINED TECHNICIANS  
1365 N. Johnson Avenue, Suite 113  
El Cajon, CA 92020  
Contact: Trent Alford, 1-619-579-7727

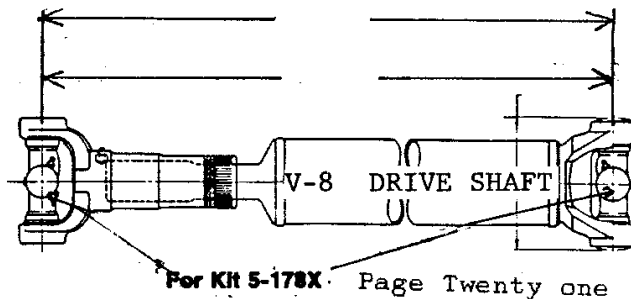
M.I.T. will fabricate and balance new drive shafts for you. If ordering, they suggest sending a copy of the appropriate drawing (Corvaire or V8). NOTE: The Corvaire and V-8 U-joint kits have different numbers.

On the drawing, show the measurements from Center Line (C/L) to C/L of the U-Joints as currently installed in your Ultra. Since each side may be different, measure and record the C/L to C/L length for each side. They will fabricate lengths to fit your coach with slip joints at the mid-point of the spline (if so equipped).

CORVAIRE DRIVE SHAFT



NOTE: Drive Shaft below with slip-joint is used only on V-8 coaches that have been modified to eliminate the Camber Control Rod Assembly as done in 513, 518, 535, 549. See Item 4, DWG 9-DW, Page 9-89.



TECH TIP NO. 94-03 SUBJECT: DRIVE SHAFTS - V-8  
UV MANUAL SECTION 09 PAGE 9-8/83 AUTHOR Len Ryerson  
9-108/109 Jim Craig

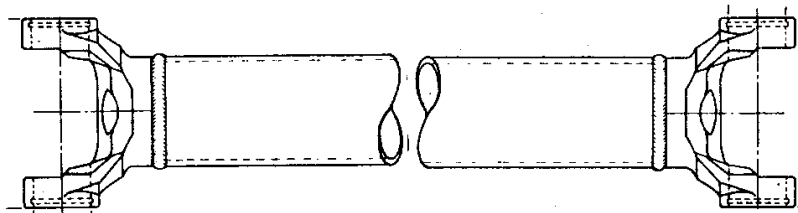
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Tips 94-02, 94-03 and 94-04 are companion tips. Study together with appropriate manual pages.

Drive shafts are dependent on coach type, see appropriate UV Manual Section. Corvair Section 9 Pages 9-58 & 9-59  
V-8 Section 9-80, 9-81, 9-83

These drive shafts are a modified (longer) version of the shafts used in 1967 to 1982 Corvettes . . . fabricated from the Spicer 1350 Series.

Length: Center Line (C/L) of "U" Joint to C/L of "U" Joint is about 21 1/2 inches. For accurate measurement, check both left and right drive shafts, they may be different.



**SNAP RING CONSTRUCTION**

The Spicer 1350 parts used to make-up the shaft are:  
2 ea. 3-28-57 Tube Yokes  
1 ea 24-30-42 x .083 wall Tubing

The tubing is cut to the precise length and welded to the Tube Yokes.

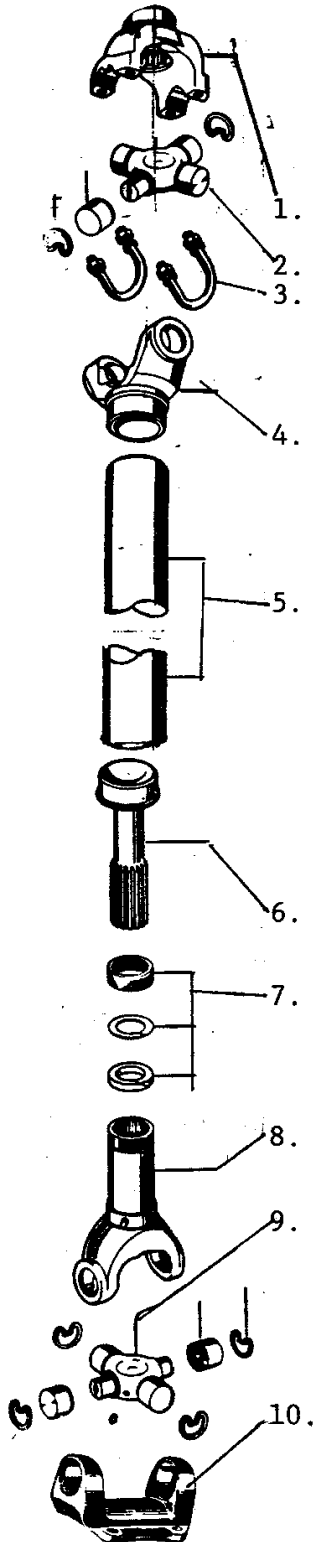
Original drive shafts used in Corvettes and the modified shafts made by Ultra DID NOT have slip joints. Study the UV Manual, Section 9, Pages 9-74/75 and 9-80/85 to see what horrible designs are incorporated and what problems can be expected.

New shafts can be secured from:

MECHANICALLY INCLINED TECHNICIANS  
1365 N. Johnson Avenue, Suite 113  
El Cajon, CA 92020  
Contact: Trent Alford  
1-619-579-7727

Send a copy of the above drawing to which you have added the exact measurements taken from YOUR ULTRA. Measure C/L to C/L of each shaft, both right and left sides.

MIT will fabricate and balance EXACT replacements.



Tips 94-02, 94-03 and 94-04 are companion tips. Study together with appropriate manual pages.

Drive shafts are dependent on coach type, see appropriate UV Manual Section.

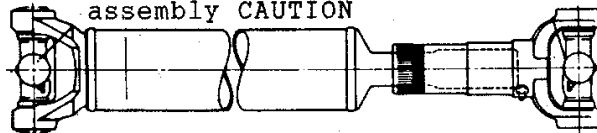
Corvaire Section 9 Pages 9-58 & 9-59  
V-8 Section 9-80, 9-81, 9-83

If your V-8 Ultra Rear Suspension is modified to incorporate the slip joint drive shaft, complete assemblies as shown below are needed and are available from:

MECHANICALLY INCLINED TECHNICIANS  
1365 N. Johnson Avenue, Suite 113  
El Cajon, CA 92020  
1-619-579-7727

Parts required are:

- 1 - 3832031 Corvette Yoke Assembly, with "U" bolts. (part of differential assembly)
- 2 - 5-178X Spicer "U" Joint Kit with grease fitting
- 3 - 3-94-18X U-bolt assembly (see manual Page 9-114)
- 4 - 3-28-47 Tube Yoke - Spicer - Snap Ring type
- 5 - 20-30-22 Spicer Tubing - 2 1/2"O.D. X .083 wall, 54 inch length will make 4 Ultra V-8 shafts.
- 6 - 3-40-1011 Spicer Slip Stub Shaft 1 1/2-16 spline
- 7 - D-3-A Spicer Dust Cap Kit with 3-16-53 Cork Gasket Ring
- 8 - 3-3-598KX Spicer Slip Yoke Assy. 1 1/2-16 spline
- 9 - 5-178X Spicer "U" Joint Kit with grease fitting
- 10 - 3-2-119 Spicer Flange Yoke - Snap Ring type. Same as GM p/n 3843018, part of hub assembly. See UV Manual Page 9-109 for assembly CAUTION



THE COMPLETED ASSEMBLY



TECH TIP NO. 94-05 SUBJECT End of the Saga of Big "O" Tires  
UV MANUAL SECTION 21 PAGE 21-01 AUTHOR Bob Franz #472

At last, I have to report the end of my experiment with the Big "O."

After much free mileage, based on new tire replacement of any failed tire (X5), the stress of being stranded in unfavorable spots (another story), was too much. On the last tire, the tread separated while it was riding as a spare tire and NEVER TOUCHED THE ROAD! These tires were made in Korea, and have since been discontinued by Big O.

I'm now trying Bridgestone light truck tires, size 195/75/14 which have a capacity of 1710 pounds each.

TECH TIP NO. 94-06 SUBJECT Turn Signal Tip 92-27 Update  
UV MANUAL SECTION 21 PAGE 21-01 AUTHOR Bob Franz #472

The new Radio Shack number for the small green lamps mentioned in the old TT 92-27 is 272-337.

These are very satisfactory as turn signal indicators.

TECH TIP NO. 94-07 SUBJECT Unique Ways to Run Down Batteries  
UV MANUAL SECTION 21 PAGE 21-01 AUTHOR Bob Franz #472

Over the years, three new unique ways to run down batteries have been discovered:

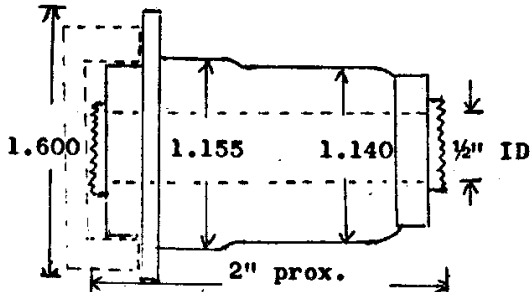
1. Some coaches have a storage/table unit under the big side window and for convenience, a cigarette lighter socket had been mounted in the side of this cabinet. Unfortunately, the back of a cigarette lighter socket was left uninsulated. Any aluminum or metal object stored in the unit could on very rare occasions slide around and short between the back of the socket and a screw head anchored in a wall rib, sometimes blowing a fuse, or worse, just slowly discharging the battery.
2. Bumping the switch on the bottom of the defroster fan when the fan blade is jammed against the window, is a sure way to run the battery flat or burn out the motor, since the fuse is too big for such a small current draw. Perhaps a plug to disconnect the fan until it is needed on occasion is an answer.
3. Inadvertently turning on the windshield wiper switch while the blade was trapped under the windshield molding. This happened while working behind the instrument panel on the wiring.

'94 Editor Note - Bob is not alone in goofy ways to kill a battery. How about drilling a tiny hole for a pop rivet and puncturing the plastic battery case, just enough to let the water in one cell slowly drain out at the rate of less than a cup a month. Dumb eh!

TECH TIP NO. 94-08 SUBJECT Suspension Bushings  
UV MANUAL SECTION 9 PAGE 9-10 AUTHOR Len Ryerson #513

Also refernce Ultra Manual Pages 9-21, 9-25, 9-50, 9-52 and 9-88.  
This is an update to TT 81-03

The original GM bushing used in the 1960-64 Corvair, p/n 6255708 is no longer available from GM. Other equivalent bushings are:



P/N 6255708 BUSHING ASSY.

McQuay Norris FB 190  
Harris Silent Bloc F 62511-21  
Moog K6060

These are available stocked by:  
Rare Parts Inc.  
923 El Dorado St.  
Stockton CA 95206  
1-800-621-2005

The Clark Corvair equivalent is  
p/n C1665A (1994 price \$12.60)

TECH TIP NO. 94-09 SUBJECT Moyno Disposal Pump  
UV MANUAL SECTION 6 PAGE 6-16 AUTHOR Len Ryerson #513

SPECIAL SERVICE NOTE: Anytime a Moyno Pump is not used for a long time, it is possible for solids in the area of the Rotor/Grinder to dry up and harden . . . thus causing the motor to be unable to turn. This may cause the fuse to blow or circuit braker to trip.

NOT to worry, Moyno provided a means to rotate the pump manually. Remove snap-in plug at the commutator end of the motor, insert a fairly large screwdriver blade in the SLOT at the end of the motor armature and rotate at least two or three turns. This will break up or dislodge the obstruction and allow the pump to operate normally.

NOTE: One of these Moyno Pumps has been used in #513 since new in 1969 (23 years) during which time there has been no problem of any sort with the pump itself. On three occasions, we have had to manually rotate the pump as described for the above reasons.

See the "for sale" want ad in this newsletter for new Moyno Pumps.

TECH TIP NO. 94-10 SUBJECT Soldering Iron - Mobil - Homemade  
UV MANUAL SECTION 15 PAGE 15-10 AUTHOR Len Ryerson #513

Need an instant soldering iron? MAKE ONE EASILY.

Cut the center carbon core out of a flashlight battery. Sharpen one end and wind the bare end of a piece of #14 wire around the other end and use an alligator clip to attach the unfused wire to the plus (+) side of a 6, 12 or 24 volt storage battery.

The pieces being soldered must be grounded to the minus (-) side of the battery. When the sharpened end of the carbon makes contact with the pieces, local heat is generated. Quickly apply flux and solder for instant soldering.

The Corvette Rear Shoe Brake Assembly that GM called a "Parking Brake" is almost useless. GM no longer supplies any parts for this assembly.

Luckily, the transmission has a park position that works most of the time. For many, taking all the rusty non-working parking brake parts out of the rear hubs and throwing them away is one possibility. But, for those who still have annual vehicle inspections, the Stainless Steel Brake Corporation has come up with all the parts needed to keep the parking brake operable. Almost all non-GM Corvette Specialty shops carry these stainless steel parking brake components.

The parts involved are covered in the Ultra Manual Page 9-82, DWG 9-DF and include items 17 thru 20 and 24 thru 32.

1994 Editor NOTE: A vast improvement in leverage to apply the parking brakes can also be made by changing to a lever type brake handle mounted on the right of the driver seat. This not only allows a simpler pulley and cable path, but is much safer, as it provides the passenger access to the parking brake handle in an emergency.

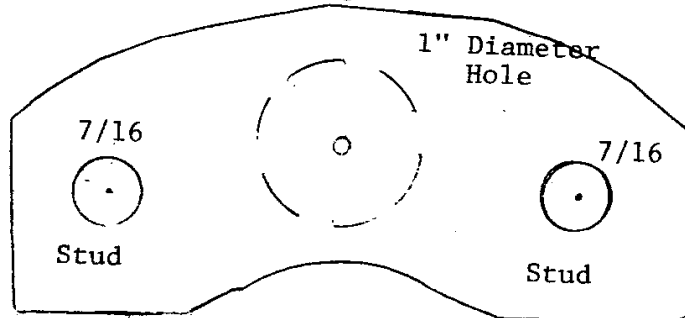
Finally, remember, AS A LAST RESORT, the original 2 speed Power Glide transmissions do not have a reverse lock-out. This allows you to shift into reverse while still moving forward. Be ready to shift into PARK or NEUTRAL as you come to a stop.

When removing the rear spindle assembly from the Corvair trailing arm, there is a 1 inch hole in the hub flange through which you can gain access to the nuts holding the spindle together. See Ultra Manual on Page 9-62.

Unfortunately, the Corvette hub flanges DO NOT have a similar access hole.

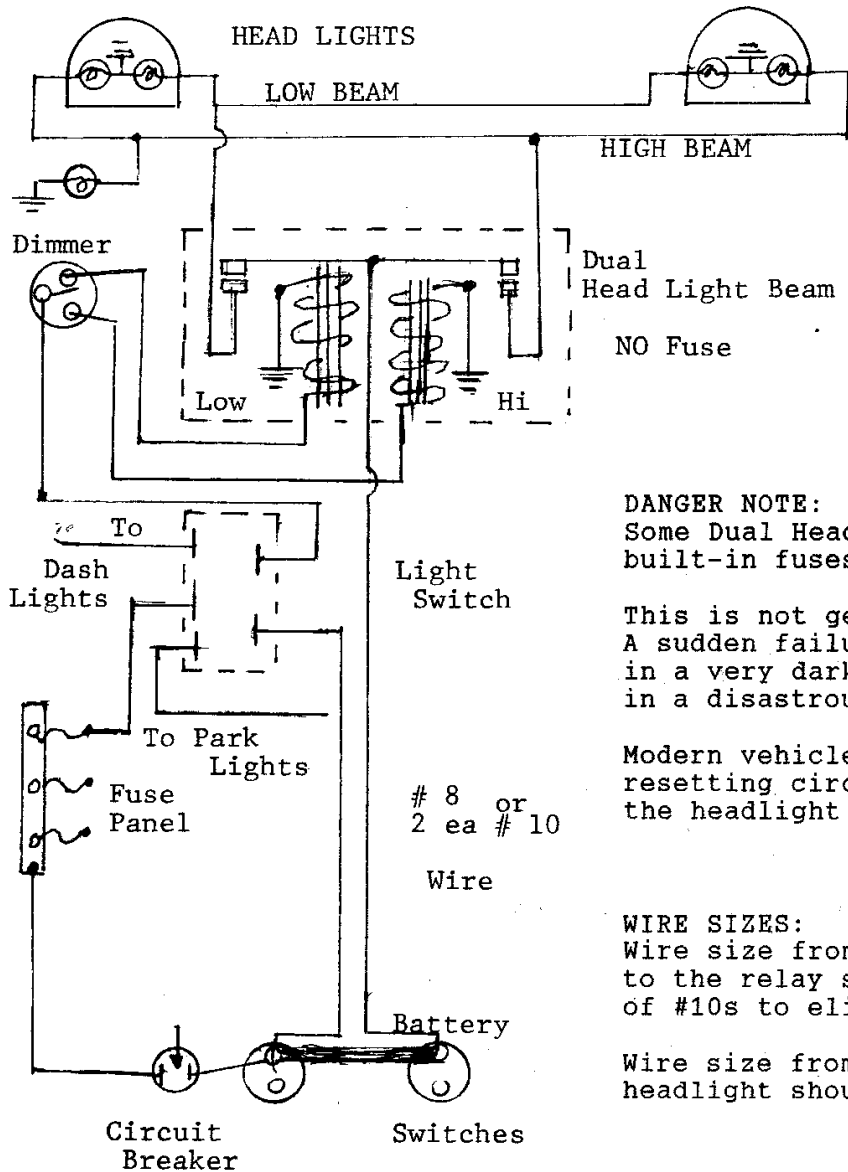
By using a copy of the ACTUAL SIZE template shown below, an aluminum work template can be made to fit over two wheel studs and locate the exact point to drill and bore a 1 inch hole in the Corvette hub flange.

Boring is best done on a milling machine where the hub can be rigidly clamped to the mill bed and boring done at a fairly low speed.



This Tip is a companion to Tech Tip 83-07 and 86-12. The UV Manual did not include a headlight relay wiring diagram and there have been numerous requests for one.

Specific wire numbers have been omitted from the diagram because of the many differences in Ultra Vans of various series. This was noted in Tech Tip 86-12 by Louis Griggs, #334.



**DANGER NOTE:**  
 Some Dual Headlight relays have built-in fuses.

This is not generally a good idea. A sudden failure of the headlights in a very dark place could result in a disastrous situation.

Modern vehicles usually have a self resetting circuit breaker to protect the headlight wiring.

**WIRE SIZES:**  
 Wire size from the battery switches to the relay should be #8 or a pair of #10s to eliminate voltage drop.

Wire size from relays to each headlight should be at least #10.

A dash mounted (0 to 18 volt) Voltmeter can be a valuable addition as it monitors the coach DC electrical system at all times, whether driving or standing still.

What it will tell you . . . . . What should it read:

Battery Voltage, no circuits drawing current . . . . . 12.2 to 12.8 volts  
(Select one battery at a time)

Battery Voltage while cranking engine. . . . . down to 10.5 volts  
Very high starter current draw will temporarily pull voltage way down . . . but it should return to 12+ as soon as starter stops. Failure to come back to 12 volts or more may indicate a weak or defective battery.

Battery Voltage with Engine Running. . . . . 13.8 to 14.5 volts  
In this state, the voltmeter is monitoring the operation of the Alternator and Voltage Regulator. A higher voltage reading may occur immediately after starting, but should drop back under 14.5 after a few minutes.

NOTE: Consistent readings over 14 volts may make it necessary to add water to the battery often. Suspect poor grounds and possible bad regulator. With a high reading, turn on accessories like fans, lights, etc to get the voltage down until problem can be checked.

With motor running and reading under 12.6, it is cause to suspect the Alternator is not delivering. Charging 12.5 in daylight and slowly dropping toward 12 with lights on indicates one or more of the six diodes in the alternator is defective.

Battery Voltage, Shore Line Charger Connected. . . . . 13.8 to 14.0 volts  
Both Trickle and Solar Chargers will show about 14 volts when charging. It depends on battery condition and setting of the charger control.

Watch your Voltmeter and learn as you go how it will assist you to monitor and better understand the DC 12 volt system in your coach.

WHEELS & TIRES . . . HELP! HELP! HELP! #513 is much in need of help to solve cracked wheel problems. The first cracked wheel occurred at approximately 58,000 miles . . . by 155,000 miles, there has been a total of nine cracked wheels.

The first seven cracked in the same area, where the wheel disc (center piece with the bolt holes) was SPOT WELDED to the rim (part carrying the tire). One wheel had six cracks radiating from the spot welds. Changing to RIVETED wheels seemed to be the answer, but NO, not quite. Over the last 10,000 miles, two riveted wheels also developed cracks, but in different places. One from the valve stem hole up toward the tire bead. The second, cracked below the tire bead area for about six inches as if trying to follow the rim around the wheel.

Riveted wheels are very rare . . . cannot find any locally. While doing research for the Ultra Manual, data on wheels was found to be very sketchy indeed. Some references indicate that wheel identification numbers are stamped near the valve stem hole. Kelsey-Hayes "seems" to be the only manufacturer that Ultra used, but they cannot clarify what the various markings mean.

Details: Part Numbers KH-91267 15 x 6 x 4 3/4  
 Kelsey Hayes 15 X 6 X40391

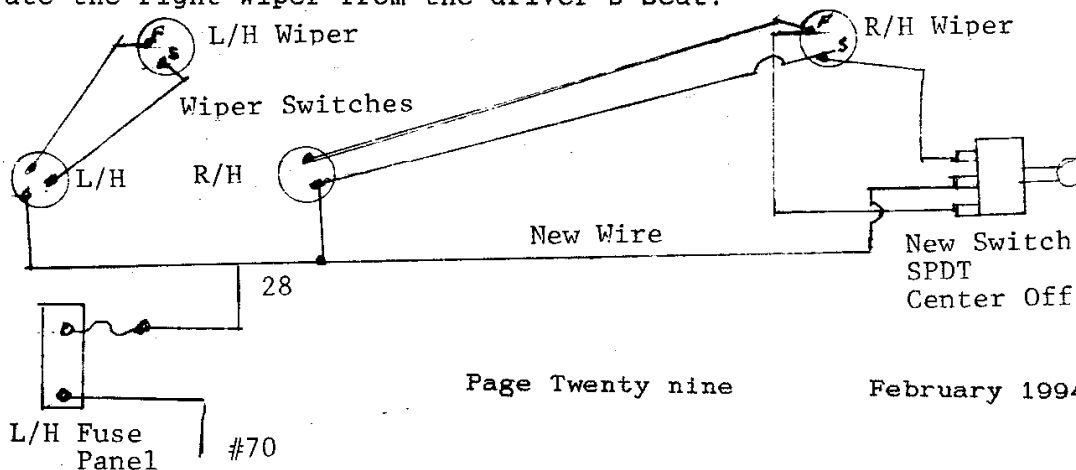
Manufacturer: Kelsey-Hayes 38481 Huron River Drive, Romulus MI 48174  
 Contact: Mike Kava 1-800-521-0515

West Coast Century Wheel & Rim, 1515 Gage St. Montebello, CA 90280  
 Distributor: Contact: Ray Tarin 1-213-728-3901

Has anyone else had problems and how were they solved?

Does your Co-Pilot want to control the right side wiper independently?

Its easy to provide the right seat with a separate wiper switch and also operate the right wiper from the driver's seat.



As begun in Tip 93-34, this is a revised list of people that may help resolve problems you have with your Ultra Van. In addition, it is helpful to carry a CORSA Membership Roster which lists phone numbers of Corvair enthusiasts who may also help if your in trouble on the road.

I've not asked all the people listed below if they will serve, but in the spirit of Ultra Vanning know they will help or guide a caller to someone they feel can help. If I've overlooked anyone, please don't be offended, let me know, we need others on the list. The idea is to have help in most geographic areas so long-distance charges can be kept low. Also, if you want on or off the list, tell me. It is my intention to revamp and re-publish this list frequently. Also, let me know what other categories you want covered.

Match letter to name on list below

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Automatic Transmission			X		X											
Corvair Driveline	X	X	X			X	X		X						X	X
V-8 Driveline		X						X	X			X				
Toronado Driveline				X						X			X			X
Electrical	X	X	X						X	X		X				
Graphics		X												X		
Paint	X	X	X											X		
Ultra Hull Structure	X	X	X			X	X	X	X	X		X	X		X	X
Sheet Metal		X				X					X	X				X

- A Howard Boso ..... 602-982-1596
- B Jim Craig ..... 619-366-9104
- C Walt Davison ..... 305-444-1937
- D Jerry Dute ..... 216-355-4101
- E Art Eller ..... 213-665-3457
- F Chance Fitzgerald ..... 619-366-9104
- G Pat Fitzgerald ..... 813-474-6468
- H Gord Harvey ..... 813-541-3433
- I Norm Helmkey ..... 613-394-3054
- J Roy Muranaka ..... 818-366-9602
- K Morris (Randy) Randle .. 813-642-6610
- L Len Ryerson ..... 818-349-5058
- M Len Tekaat ..... 805-397-9189
- N Bill Welle ..... 813-488-6435
- O Jean McMasters ..... 407-626-0388
- P Dave Peterson ..... 510-531-0586

Tech Tip 93-36 covers Emergency Road Service (ERS) programs who recover RVs as easily as AAA and others do for your regular automobile.

The chart below shows a sample of services offered. Call those listed to get a package of their particular plan. Also, watch in the RV magazines for other similar services. UVMCC does not endorse any specific plan.

AAA (contact local unit through phone book listing)  
 Camping World, ERS, Box 9105, Boston, MA 02155 800-828-4258  
 RV Assist, 225 Alcazar Ave, Coral Gables, FL 33134 800-443-4187  
 Good Sam, ERS, Box 700, Agoura, CA 91301 800-234-3450  
 RRR RV ERS, 275 E. Hillcrest Dr, Thousand Oaks, CA 91360 800-999-7505

	annual ERS charge	multiple year discount	must be member	member-ship dues	extra vehicle charge	mileage and use limit
AAA	\$111	no	yes	in ERS	\$ ?	yes
Camping World	\$ 99	no	no	none	\$20	no
RV Assist	\$ 75	yes 20%	yes	\$25	\$15	no
Good Sam	\$ 99	no	yes	\$19	\$ ?	no
RRR RV ERS	\$ 70	no	no	none	\$10	no

Most of these plans will take your stranded RV to the nearest designated repair facility. Those listed below have agreed to handle Ultra Van mechanical repairs.

We suggest you carry a CORSA Roster. If there is a member phone number listed, the member is generally willing to help a fellow Corvair owner. The CORSA Roster also lists many Corvair repair places.

UVMCC Designated Repair Locations

Howard Boso	UVMCC Member	1993 Roster page D-19	602-982-1596
Jeff Stonesifer	UVMCC Member	1993 Roster page D-43	717-624-2805
Craig's Corvair	UVMCC Member	1993 Roster page D-22	619-366-9104
Corvair Doctor	13727 Inglewood Ave.	Hawthorne CA 90250	213-COR-VAIR
Larry's Corvair	12831 Cerise Ave.	Hawthorne CA 90250	213-970-9233
Steve McDaniel	18131 W Lake Desire Dr SE,	Renton WA 98058	206-255-6751
Corvair Service	8533 Adams Rd.	Huber Heights, OH 45424	513-277-3268
Handy Car Care	6426 Harriet	Waterford MI 48327	810-666-5224
Dahlquist Auto	6850 Akron Road	Lockport NY 14094	716-434-5286
Cider Hill Garage	Route 91,	York ME 03909	207-363-5947
Jennings Garage	200 Forest Ave.	Landrum SC 29356	803-457-2716
The Shop	1445 N Pasadena Circle	Mesa AZ 85201	602-964-4996
Battenhouse Corvair	21942 Lorain Rd	Fairview Pk OH 44126	216-333-1270
Cotrofeld Corvair	Main Street	E. Arlington VT 05252	802-375-6782
R.P. Corvairs	711 Millersville	Lancaster PA 17603	717-392-1544

In conjunction with the above, Jim Craig wrote a Tech Tip in 1991 which is worth repeating and carrying with you in your coach. See Tip 94-19.



We have all had visions of breaking down and having some young wrecker driver causing severe damage to the Ultra structure by trying to tow the coach incorrectly. Ask Ed & Betsy Hull, they had the whole front pulled off their coach by a well meaning, but unknowing tow-truck operator.

Because our vehicles are small by current RV sizes, we don't need the 40 ton wreckers that many RV recovery services bring out when they hear a motorhome is stranded.

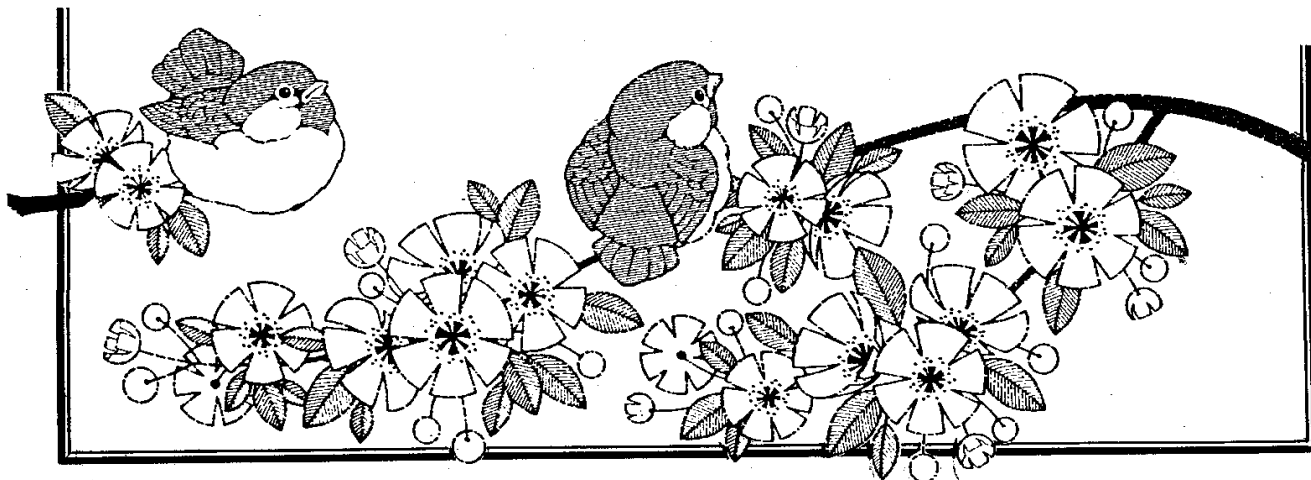
Many wrecker service operators have a 5 ton Tilt-Bed truck available that is capable of safely hauling a fully loaded Ultra Van (Corvair or V-8). The problem is . . . when you call for service and tell them you have an RV, they immediately will say their Tilt-Bed or Ramp truck will not haul a big RV. Even if you tell them your Ultra weighs little more than a car, they will not believe you.

Here is a sample of the scenerio you need to tell them: "I know you are going to tell me your tilt-bed truck will not handle my small RV, but I have friends in our RV club who have had their units, like mine, hauled off on a tilt bed."

"I have a certified weight slip that shows my RV weighs 4,950 lbs (or whatever your coach actually weighs)." "Will you please send out a Tilt-Bed truck and driver to haul me to the nearest Designated Repair Location?" "I have the vehicle measurements if you want them, they are:"

- Length: 22 feet (or in a few cases a bit longer).
- Width: 93 inches
- Height: 96 inches (plus air conditioner if you have one).
- Wheelbase: 153 inches (wheel centers, front to back).
- Wheel Width: 89 inches (outside to outside edge of front tires)

NOTE: Measurements for Ultra Vans may vary slightly, so measure yours and write them on this tip.



TECH-TIP REPRINTS

The original printing of 125 Tech-Tip Booklets were sold-out. We've had a few more copies made for those who missed the first batch.

This is a "MUST" supplement to the Ultra Van Manual. The reprint is over 200 loose-leaf pages full of Ultra improvements from members over the first 25 years of the club (1966 to 1990). There may not be any more printed until 1996, when Norm Helmkey plans to add the tips from 1991 through 1995.

This supplement (released two years ago in February 1992) has indexes for "Tip # by Year" and by "UV Manual Section."

A new UV Manual Section was created (Section 22) to gather Tech Tips related to SAFETY. The index has been made in a way to show the Tip's original UV Manual place, prior to adding the SAFETY section.

Tech-Tip Reprints are \$10.00 each, (\$8.50, plus \$1.50 postage).

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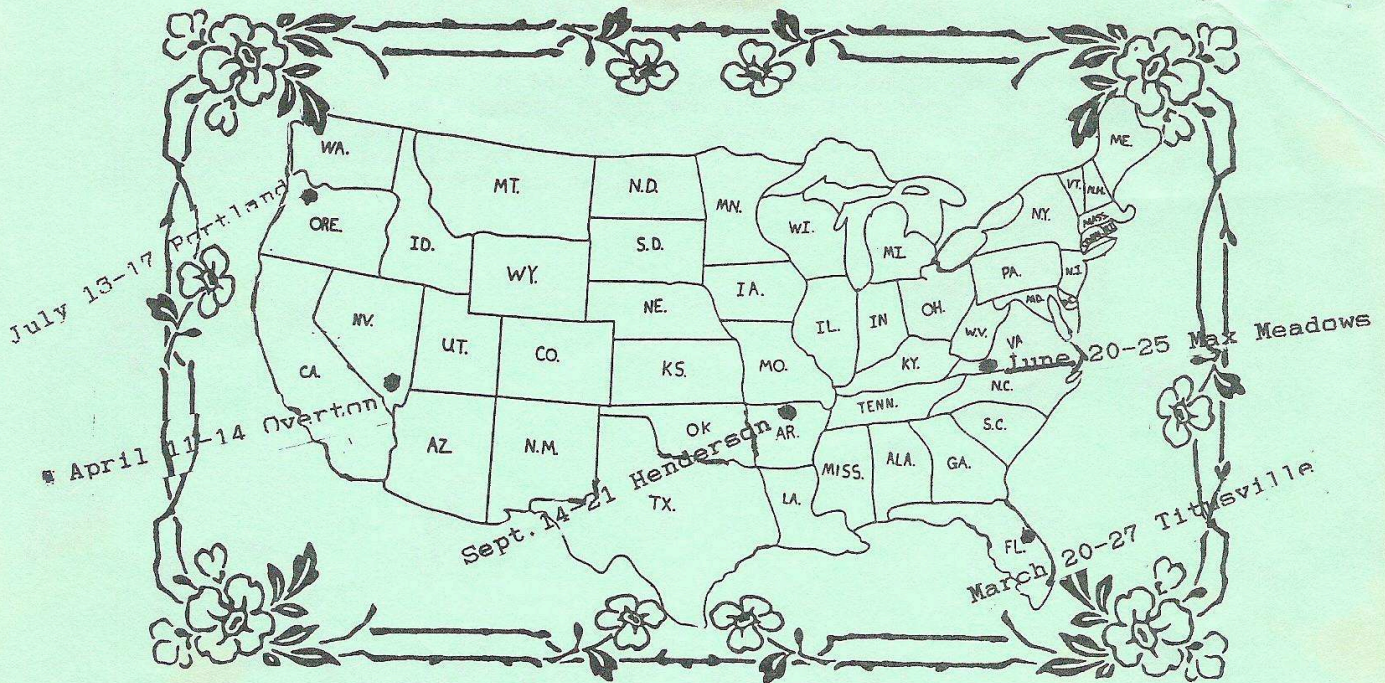
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 Make of Coach:  Ultra  Tiara  Travelon  Associate: Make \_\_\_\_\_  
 Coach Number/s \_\_\_\_\_

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