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FIRST CLASS MAIL

SUMMER 1994
Newsletter

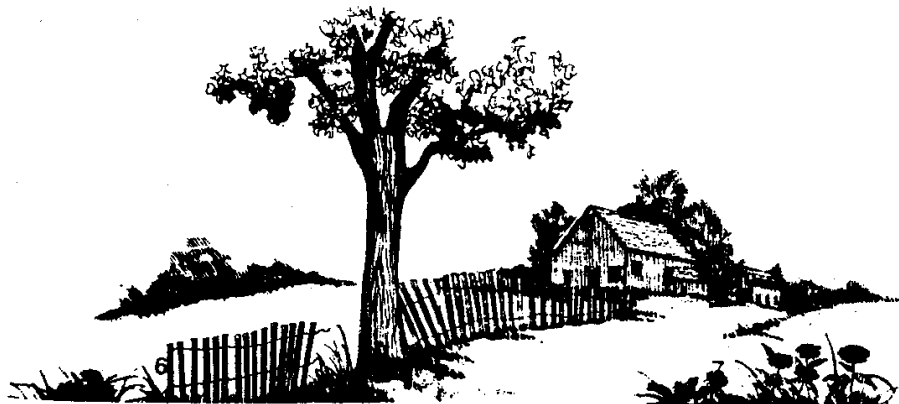
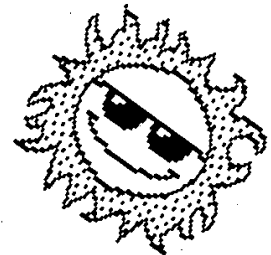


Maybel Griggs, Secretary
626 Brookfield Avenue
Cumberland, Maryland 21502

ULTRA VAN MOTOR COACH CLUB, INC.

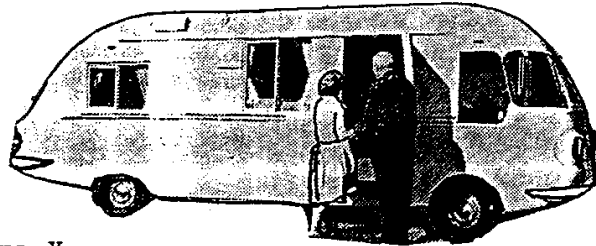
PLEASE
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The content of this ULTRA mailing is made up of reports, flyers, illustrations, and/or articles prepared by a number of fellow Club members. The information contained herein was compiled from sources believed reliable, but its accuracy - and 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.

— 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).

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 winter storms are over, and the earthquakes are behind us, we are heading for summer. We hope all of you are thinking of happy motoring ahead.

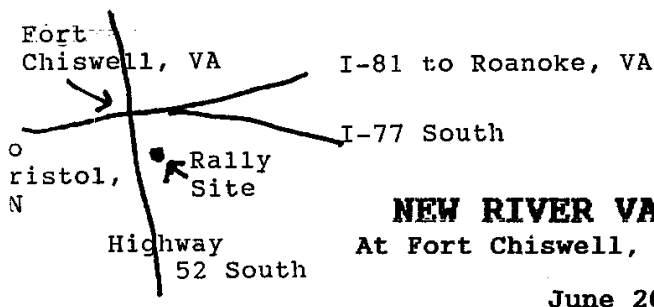
We would like to express our sincere condolences to Edie Ryerson from all of our Ultra members on the death of Len. All of us owe a deep debt of gratitude to both Edie and Len for the creation of our Ryerson Ultra Van Manual. Most of us would have been lost without it over the years.

We are looking forward to going to Smoke Run in the very near future.

We hope to see many of you in Virginia in June; if not, all of you in Arkansas in September.



Gordon F. Harvey



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; historic Barter Theater; historic Shot Tower; historic Rock House; beautiful rolling mountains; "air conditioned weather" of the United States; excellent shopping at nearby Merchants Outlet Mall; restored historic towns; historic homes; 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); free limited outside electrical outlet; free limited outside water outlet; free use of all inside facilities, range, microwave, water, etc. Normally because of cool nights, air conditioning in vans is not needed. Ft. Chiswell RV Campground 1500 feet away for those who prefer campground facilities (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.



Dear Lady Ultra Friends:

We're really looking forward to the Ultra Rally at Ft. Chiswell, VA in June.

Attention: Ultra Ladies

For our crafts we will make baskets from paper bags. All materials for this will be available at the rally.

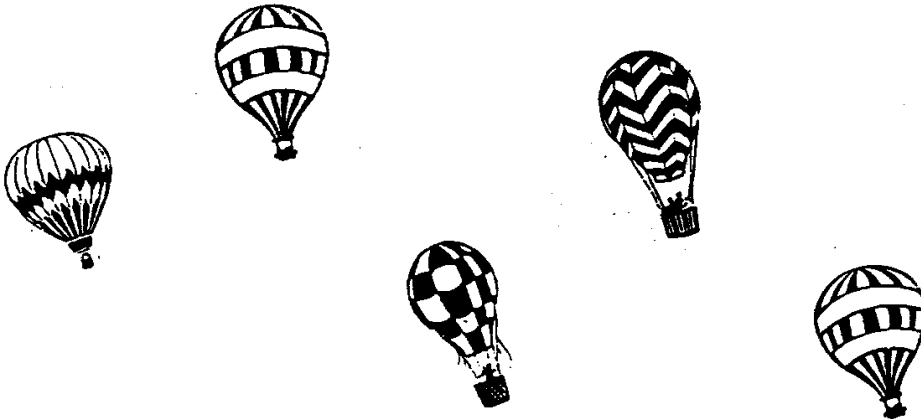
Also, we'll make beautiful postal cards from recycled old greeting cards, etc. So, gather any old cards you do not desire to keep and bring them with you.

Items you will need: Scissors and a glue gun.

Bring any crafts and/or ideas for any craft you would like to make.

Sincerely,

Craig Marie Lee
Craig Marie Lee (#454)



Note:
change
in
Date



City of Roses Rally
Portland, Oregon



July 20-24, 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!

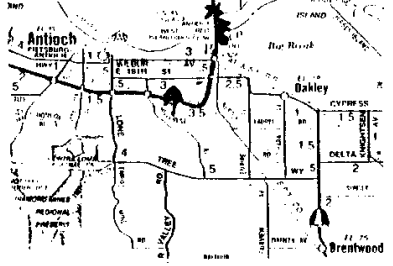


Come fellowship
as we travel!

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 the Eureka and Crescent City areas. One night will be at the Fresh Water Lagoon roadside park along the ocean shore near Orick. There will be several activities in that area. Since the last notice, we had a coincidental meeting in Eureka with the Harold Washmuths. They have invited us to stay overnight at their new home on the outskirts of Crescent City.

Directions from the south:
Take 580 when it splits off from I-5. Then take the Patterson Pass turnoff and follow this road until it joins J-4. Left here and follow to the junction with State 4. Another left and follow through Brentwood and Oakley to Antioch. At 18th & A, turn right and make your way to 5th & B or 4th & D. We will probably leave for Portland on July 15th. Please drop us a card or phone if you are able to join us.

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



NATIONAL RALLY

FAMILY CAMPING ON BEAUTIFUL LAKE NORFORK

Date: September 14 thru 20, 1994.



CAMPING

RESORT

Resort phone number for emergency: 501 488 5340

Hosts:

Gordon & Ruth Harvey #469

Jim & Mary Foust #398

Louis & Maybel Griggs #334

Attention CRAFTY LADIES:

We will be making a jacket from a sweat shirt. If you plan to do this craft, please bring the sweat shirt of your size and color, bring scissors.

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.



TITUSVILLE, FLORIDA REGIONAL RALLY --- March 20-27, 1994

The Eastern Spaceport Spring Rally was well attended by Bob and Arlene Ackerman, Richard and Joanne Badstibner and new grandson, Walt and Marilyn Davison, Joe and Dori Decamillis and new baby daughter, Chance Fitzgerald, Pat and Margie Fitzgerald, Jim and Mary Foust, Dick and Bonnie Granger, Louis and Maybel Griggs, Gordon and Ruth Harvey, Norm and Marion Helmkay, Norris Houck, Len and Olive Hunter, Eric "Jack" Lee, Jean and Bette McMasters, Morris and Tennie Randle, Pete and Rose Schuler, Clyde and Kaye Stanton, Doug and Sandy Taulbee and 2 sons, Howard and Marietta Walther and Bill Welle.

Sunday and Monday were mostly free for getting settled in and visiting. Each morning was our regular 9 a.m. coffee and goodies, along with surprise prizes, followed by Tech and Craft Sessions. Tuesday evening our delicious Pot Luck Dinner was followed by a skit "Ultra Van Laugh-In" and culminated with a short harmonica duo by Dick and 1½ year old Johnny (introduced by Sean Taulbee). They got a standing ovation.

A large group toured the Kennedy Space Center on Wednesday afternoon and Thursday the men visited the Valiant Air Command Warbird Air Museum while several ladies enjoyed the scenic river tour through Cocoa Village and the beaches. Friday evening we all motored to the Dixie Crossroads for a great seafood feast -- most ordered the Rock Shrimp which was so plentiful that hardly anyone left without a doggie box for Saturday dining. Saturday morning we browsed the large flea market just a few miles from camp and that evening the hosts treated everyone to coffee and dessert in the rec room. At various times during the week the guys visited a local bankruptcy outlet where they bought a lot of nuts, bolts, etc. at terrifically good prices.

Our week ended with a lovely Plam Sunday service led by Clyde Stanton and which followed a pancake and bacon breakfast served by cooks Margie, Kaye and Bonnie.

Respectfully submitted, Bonnie Granger



Western Spring Rally--April 11-17, 1994.

We passed by snow-covered mountains on our way to the rescheduled April Rally site, in the beautiful high desert town of Joshua Tree, at the Craigs' Sunny Vista Ranch. Several had arrived before us, and were visiting on the patio. That afternoon our hosts, Marlene and Jim, started the barbeque, and fixed king-sized burgers and all of the good stuff that goes with them for us to enjoy. The evening was spent playing cards, Indian Dominoes, and more visiting.

Monday morning we ladies all rode into Yucca Valley to do some shopping--then came home to get ready for our bountiful pot-luck.

On Tuesday we had reservations for a late lunch at the "House of Happiness"--delicious Chinese food was enjoyed by 18 people. Later on, back at the Ranch, Marlene had more "snacks" and goodies for us. Then we all played card "Bingo", as Threasa had brought boxes of prizes for us to win and take home.

Wednesday was spent at Grace and Bob Ballews' home in 29 Palms. Bob had the fellows in his Corvaire workshop for tech sessions, and the ladies took over the house for art lessons from Grace on how to paint on beautiful cut rocks--some of them looked pretty good, too. Then the group left for town where we all had a late lunch at the famous Ramona's Mexican Food Restaurant. Before we left the area, we had a tour through an unusual and interesting adobe ranch home that belonged to a friend of the Craigs'.

On Thursday our main course on the Potluck table was to be baked chicken and vegetables. A friend from Yucca Valley had demonstrated the art of deboning and preparing the chicken, and had a wonderful stuffing recipe as well--what a treat! We had to save our dessert (strawberry shortcake) until later.

Friday was another day to Ballew's for those who wanted to enjoy dune buggy rides into the desert to see the wildlife and wildflowers. A picnic lunch was furnished by hosts. There were nature walks into the desert every morning, as well as tech sessions and crafts each day. We found out that Dan Reinhardt is talented in crafts--he made each lady a beautiful bolo tie necklace with lovely color combinations--we thank you, Dan.

We have several members who are ill, so let's keep them in our thoughts and prayers. We had a new member, Graham Dell, who drove his Ultra from his home in Bellevue, Washington. We sure appreciate and thank the Craigs for having this April Rally for us--it was a good one. There were 21 people in attendance; Eight Ultras, 3 Associates, 2 cars, 2 dogs, 3 cats. Attendance by origin: 4 Arizona, 2 Canada, 7 California, 1 Oregon, 1 Washington.

Those attending were: Bell, Binney, Craigs, Dell, Donaldsons, Ellers, Harrisons, Honer, Murinaka, Newhouses, Reinhardts, Shepherd, Bell, Talarico, Vandersteeg.

Submitted by Evelyn Donaldson

ULTRA VAN MOTOR COACH CLUB, INC.

Treasurer's Report, First Quarter, 1994.

Balance December 31, 1993:	\$3459.13
Income: Dues	660.00
Tech Tips sold	29.00
Interest Benham Capital Management Fund	9.03
Dividend on accounts-Al-Gar Federal C.U.	25.23
Total income	723.26
To account for	4905.65
Expenses: Postage	213.15
Print Newsletter	315.00
Print additional Directories	78.75
Ship merchandise	6.09
Total expenses	612.99
Balance April 1, 1994:	\$4292.66

Respectfully submitted- Louis C. Griggs, Treasurer

We as of 5/22/1994 have 152 members, 30 associate members, 3 subscribers, for a total of 185 paid copies of this Newsletter.



DIRECTORY CHANGES

Page D-17 new member John Allseits #465
Lisa Polisino
800 E. Allanson Road
Mundelein, IL 60060

Page D-28 new member Alan & Evelyn Hemstreet #488
Box 1218
Sechelt, B. C. VON3AO
Canada
Ph: 604 885 5620

Page D-37 reinstate Dick & Shirley Obert #307
27433 Larchbluff Drive
Rancho Palos Verdes, CA 90274
Ph: 310 541 3692

Page D-41 remove Len

Page D-47 accidentally left out of Directory:
Jerry & Pat Zeaman #337
4611 Monte Cristo
Glendale, AZ 85306
Ph: 602 9338 1531



Ultra Van Motor Coach Club, Inc.

Board of Directors Meeting-Titusville, Florida March 23, 1994 10:06 AM.

Those present: Gordon Harvey, President; Jean McMasters, Vice President; Maybel Griggs, Secretary; Louis Griggs, Treasurer; Directors Jim Foust, Ruth Harvey, and Bill Welle.

Minutes of previous meeting were approved.

No old business was brought up.

There was considerable discussion about the size of the newsletter, which seems to be getting ever larger. The February 1994 issue had 18 sheets of paper 8-1/2" X 11", and cost 98c to mail (in US). This Newsletter required the best part of a week to put together. All agreed that in general the content of the newsletter is essential; writers of Rally reports are requested to be not too flowery; coach advertisements can be kept to six lines; some of the paper used can be lighter in weight. Also, possibly some of the material that is not time-critical can be saved for a lighter issue.

A committee composed of Bill Welle, Chairman, Maybel Griggs and Jim Foust was appointed to look into this situation.

The meeting adjourned at 11:03 AM.

Respectfully submitted. Maybel Griggs, Secretary

Subject: High cost of Newsletter.

At the recent Directors' meeting, held during the Florida Spring Rally, the increasing cost of the Newsletter was discussed. A committee was formed to investigate and report back with recommendations. Further discussion ensued during the general meeting about reducing the size/content of the Newsletter. This would require notification to the members prior to the National Rally, and a possible change in the By-Laws, as well.

It must be remembered that the cost of postage (about a buck last issue--and perhaps soon to rise again) is only part of the expense of the Newsletter. There are also the costs of printing and collating, to say nothing of the time spent editing, typing, and layout.

But while there may be powerful economical reasons to limit the size, there are also compelling reasons not to restrict the Newsletter. The most important one, of course, is that we are a national organization, and so we need a complete and periodic source of general information that comes to all members. Secondly, there is the equally important aspect of the tech Tips--very necessary for the care and feeding of our aging and irreplaceable vehicles. The Rally Reports, personal stories, and anecdotes, while perhaps of lesser importance, add variety and interest to the publication.

All things considered, the Newsletter (at least for the time being) might be better left alone--in spite of the cost. At the same time a vote of thanks is certainly overdue to our hardworking editors, the Griggs.

Maybe if those of us who contributed articles do some diligent editing on our own, we'd make the Griggs job a bit easier, add interest to our writing, and save the Club some money in the bargain.

Sincerely, Bill Welle, Chairman.



Minutes of general meeting--Eastern Regional Rally at Manatee Hammock Campground, Florida March 23, 1994.

The meeting was called to order by President Gordon Harvey at 6:40 PM. Norm Helmkey reported that the required (by the By-Laws) insurance is now in effect at an annual cost of \$300, considerably less than the premium on the previous policy. This insurance basically protects the Club officers in case of lawsuits. He also made a report on the results of the letters sent to everyone who had dropped out of the Club in the last three years. 54 letters were sent--25 answers received.

Wagonmaster Clyde Stanton reported 20 coaches present. 11 were from Florida; one from each Pennsylvania, New Jersey, Louisiana, Michigan, Illinois, Ohio, North Carolina, Maryland, Colorado.

The sheriff reported \$1.00 in fines for not wearing identification.

Nominations were discussed for the next National Rally (September 15-21, 1994). Pat Fitzgerald was nominated for Eastern Director; Jean McMasters, Vice President, Maybel Griggs, Secretary, Louis Griggs, Treasurer.

The Newsletter was discussed at some length--see Bill Welle's letter elsewhere in this Newsletter.

Prizes were given as follows: travelled the farthest, Howard & Marietta Walther; crafts, Sandy Taulbee; good conduct, Chance Fitzgerald; having most trouble, (blizzards and a blowout) Jim & Mary Foust.

The meeting adjourned at 7:55 PM.

Respectfully Submitted, Maybel Griggs

Just a bit of the banter and bad jokes heard at the National Rally- (by Norm Helmkey)

"Did you know they're not going to make Ultra Vans any longer?"

"Not make Ultra Vans any longer? Why?"

"They're long enough already!"

"Our Ultra is named TRUE LOVE"

"Why is your Ultra named TRUE LOVE?"

"Cause it never runs smoothly."

"Why do they put horns on Ultras?"

"So they'll look like the Devil!"

The Ultra Psalm

(Please grant forgiveness for my parody on the 23rd)

The Ultra is my RV, I shall not want another,
It often maketh me to lie under it,
It leadeth me in the paths of ridicule for its names sake,
Yea, though I ride swiftly through the valley,
I crawl up the hills, and fear much evil for thy rods,
Lest thy engine forsake me, I daily check its oil,
I annoint thy bearings with grease, and praise God there's,
No radiator to boil and runneth over,
Surely this thing will be with me the rest of my life,
And then, we will dwell in Ultra Heaven forever.

Norm Helmkey,
Estes Park, Colorado, 1993

ULTRA POSTSCRIPTS ★★★★★

Integrity is the QUALITY of one's work or product, the honesty of one's convictions and one's word. Nothing is WORTH anything without INTEGRITY.

NINE MILLION: We are told that there are now more than 9,000,000 (nine million) recreational vehicles on American highways. 27 years ago, when Ultra Motor Coach Club was founded, the figure was more like 39,000. The FMCA (Family Motor Coach Association) plaque which is mounted on the rear of our motorhome, reads #1421, so even the mighty FMCA was tiny when we joined back in 1966. Today FMCA membership is in the hundreds of thousands. All of us senior travelers have experienced the great desire of many American families to go "camping" and the evolution of Travel Trailers and Motorhomes in the process. So what do early owners do? They modernize, they up-date, they improve their coaches. They re-paint them to enhance the appearance of their rigs. But not one of all those nine-MILLION recreational vehicles on the road these days can be really classified as "modern" when compared to the full-monocoque body construction of each Ultra Van motor coach. Ultra's are indeed a rare breed. That's WHY they make such a great investment. The rarity of them also GUARANTEES the re-sale of each well-maintained Ultra. The older they become, the more PRECIOUS, the more VALUABLE they will be.

METAL MONEY: Do all members know that Ed Martin, 3rd President of Ultra Club, paid in full for his Ultra Van with silver coins he had saved up? Ed had accumulated his coins over many years before his retirement. He was a wise man. This period was when our dimes, quarters, halves, and dollars were 90% pure silver. Since 1964 there has been NO SILVER in our coins. However, the older issue in silver is still available at a premium. It has been a long time, (three times LONGER than most experts expected) but NOW silver and gold are starting to stir. Most Mining shares are already firmly higher. So many ask what to do or expect. It is our hope we can help answer any questions. Feel free to call. The precious metals react immediately to inflationary pressures. We bought a brand new Ford sedan in 1935 for an even \$500, verifying the price shown in chart above. Those who own U.S. silver coins, gold Double Eagles, Krugerands, or the like will handsomely profit. Families that do not own any, may wish to invest now. Paper is not STABLE money, gold/silver is. Ed was smart.

LEN RYERSON #513: We mourn the passing of this stalwart early member on April 10th. Len was a past President of Ultra Club and recipient of the Newhouse Silver Medal for distinguished service in 1986. Edy was awarded the Silver Medal in 1982. Len and Edy produced the prestigious "ULTRA SERVICE BIBLE" that all Ultra Coach owners have learned to depend on and use. Life is short. Our condolences are extended to Edy and family.

YESTERDAY is gone from us. TOMORROW is yet unknown. So make TODAY your best day! The decision is yours alone.

PROSPERITY: Many ask about this. We try to see the bright side. Giant corporations are still laying off workers, but consumers in many areas have loosened their pursestrings a bit. 1994 is shaping up, to date say experts, as a prosperous year for millions of families. Page Eleven May 1994

1933

\$560.00 CASH



Would purchase this brand new Ford Deluxe.

OR... You could buy it with 28- \$20 Liberty coins.

(28 coins x \$20 = \$560)

1994

\$560.00 CASH



Would hardly make a down payment on a new Taurus.

BUT... 28- \$20 Liberty coins would still buy it!

(28 coins x \$465 = \$13,020)

GOOD TIMES: Business cycles run up and then down -- in curves. It has always been so. Even back when EGYPT was young and powerful, some 2,000 years ago, citizens experienced seven GOOD years, followed by seven LEAN years. Knowledgeable people build up reserves during the prosperous periods. No one can predict, yet, what the last half of 1994 will bring. On the humorous side, we all like to eat...prosperity often shows up MORE in our paunch than in our purse. Quote: "Make hay while the sun shines".

"If you try to please EVERYBODY, somebody is not going to like it" - Murphy

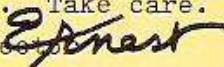
ANOTHER PROBLEM: There seems to be a movement in our country based on the myth that taking guns out of the hands of responsible citizens will somehow sharply reduce the number of gun deaths. Most conservative families say, "What nonsense". Last year, we are told, there were more than one million incidents where a gun was brandished or fired by a citizen, successfully protecting himself or herself against a violent criminal. You can not disarm potential VICTIMS (all of us) and save lives. It's the hardened THUGS who need disarming, not law-abiding families. The watered-down gun Law passed in May, probably will not infringe on our rights. If ALL guns are taken from us ordinary people, the "word" would soon get around that holdup men were the only ones with firearms...they'd have a hey-day picnic.

RANCHO SUNNY VISTA: All were bright sunny days (and cool nights) on the high desert as we enjoyed the western regional rally, starting April 10th. The hosts graciously opened their home and ranch to all members attending. We thoroughly appreciated every day of good fellowship and the clean, cool air. What food...barbequed meat by Jim, lavish desserts, such as chocolate cake, frosting topped with walnuts, plus ice cream! Thank you Marlene/Jim.

"WISDOM is the principal thing; therefore get wisdom: and with all thy getting, get UNDERSTANDING." -- Proverbs 4-7

WHAT ULTRA CLUB STANDS FOR: A few of us may have forgotten over the years some of the IDEALS the club was established for. My own mind on this was a little hazy, so I checked back to original papers. Although restricted to Ultra Motor Home owners and previous owners, the organization was formed to promote the enjoyment of all makes and all types of recreational vehicles. Also, to encourage safe highway travel. We are not segregated. We shall in addition be interested in the promotion and improvement of camp grounds, trailer parks, and rest stops nationally. And---we should not forget the general welfare and betterment of each member family as another objective. That's a lot of obligation for our association--sort of scratch each others' backs, offer helpful vehicle and other information--sincere friend to friend cooperation. Those joining the past 10 to 15 years would, perhaps, not know of the difficulties of early "house car" travel. There were laws in many towns and states prohibiting overnight vehicle occupancy or even parking on city streets. We fought those laws and overcame them. There were too few rest stops and "dump" stations (there still are). With other groups, Ultra Club was instrumental in fostering the need for more such facilities. Remember, the "skunk" episode? Should our efforts in this regard, again, be re-assessed? Mutual benefit, fellowship and good-will are primary club objectives. What else can your club do for you?

FAIR ADVICE: To escape low-earning CDs, many of our fellow members (plus other friends) are being ripped off by telephone "boiler room" agents and Bank "Account Executives". It is very sad! Some push risky Partnership deals, Municipal Bond Funds, Futures Contracts, illiquid Annuities, Oil Drilling ventures, REITS, and the like. Some promise yields of 8% to 20% or more. Beware! What good are such if your principal gets lost? Some S & L AEs assure their offerings are INSURED; they ARE NOT government guaranteed like CDs are (usually only a weak insurance policy). This is just friendly caution (need a 2nd opinion--call anytime). Take care.



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.

#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.

#361 Ultra Van. This Ultra was sold from the factory without interior furnishings, and without engine and transaxle. The original owner installed the Corvair transaxle (automatic with extra drive plates)and the Chev. V-8 283 C. I. engine, with a side mounted radiator. Furnishings include Norcold 6 cf. refrigerator, 4 burner & stove, single sink with pressure water system, 5 gal. hot water tank, "Spacemaster Sanitation system," 14,500 BTU roof air, 2 new deep cycle batteries, 3000 watt Generac generator; needs new carpet. This is a good runner at 70 mph. Original mileage 36,000. Price \$3495. Jim Craig #163 Ph: 619 366 9104 or John Shattuck #459, Ph: 714 646 6189.

#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 \$6900 firm. Jim Craig, Phone 619 366 9104.

#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.

#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.



FOR SALE: NEW Moyno Macerator Sewage Disposal Pumps . . . See Ultra Manual Page 16-6. $\frac{1}{4}$ 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 plus UPS shipping (runs \$8.00 to \$18 West & East coasts). Send check or Money Order to Edy Ryerson

18618 Rayen Street
Northridge, CA 91324.

For Sale

The Ryerson "Ultra Manual" new, fresh off the press; while they last, \$70.00, UPS shipping included. Send check or money order to Edy Ryerson, address above.

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; Nameplates- "Ultra Van, Hutchinson" \$15 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.

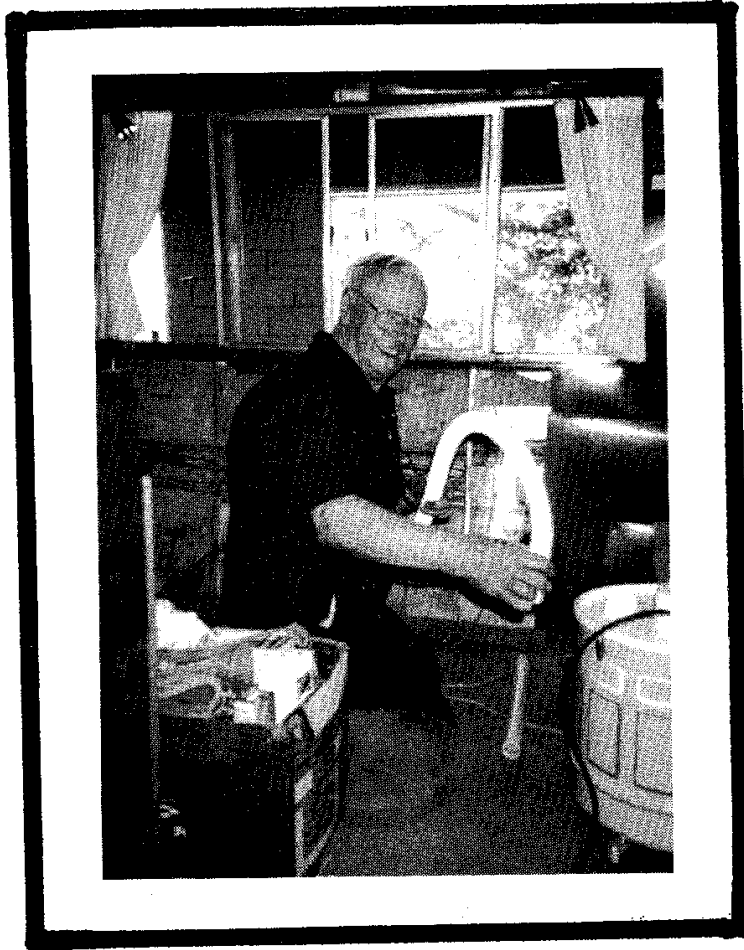
Wanted: Corvair 4 speed transmission w/4.26 first gear. Was used on 1961 Rampside Corvair and others. Need for Travelon conversion from auto to manual. Jim Craig #163. Ph: 619 366 9104.

Other items for sale:

Ultra Van windshields--new, original full size, fully tinted. \$485 each, picked up in Joshua Tree, or \$525 delivered to any Western Rally site. Delivery available to your door for other areas. Call for up to date shipping prices. Jim Craig #163 Ph: 619 366 9104.



In Memory of Mr. L. D. Ryerson



It is with deep remorse that I report the passing of a very good friend and friend of us all, Mr. L. D. Ryerson, or Len, as most of us knew him. It was on 0845 on the morning of April 20, 1994 that he passed on in the presence of his wife Edy, and other family members and friends.

Talking with him the day before, he indicated he was comfortable with God's wishes, and I know he went easy. We shall surely miss his interesting story telling and his humor that he saw in so many things. He and Edy have been extra compassionate to Marlene and me, and we will be forever grateful. Thank you again, Len & Edy.

Len, as we all know, was a dedicated technical person regarding anything about the Ultra Van since he purchased their first Ultra Van from Hutchinson, Kansas. The Ryerson Ultra manual is a case in point. If you have seen the manual and read through it and comprehend the drawings, you know what I mean. He and Edy spent three years of their lives working on it. What dedication that was!

The small group of us that knew Len well are amazed at the many things he accomplished during his lifetime. The following are ones of main interest:

He was born December 10, 1910 at Spencer, Nebraska. His mother, who lived in Canada at that time was visiting relatives in Nebraska at the time of his birth. He grew up in Carbon, Alberta, Canada. At a young age he moved to Vancouver, British Columbia with his family. In September of 1934 he left Vancouver to visit relatives in Norfolk, Nebraska--driving his Model T Ford, with \$42 in his pocket.

After awhile he opened his own auto repair shop, and did very well, for the times. His business prospered by his hard work and fair dealings with his customers. Between this time and 1940 he was a shop foreman for a Ford service garage. While there he gained experience supervising men that would be beneficial later. He maintained the shop in a spotless manner. Each mechanic had to maintain a clean and spotless work area, or he was sent on his way.

Answering an advertisement regarding a job as an aircraft mechanic at Ryan Aeronautical Co., in San Diego, California, he departed Nebraska for the beginning of a long career in the aviation field. He wanted so desperately to get into aviation that he accepted the Ryan job at what he thought was the lowest of offers; but when he arrived he was informed that his manhour rate was about three times what he was expecting. He was on cloud nine. Again after showing the bosses that he was a hard worker and dedicated to the task at hand, he was put in charge of the engine build shop over older, more experienced employees.

The next opportunity for a better job came in early 1942. "Consairway" was a cargo hauling line operating out of Lindberg Field, San Diego. There again, after several months on the job, the bosses recognized the leader capabilities in Len, so they offered him the job of Maintenance Supervisor. With eighteen aircraft to maintain, service, and keep in the air it was a formidable job. A record was set under his supervision by his department getting all eighteen aircraft flying on assignment at one time. The record stood in the commercial air cargo field for several years. Well, by now you can get the feeling of how Len was driven by his desire to excel in anything that he did.

He and Edy were married August 2, 1941 after a courtship in the San Diego area. During this time he had his own airplane, a Ryan PT 21, which he flew up and down the California coast. An abrupt meeting with the metal prop one day slowed down his flying the PT 21, and soon it was sold.

A new aircraft maintenance job was taken with the "Air Transport Command", located at Fairfield, California. This was a military contract service that lasted for the duration of WW 2. More experience was gained here in how to operate with the military, and the politics of the job. Many trips to Washington, D. C. to iron out difficulties and contract for money & etc. kept him very busy.

"Flying Tiger Lines" was the next job assignment as Maintenance Superintendent. Here he set up a complete maintenance program and wrote a manual to implement it. Many friends were made here that would be beneficial in later years.

"Pacific Overseas Airline" was the next task, again as Maintenance Department head. Here he wrote up a new maintenance manual that was implemented; however, shortly after this the airline was dissolved.

The time had arrived now to make a decision: work for another aircraft company, or start his own business? With \$7500 & a partner, he and Edy opened "Mainten-aire" in North Hollywood, California in May, 1951. Their business was to overhaul & service aircraft accessories, such as hydraulic pumps, fuel pumps, generators, actuators, landing gear struts, cylinders, and many more items. At one time over 6400 different items were being processed through their shop.

I never had the pleasure of visiting their shop until after it was closed; but, from the photos I have seen and stories Len told of it, you could eat off of the floors and work benches. It was evident that this shop was his most cherished accomplishment. After twenty two years of operating the shop, very successfully, I might add, they decided to close it down and retire. When their customers were advised that they would be closing as of a certain date they begged them to carry on; but it was time for them now.

They had purchased their first Ultra Van in 1968, and they were now ready to travel. During later work years before retiring they were both active in scuba diving, square dancing, and camping with their two sons Lance and Lenny.

I think Len will be remembered by most of the Ultra members as someone who appeared very serious, but ready to help anyone with a problem. His heart was as big as he was. We all shall miss him very much.

One of our Ultra members called me recently and said that if there was any one of us that could be called "Mr. Ultra Van" in regard to Ultra technical matters, it would be Len. I'm sure we all agree.

Edy wants to stay active with the Club, so we will see her soon.
Till Later, Pardner

Jim Craig

Home---On The Hook

There I was, fat, dumb & happy, rolling down the Interstate when suddenly there an ominous clatter rose from the engine compartment of Ultra #211. I was returning from the Florida Rally, and 30 miles from home. It had been a pleasant few days meeting and greeting other owners and friends (19 Ultras). I had revisited the Space Center at Cape Kennedy, attended the Directors and the general meeting of the Club, and had been arrested and fined -not once, but twice, by our wily sheriff, and now I was headed for the barn but--I slowed down to the legal minimum speed (easy to do-the engine had begun to miss and lose power). I took the first exit off and limped into the first garage. The mechanic took a long look at the vehicle he was confronted with. After I showed him where the engine was he studied it for a moment and said "Hm-I always thought these had four cylinders-this one has six." At that point I decided to call for a wrecker.

I have been a member thru the AARP Motoring Plan, and recently paid extra for their new premium membership after being assured that the Ultra was covered (4 wheel self propelled, private use, etc.) I called their 800 number and insisted on a flat bed lift truck--not a wrecker. Within a few minutes I got a call back from their local towing service. From the outset it was apparent to me that they were reluctant to take the assignment. First, they didn't really believe the vehicle weight. Next they claimed that the combined height of Ultra on truck would be too high, and therefore illegal; and when they learned it was of 1965 vintage they insisted their insurance wouldn't cover, and then refused to come out. When I called the main office back they said to hire whoever I wanted, pay the bill, and they would reimburse me up to \$100.

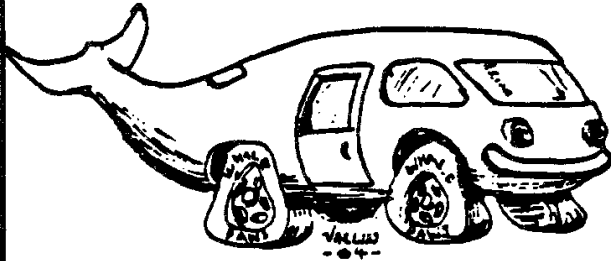
The garage guy called his local tow truck service and specified a 19 foot flatbed (after we measured). Five minutes after the lift truck arrived the Ultra was loaded, tied down, and we were ready to roll. 35 minutes later we were in my yard, and the Ultra came off just as easy as it went on. A piece of cake. My wife observed that I left in style and returned "on the hook". The bill was \$105.

P. S. The #5 piston had failed. The engine is out and will be overhauled. The 140 heads will be replaced with 110's.

Bill Welle



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

A few thoughts on Len Ryerson

I'm sure we were all saddened to hear of Len's passing in April. He will be missed. Last summer, after the rally at their home in Canada, Len wrote twelve tech-tips which were published in the last February's newsletter. Only now do I realize, what a struggle it must have been for him, in his condition, to spend so much time and energy, doing that last batch of tips.

Len and I first met at Ruidoso in 1989. After that, we often exchanged letters. On one occasion, when I was thinking about putting air-bags on my V-8 (#547), Len sent me 70 handwritten detailed pages, on how he added air-bag suspension to #513.

When new members call about an Ultra problem, my first question is "have you checked in the Ryerson Ultra Manual." If they don't have one, I explain that it's very difficult to discuss details until they get a manual. Len enjoyed this approach and it seems to have worked quite well, as on a couple of occasions, Len wrote that "so and so" had asked for a manual, as a prerequisite to getting more help. I hope Edy will continue to supply manuals.

In my discussions and letters with Len, it was apparent he always tackled problems in a thorough methodical way. His passing is a very great club loss.

Norm Helmkey

Without the tips from Paul Robinson and Louis Griggs there would have been very few this issue. Folks, ideas which come to light when making changes or improvements to your coach, may be exactly what someone else needs to solve the same problem. Why do we have to invent the wheel all over again? Please send your tips for the next newsletter.

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The disc brake conversion I began in the Winter newsletter is on hold until we get back to Florida next November, I'll keep you posted.

* - * - * - * - * - * - * - * - * - * - * - * - *
I tried 1/4 inch Lexan in the two front sliding windows, but have now switched back to safety glass. My experience is even 1/4" Lexan vibrated to much, when running with the windows partly open.

In response to a note from Gordon Coddington, I've assembled a starter list, to help those with physical disabilities, but would like to be able to enjoy their Ultra Van in spite of their problems. I would appreciate your help in adding to the list, please let me know.

A disabled veteran friend in North Carolina helped with some of the references. Others came from an article by Dr. L. Podolsky in the September 1993 FMCA magazine. The article is about five pages, if you want a copy, send me a note.

Resource List

Advocacy Center for Persons with Disabilities,
2661 Executive Center Circle W., Tallahassee, FL 32301
Avenues Unlimited (wheelchair accessories) 800-848-2837
Access to Recreation (catalog of aids) 800-634-4351
Chrysler Physically Challenged Assistance Program 800-255-9877
Courage Center, 3915 Golden Valley Rd. Golden Valley MN 55422
Electric Mobility (motorized wheelchairs) 800-662-4548
Independent Mobility Systems (van converter) 800-622-0623
Louisiana Tech University, Rehab Science & Biomed Engineering
P.O. Box 3185, Ruston, LA 71272
Maddak Ableware Catalog 201-628-7600
National Organization on Disability 800-248-2253
RV Industry Association, P.O. Box 2999, Reston VA 22090
Self Reliance Inc. 12310 N. Nebraska Ave., #F, Tampa FL 33612
Telesensory Support Systems (computer input devices for disabled)
800-537-3961
Travelin'Talk, P.O. Box 3534, Clarksville, TN 37043-3534
(a magazine for disabled travelers)
Veterans Administration (call region office for Prosthetic and
Sensory Aid Services)

The reference books listed below are available from:

Disability Bookshop, P.O. Box 129, Vancouver WA 98666 800-637-2256
Oryx Press, 4041 N. Central, Phoenix, AZ 85012-3397 800-279-6799

Directory of College Facilities and Services for Disabled
by James & Carol Thomas ISBN 0-89774-604-X
Meeting the Needs of People with Disabilities
by Ruth A. Velleman ISBN 0-89774-521-3
Library Service to the Deaf and Hearing Impaired
by Phyliss Dalton ISBN 0-89774-135-8

The following have no ISBN number, ask the stores for details:

Directory of Travel Agencies for the Disabled
Directory of Accessible Van Rentals
Travel for the Disabled, (Travel Resources & 500 Access Guides)
The Wheelchair Vagabond

Tax Benefits for Disabled, call 800-424-3676 for the following:

Form 502 - Medical and Dental Expenses
Form 524 - Credit for the Disabled
Form 907 - Tax information for Disabled

If you have an automatic transmission, how long is it since the Automatic Transmission Fluid (ATF) in your coach was changed?

In previous tips, it has been stated that ATF is good for 100,000 miles, IF the temperature never goes over 170°F and for each 20° over that temperature, the ATF life is reduced by half.

Ultra did not install ATF coolers, but recommended changing the ATF at 12,000 mile intervals. That should tell us something!

In liquid cooled engines with ATF coolers in the bottom of the radiator, the engine coolant keeps the ATF at the same temperature as the coolant leaving the bottom of the rad, somewhere between 170 and 240 F depending on the thermostat and pressure cap. This way, in what seems to be regular operation, the normal engine heat can shorten the ATF life.

For those who run a liquid-cooled engine, this is a good reason to install a separate ATF cooler, not affected by radiator or coolant temperatures.

* * * * *

AUTOMATIC TRANSMISSION FLUID TEST

There is a simple test to tell if the ATF has ever been overheated.

Pull the dipstick from the cold transmission. Smell the end of the dipstick, if it has any burnt odor, change the ATF. If it does not have a burnt odor, note the fluid level on the dipstick. Clean the end of the dipstick thoroughly with a clean rag so none of the old transmission fluid will contaminate the next test.

Put the dipstick into a sample of new ATF to the same depth as it is in the COLD transmission. The reason for this is to use the dipstick as a tool to get the same volume of sample. Let one drop drip onto a clean white coffee filter. The spot will be bright pink with no discoloration anywhere.

Clean the dipstick again, to make sure there is no fresh ATF on the end. Put the dipstick back into the transmission and draw out a test sample of COLD fluid. Drip a drop on the coffee filter next to the first test.

There are three possibilities:

1. If the spot is dull pink all over, with no dark center spot, the ATF is likely OK.
2. If there is ANY dark spot in the center, the fluid has been overheated at some time.
3. If the dark spot is 1/4" or more across, the ATF has been heat damaged and should be changed as soon as possible.

TECH TIP NO. 94-22 SUBJECT Propylene Glycol Engine Coolant
UV MANUAL SECTION 14 PAGE 14-12 AUTHOR Norm Helmkey #486

For those who drive water pumpers, the new environmentally safe engine coolants like "Sierra" may not be as good as the old ethylene glycol.

GM has issued Service Bulletin 436201 stating; the new environmentally safe "green" coolant does not meet all of the GM requirements and should not be used in GM engines. Mentioned as concerns are:

viscosity, decreased boil and freeze protection,
lower heat transfer and compatibility of mixing
propylene glycol and ethylene glycol.

TECH TIP NO. 94-23 SUBJECT Cold Weather Starting Tip
UV MANUAL SECTION 15 PAGE 15-14 AUTHOR Louis Griggs #334

Before starting the engine in below zero weather, turn on the lights for about two minutes, then turn them off. The load this puts on the battery, warms the inside up a bit. Then, with the lights off, try the starter. After you get the engine running, turn on the lights and heater, this puts a load on the engine, causing it to warm up faster. This trick works for gasoline powered vehicles. Diesels are another ball game.

TECH TIP NO. 94-24 SUBJECT Fantastic VW Recycle Yard
UV MANUAL SECTION 21 PAGE 21-02 AUTHOR Norm Helmkey #486

Some VW van accessory parts like head temperature gauges and sensors, gasoline heaters, van speedometer cables, can be adapted to the Ultra.

I should have mentioned the name and location of one of the best "old Volks homes" before last years National in Este Park. Next time you're near Boulder, get Christy Bardon to show you the way to Erie, Colorado.

Blake's Small Car Salvage at Erie has over 200 VW vans, transporters and busses. Prices are reasonable and you can pull your own parts, but you must not strip any outside parts that would let the weather in, without permission. If you want doors, windows, etc. ask first.

TECH TIP NO. 94-25 SUBJECT *SAFETY* Rubber Fuel Line Inspection
UV MANUAL SECTION 22 PAGE 08-02 AUTHOR Norm Helmkey #486

First, I hope as a result of all the carping I've done at rallies, etc. there are very few coaches out there which still have rubber fuel lines in the engine compartment. A rubber fuel line around an engine is very DANGEROUS, I repeat, very DANGEROUS.

Next, most coaches have short pieces of rubber hose to connect filters, electric fuel pumps, etc. Inspect these carefully from tank to the steel line where it goes into the engine compartment.

Look for evidence of leaks (stains, drips, etc.) and replace any pieces with a quality hose that meets the SAE J30 standard (which should be marked on the hose). Also, check each clamp to be sure it's tight.

When you hear the little ping, ping, ping, your engine is tapping out a distress message just like a Morse Code S O S signal.

Ping usually is predetonation caused by having the timing too far advanced under heavy load. Other causes can be too lean a mixture, hot spots, low octane gasoline or too high compression.

The down side of pinging is, it heats up both the combustion chamber and piston to the point where it can cause a meltdown of the piston or the head. It is also very detrimental to the bearings. Pinging is like a series of hammer blows on the top of the piston, which in turn pounds the connecting rod bearing into the crankshaft journal, a bad situation.

Is there a remedy? You bet, there are several!

If your engine does not normally ping, you may have just gotten a load of low octane fuel. Try just easing away with a feather touch on the throttle, this way you may be able to use enough of the bad fuel until there is room in the tank to add some high octane rated gas (92 or 94). If you can't ease away from a stop without pinging, put a can of octane enhancer in the tank. This will likely get you through the bad gas.

Next, progressively try the next higher octane fuel (89, 92 or 94). In winter, some places add 10% alcohol (ethanol or methanol) to absorb the water, which condenses in the fuel tank. The alcohol also happens to be an octane enhancer, so if your engine was tuned-up with this gas, it may ping a bit with summer gas and hotter temperatures. If you live in an area that adds alcohol as an oxygenator (to be more environmentally friendly) year round, you may get pinging when traveling when you fill-up with gas that is not alcohol blended.

If none of the above work, a tune-up is necessary and slight retarding of the timing may be needed to cure the ping. Setting the timing back a few degrees will usually drop the miles per gallon a bit. Better a few miles less, than burned pistons or cylinder head, right?

There is one more way to have your cake and eat it too. New car engines have to run at maximum spark advance to meet the EPA and Corporate Average Fuel Economy (CAFE) standards set by the government, so these motors are equipped with automatic spark advance/retard control coupled to the engine computer management system.

It happens the pinging you hear is an audio sound of about 6,000 cycles and many spark control systems use a piezo-electric crystal tuned to that frequency. The crystal creates a voltage relative to the amplitude of the ping. Tiny tinkle. . .low voltage, loud hammer. . .high voltage.

A black box monitors the voltage from the crystal and electronically retards the firing of the spark on every revolution of the camshaft. Tiny tinkle. . .small retard, loud hammer. . . a lot of retard.

After market spark control systems can be added to earlier engines. These units are under \$150 and some can handle two inputs if there are two heads. Check with your favorite Corvair supplier or local speed shop (for V6 or V8) to get the right unit for your engine.

TECH TIP NO. 94-27 SUBJECT Turnbuckles & Front Wheel Alignment
UV MANUAL SECTION 09 PAGE 09-19 AUTHOR Paul Robinson #385

To reduce rust problems when it comes time for front wheel alignment, coat turnbuckles with a generous layer of grease, wrap with heavy plastic and secure with copper wire in several places. I did this after an alignment in 1974. At the next alignment in 1991, the job was much easier.

TECH TIP NO. 94-28 SUBJECT Fresh Water Supply
UV MANUAL SECTION 05 PAGE 05-14 AUTHOR Paul Robinson #385

Ultra #385 came with a Peters & Russell water pump and Ewert water filter. Getting water up from the tank was a problem from the start. After removing the Ewert filter it was better, but the pump was still tempermental. The pump was replaced in 1984 with a SHURflo Model 200, no problems since . . . just smooth operation. Cost at that time was under \$50.

Water from the tank had an unpleasant taste so in May 1993, I added a new Everpure water filter. The water now has a very acceptable taste and once the system is primed for the first trip, it stays primed for the whole season. Installation was easy and the instructions are simple. The cost for the filter was \$80 at Camper's Choice. 1-800-833-6713

TECH TIP NO. 94-29 SUBJECT Another Way to Run a Battery Down
UV MANUAL SECTION 21 PAGE 21-01 AUTHOR Paul Robinson #385

Bob Franz told of several ways he had managed to fully discharge his batteries, all none intentional. Such ingenuity is not limited to California.

On a trip in March, we used the furnace in the morning and set the thermostat at 72. During the day, the temperature rose above 75 and stayed there all day, so the furnace cycled off and I forgot the control was still on. As we prepared to return home, I turned the propane off at the tank. (You know the ending already, don't you?)

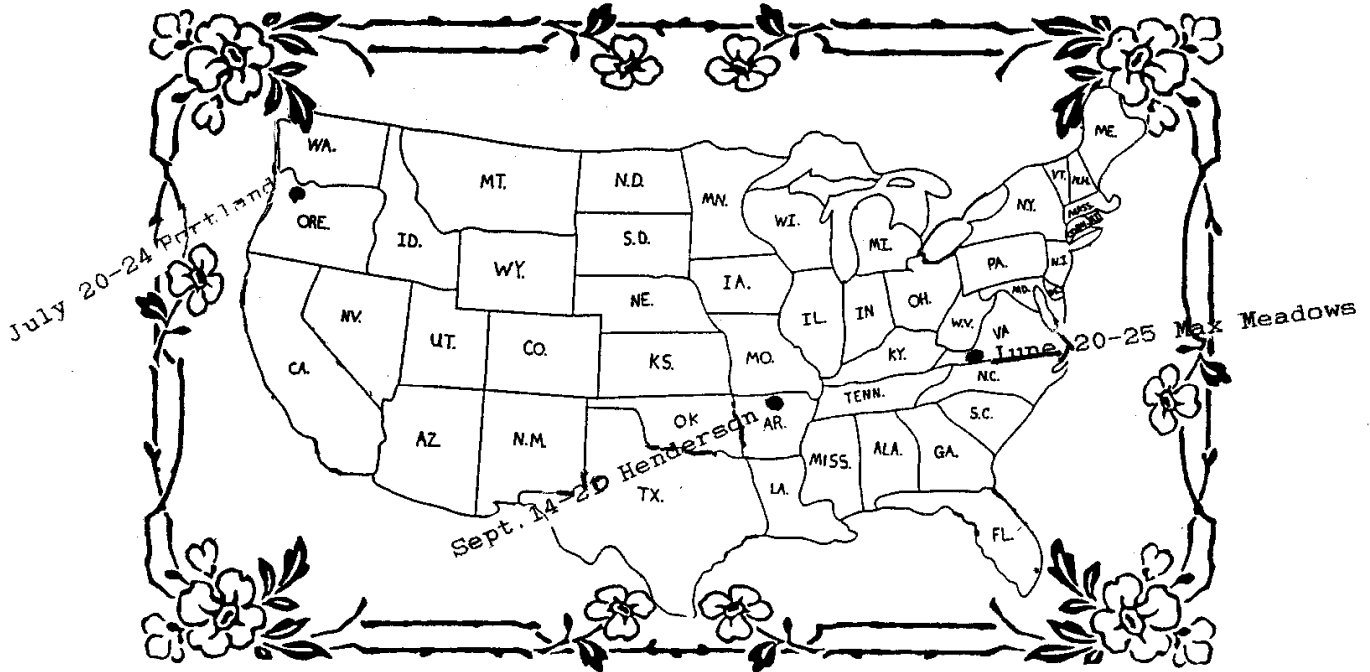
After arriving back home and putting the Ultra away, the temperature dropped way below 72 during the night and the Suburban furnace dutifully tried (without propane) to bring the temperature up to the thermostat setting. Oh well! At least I didn't have both batteries on.

TECH TIP NO. 94-30 SUBJECT Fiberglass & Kevlar Suggestions
UV MANUAL SECTION 01 PAGE 01-05 AUTHOR Norm Helmkey #486

If you have trouble getting resins for doing fiberglass repairs, contact Alexander Aeroplane Company P.O. Box 909, Griffin, GA 30224. They also have a help line at 404-228-3815 and will sell resins in small quantities. Also be aware there are several kinds of resins designed for working with slow, regular or fast cure hardeners. Other companies like Aircraft Spruce and Wicks also supply resins.

Next time you see Clyde Stanton (#392) at a rally, look under his coach. He has covered the area from the front box beam to the water tank with Kevlar sheet to prevent the gas tank from being punctured.

Upcoming Rallies



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NON-PROFIT ORGANIZATION



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Join more than 400 other members, over 200 coaches, coast to coast.
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 Copy of By-Laws and Club Decal.

Date Application mailed _____

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

NAME _____ husband _____ wife _____ PHONE _____

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

Alternate Address: Summer Winter (Check one)

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

Membership: New Renewal (Check one)

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

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