

DATE MAILED

Empty rectangular box for postage stamp.

PERSONAL

FIRST CLASS MAIL

Fall Newsletter
1994

Maybel Griggs, Secretary
626 Brookfield Avenue
Cumberland, Maryland 21502

PLEASE
PLACE
STAMP
HERE

ULTRA VAN MOTOR COACH CLUB, INC.

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



HALLOWEEN!



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

We finally left a very hot and humid Florida for cool Smoke Run, Pennsylvania. We stopped at Fort Chiswell, Virginia for a very nice Rally, then on to our summer home. We were so glad to be up in the mountains. It was a shock to sleep under a blanket each night. I have enjoyed racing with Race Cars of Yesterday. I shall be back in November to race at Daytona Beach.

We are looking forward to seeing all of you at Henderson, Arkansas in September.



A handwritten signature in cursive script, likely belonging to Gordon Harvey, the President mentioned in the message.

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

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

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.

Activities:

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

Location:

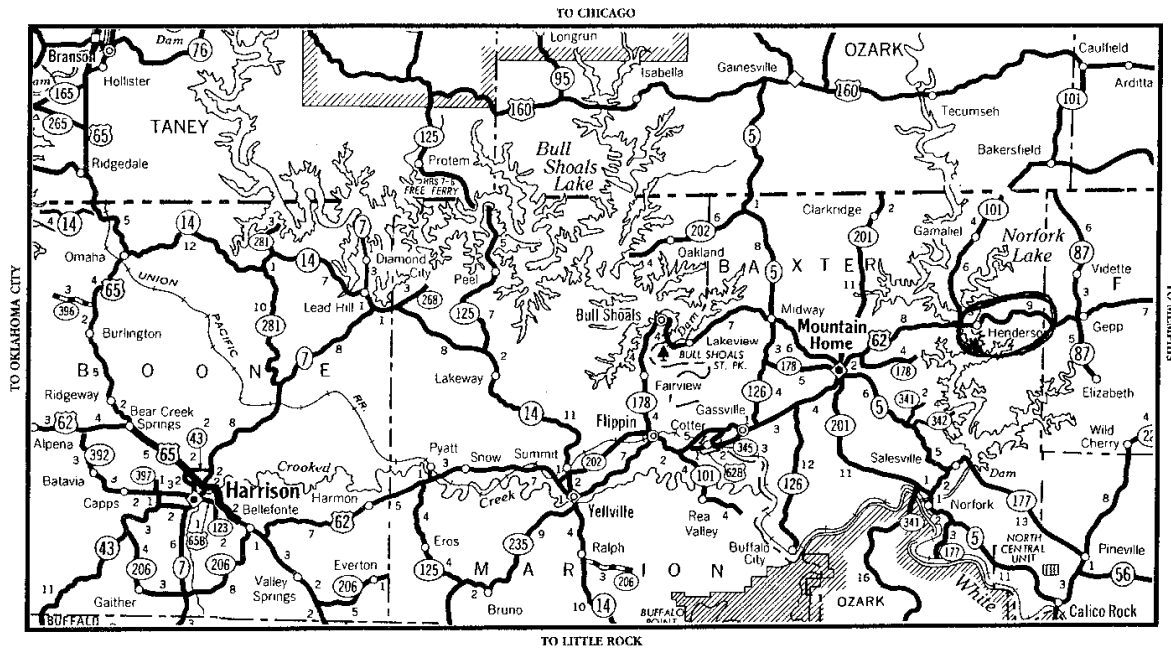
North Central Arkansas, in the beautiful Ozark mountains near Henderson.

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.

Map/Routes



Best Routes To The Mountain Home Area

From Dallas, TX, take I-30 north to Little Rock AR, then I-40 to Conway where you exit north on U.S. 65 to Marshall. At Marshall, take AR Hwy. 27 east to Harriet where you connect with AR Hwy. 14. Continue traveling north, crossing the Buffalo National River, until you reach Yellville. Then, travel east on U.S. 62/412 through Flippin, Cotter and Gassville to Mountain Home.

From Memphis, TN, take I-40 east to West Memphis, AR, then I-55 north 16 miles to U.S. Hwy. 63. Exit north on U.S. 63 to Ash Flat, then east on U.S. 62/412 to Mountain Home.

From Tulsa, OK, take U.S. Hwy. 33 to Siloam Springs, AR, then east on AR Hwy. 68 to Alpena. At Alpena, take U.S. Hwy. 62/412 east through Harrison to Mountain Home.

From Kansas City, MO, take U.S. Hwy. 71 to Harrisonville, then AR Hwy. 7 to Clinton. From Clinton, take Hwy. 13 to Springfield and U.S. Hwy. 60 to Mansfield. From Mansfield, take AR Hwy. 5 to Mountain Home.

From St. Louis, MO, take I-44 south to U.S. 66 Exit, then to Rolla. From Rolla, take U.S. 63 to West Plains. Follow U.S. 63 to U.S. 160 and into Caulfield, then take AR Hwy. 101 to U.S. Hwy. 62/412, turning west and continuing to Mountain Home.

These motel listings were given to me (MEG) by the Mountain Home Chamber of Commerce.

<p>Where to Stay/Mountain Home</p>	
<p>Best Western Carriage Inn/Chelsea's</p> <p>82 elegant rooms surrounded by beautiful gardens & swimming pool. Relax & enjoy the good food & beverages in our lounge & dinner club, Chelsea's.</p> <p>963 Hwy. 62 E. Mountain Home, AR 72653 (501) 425-6001</p>	<p>Ozarks Oaks Motel</p> <p>Budget Rates • A/C • HBO & ESPN Room Phones • Boat Parking Major Credit Cards Accepted Mini-kitchenettes Hosts: Joe & Cathy Cunningham</p> <p>147 S. Main Street (Hwy. 62) Mountain Home, AR 72653 (501) 425-4881</p>
<p>MOUNTAIN HOME MOTEL</p> <p>Convenient, Clean, Comfortable. Major C/C accepted. A pleasant place to rest & relax.</p> <p>411 S. Main (Hwy. 62) 1 block N. Courthouse (501) 425-2171</p>	<p>SUPER 8 MOTEL</p> <p>Mountain Home 865 Hwy. 62 East • (501) 424-5600</p>
<p>LAKE NORFORK INN</p> <p>Restaurant, marina & scuba center. 80 hotel rooms. Open all year. Banquet facilities available. Indoor pool, hot tub and sauna. Live entertainment at Baker's Landing. 10 mi. E. Mountain Home.</p> <p>Rt. 1, Box CC Henderson, AR 72544 (501) 488-5144, 1-800-458-9875</p>	<p>CRYSTAL COVE</p> <p>CLOSEST & EASIEST ACCESS ON LAKE NORFORK</p> <ul style="list-style-type: none"> • 12 mi. east of Mountain Home • Modern hskp. cottages w/fireplaces, A/C, color cable TV • Private dock • Boat & motor rentals • FREE boat or stall • Rec room • Playground <p>HC66, Box 845C Henderson, AR 72544 (501) 488-5373</p>

Reelfoot Lake State Park - Stop-Over -

Location - Northwest Corner of Tenn.

Leave Henderson, take Hwy 62 East & 412 to Hayti Mo., Cross the Miss. River toward Dyersburg, Tenn. After crossing M. R. make a left turn on Great River Road. This intersects with Hwy 78 N. The Great River Rd is not shown on map. Follow 78 North to Tiptonville, Tenn. Take right turn on Hwy 21 at Tiptonville - follow this to the entrance of Reelfoot Lake State Park on left side of Hwy. R.L.S.P. is approx 25-30 miles from Tenn State Line.

Date: Monday Sept 26th - 30th OR until ???

Fee: \$12.50 approx - W, E, Dump station, 2 Bath Houses, 3 Rest Rm., Bar, B.Q. Grill at all sites

Motels nearby - approx 3 miles away

First come first served. Try to park in

the West-end area where we were before

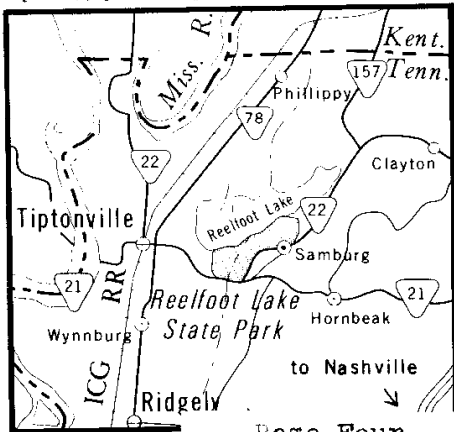
Note out - Shree. Boyette Rest. - \$9.50 approx

Family style - all you can eat. No coffee

Boop. entree - Tenn. Country Diner

Chicken, Fish.

P.S. Alternate Location Nearby - Air Park State Park. In case R.L.S.P. is full.



Annual Craft Show

Sat. & Sun

Oct 1-2 - Big Event

This is the reason the park will be difficult to get into if we don't arrive early.

August 1994

Night Shuttle Launch

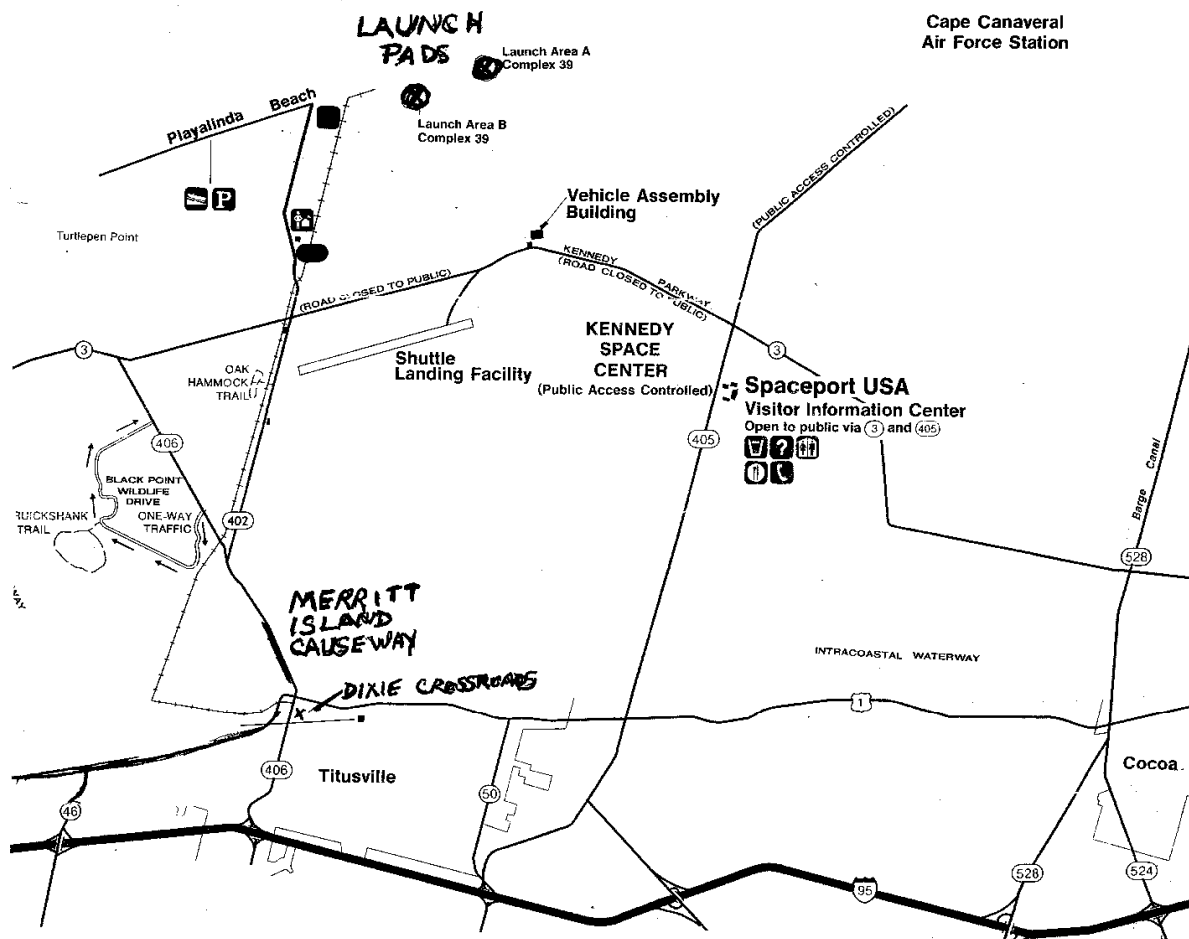
NASA has scheduled a very rare night lift-off for 1:00 am, December 1. Those who have seen a night launch say it is the most spectacular of all.

We plan to meet on the Merritt Island Causeway around 5:00 pm, the evening before the launch. This is the closest you can get to a launch pad, without being inside the JFK Space Center. You'll have an unobstructed view of the lighted launch tower across flat Merritt Island. From I-95 go east on Route 406 to Titusville, stay on Route 406 onto the causeway, until you cross over the first bridge. Watch for us on the right.

Around 6:30, we'll go to a great sea-food place that everyone raved about after the Titusville Rally last spring. The Dixie Crossroads Restaurant on Garden Street is only a half mile or so from our parking spot on the causeway. After our stomach bursting meal, we will have an old fashion get-together while we wait for the lift-off (don't forget your chairs). After the launch, you can bed-down for night, right where you're parked "no charge" and depart whenever you like, after dawns early light.

If your coming, send me a note (about Nov 1) so I can keep you informed (if the launch is delayed) and try to keep a parking space for you.

Norm Helmkey, 73 Sargent St., Haines City, FL 33844 813-421-4563



REPORT OF THE

NEW RIVER VALLEY, VA RALLY

At Fort Chiswell, Max Meadows, VA 24360

June 20-25, 1994

Hosts: Glann & Craig Marie Lee (#454)
Jean & Bette McMasters (#330)

Thirteen Ultra Vans and three other brands registered for the Ft. Chiswell, VA rally from ten states: OH (4); NJ (1); FL (4); Ontario, Canada (1); VA (1); NC (1); MD (1); MI (1); PA (2). A Tennessean arrived Saturday after most Ultra Vans had left. Thirty-three club members attended and six guests.

The first arrivals at the Lees (#454) were the Fitzgeralds (#448) Friday afternoon, followed about two hours later by McMasters (#330). Richards (#379) also arrived Friday and spent the night in a local campground before relocating at the Lees Saturday. These enjoyed a pizza for the evening meal. After the meal, a car load visited the Chautauqua Festival in Wytheville. A bucket of ice cream purchased on the return to the Lees was quickly consumed on the Lees' deck.

Sunday morning Don and Mick Richards, Marge Fitzgerald, Jean and Betty McMasters attended church services with the Lees. Four couples enjoyed a chicken dinner at Lees Sunday. Sunday afternoon Jerry Dute (#467) and Holly arrived, followed by Gil and Melba Coen (A). Five Ultra Vans were parked in the Lees' drives Sunday.

Sunday evening Hunters (#556) and Harveys (#578) arrived. Those arriving Monday were Helmkeys (#486); Rowlands (#460); Schulers (#397); Griggs (#334); Hodges (A); and Fousts (#398). Randles (#328) arrived Tuesday. Doug and Nancy Pratt (A) arrived Thursday. Jim Howell arrived Saturday by auto.

Monday was spent in "setting up" and "settling in", registration, and visiting. Ladies' crafts under the directions of Craig Marie Lee and tech sessions with Norm Helmkey began Tuesday. A sumptuous pot luck dinner was enjoyed Tuesday evening.

Wednesday afternoon several visited the local Merchants Outlet Mall, Snoopers Antique Mall, historic Shot Tower, Wytheville, and other places of interest. The general business meeting with president Gordon Harvey presiding was conducted Wednesday (8:30 p.m. - 9:30 p.m.).

Thursday evening all attenders travelled in seven coaches and two cars to Ocean Bay Restaurant, Wytheville, for a sea food dinner. Hal Absher, Jr., vice president of a local bank, life long resident of the area, and an inductee into the Wythe Sports Hall of Fame, spoke to us about the historic area.

Friday afternoon was clean up detail. Some left for home Friday afternoon. With the exceptions of the McMasters, the rest left Saturday noon. The McMasters attended the antique car show in Wytheville, Saturday afternoon and received a plaque. They

then visited with the Lees for the weekend leaving Tuesday morning for Florida.

Danny Gordon, News Director for WYVE Radio Station, interviewed both the men and women and ran at least two radio programs about the Ultra Van. Art Gates, former owner of WYVE, drove his '65 convertible Corvair show car to the rally site one day.

There were many local "lookers", interested individuals, etc. who stopped, took pictures, and came by to see who had landed these "out of space" vehicles. Even though the Chautauga Festival was in progress at Wytheville, "the funny looking vans" were the talk of the area. Everywhere we went, people asked questions and made interesting comments such as: "Did anybody make them?" "Corvair engines! You've got to be kidding. "Where can I get a new one?" "Why didn't someone think about making something like this? Oh, they did, didn't they." "We could make an RV like that in American too, if we wanted to." "Where's the engine?" "No radiator, next you'll be telling me that the engine is in the rear."

No major mechanical problem was reported by those attending. It was noticeable that no legs were seen extending from beneath any coach during the rally. At this writing no mechanical problems have been reported upon the return home.

--- Glann Lee (#454)



Notes from the Secretary

Do you know what a Living Legend is? We have one in our Club. A Living Legend is one who has driven a race on the old Daytona Beach Sand Track. Gordon Harvey is one of fifteen of these drivers left. He was so honored last March. Also, he is still driving for Race Cars of Yesterday. He has had one win, two seconds, and a third place out of the four races he has driven so far this year. Keep on racing, Gordon.



John Allseits has found a new source for Ultra parts. It is R. V. Salvage, in Elkhart, Indiana. There will be more about this in the next Newsletter.



All are reminded that dues for the Ultra Year 1995 are due at the National Rally. Please save your Treasurer the burden of having to send out reminders about back dues.

A sad note: Craig & Glann Lee's daughter, Linda, husband Kim Polk and their two children were involved in a fatal accident near Nashville, TN. Only Linda survived; she is in Vanderbilt Hospital in Nashville. Info via J. McMasters.

NEWS RELEASE

June 23, 1994

Glann Lee, Master of Ceremonies for the Thursday p.m. dinner of the Ultra Van Rally, Ft. Chiswell, VA., June 23rd, read the following "State Trooper's Report" at the dinner:

STATE TROOPER'S REPORT:

I was called to investigate a most unusual case. It seems that two people (man and woman) were travelling north on I-77 in their RV (they called it an "Ultra Van"). They stopped at the Virginia Welcome Station to use the facilities. The male driver indicated that he needed to make some adjustments underneath his RV

While his wife was in the rest room, the male driver asked a stranger standing nearby to put the RV in gear for him and move it forward a few feet while he made the necessary adjustments. The stranger moved the RV forward a few feet, and a few more feet, and a few more feet... The last anyone saw of the stranger, he was headed north over Fancy Gap Mountain on I-77, leaving the man lying on his back on the pavement of the parking lot.

Upon my arrival, the couple was sitting at a nearby picnic table sipping what smelled like and appeared to be some concoction of alcoholic beverage. Their story was unbelievable. They said the refrigerator in the RV had quit working and the drink was prune juice, which had fermented.

They described the stolen RV as an "Ultra Van", multi-stripped and multi-colored. They reported that the RV had a Corvair engine in the rear of the RV. They described the RV as being big and little, tall and short, wide and narrow, and fully self-contained, with some things not working. They reported that the RV had no chassis and no radiator. They further said that a like RV was featured in the movie, "MY GIRL".

They gave as their destination, Ft. Chiswell, VA where, they reported, a number of like vehicles were parked for a rally. They stated that those attending could verify their story as believable and probably true.

I have been delayed in getting this report to the host of the aforementioned rally due to a traffic jam near Hillsville, VA, atop Fancy Gap Mountain. It seems that an "outer space alien" had fled into the mountains, leaving behind his "oval bowl" shape vehicle, variously described as a "pregnant watermelon", "bloated whale", "while elephant", and/or a "squatting camper", with four wheels.

I therefore, in order to release the aforementioned couple from the local jail, request that each of you sign the attached statement for their release into your custody.

Signed:

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August 1994

I. B. Baffled, State Trooper

Author: Glann Lee (#454)



'Greetings, Earthling!'
John Allseits
800 E. Allanson Rd.
Mundelein, IL 60060

Permit me to introduce myself to U.V.M.C.C.; My name is John Allseits, and just a year ago I became the 3rd owner of UltraVan #465. My lady friend is Lisa Pollisino, and we are twenty-something & thirty-something, she & I. We met through our joint interest in Astronomy & antique telescopes. I also come from the ranks of CORSA, so when I decided an RV was needed in my lifestyle, the Corvair-powered Ultra was the only real contender. We are eagerly looking forward to traveling in #465 & meeting many of you, as soon as we get the minor problems with her systems resolved.

I've spent this past year studying all the printed material on the UltraVan I could locate, as well as probing & snooping into the bowels of #465 as much as I dared. It is an interesting, ongoing education. The main thing I've learned is, NEVER assume the Ultra is "just the same as" any other vehicle! Things you think you know, should only be treated as a guide. The design philosophy is a unique blend of aviation, marine & automotive viewpoints, with an exotic dash of spacecraft for flavor. The Ultra was decades ahead of its time, AND STILL IS !

Old #465 is about as "factory-stock", unmodified a unit as could be found at this late date. The down side of this is that, while she is in excellent shape structurally, most of her original "housekeeping" systems, having received only token maintenance, are either dead or at the point of failure. ("Not from the milage, but rather the years.")

Freeze-ruptured water heater, long dead refrigerator, unobtainable toilet parts, discontinued Coleman furnace; I've concluded that it's futile to attempt REPAIR of these systems. Even if you succeed, you still have a 25 yr.-old system, which will leave you in the same no-parts-available bind next time it breaks! No, I feel that we must seek out modern replacement units, selecting only those which will neatly fit the space available, with fewest modifications. And you can then have a coach in which all systems are as modern as the Ultra itself. This is especially true of systems which impact on SAFETY, such as the single master cylinder brakes, or the original under-the-closet generator installation.

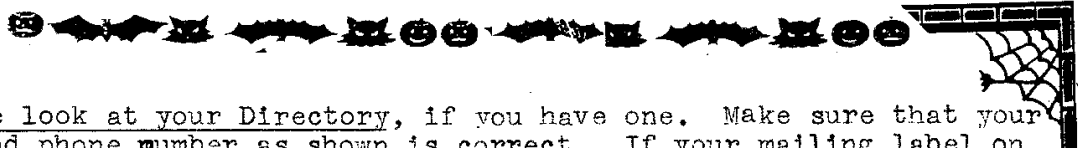
#465 has that one; it was the only feature I was shocked by! A plywood & carpet box filled with gasoline fumes, a real accident-in-waiting! I flatly refuse to use it until I build a proper sealed box w/outside access, and/or replace it with an Onon unit, in spite of the cost. (Anyone know of a third option?)

I am currently installing a new Sealand toilet in #465; I've had to overcome enough unexpected problems that I feel it will be worth writing up as a Tech-Tip. Anytime any of us solve a problem, it's our duty to share that knowledge. (It's also our duty to pass along discarded parts to those still trying to maintain ORIGINAL systems; Anybody want my

original Saniware toilet, free? You pay UPS, & get it in the new Sealand box!)

I've read with interest the pro & con comments, concerning the direction the UVMCC should be going. Let me say, that whatever the intent of the founders, the situation has changed dramatically since the 1960's. Like it or not, the Ultra is now a collectable, ANTIQUE vehicle, with all the problems attendant to that. If providing the technical support, information & assistance for keeping the UltraVans on the road, does not remain the MAIN purpose of UVMCC, then all the social perks & bonuses of membership will be moot. There won't be any new generation of Ultra owners, because there won't be any Ultras, outside a museum!

Survival of UVMCC depends on making it possible & attractive for new members to acquire & maintain Ultra Vans in the future. Any RV you can't or don't CAMP in, is as useless as "tits on a boar". #465 was maintained like that by her previous owner; hardly ever going camping. It didn't keep her young; it made her old before her time, desperate for some TLC! I'm working hard to provide that, but could never hope to without the technical support of UVMCC.


Please look at your Directory, if you have one. Make sure that your address and phone number as shown is correct. If your mailing label on this issue is correct, it is correct in the computer. A new Directory will be coming out in December, 1994. We would like it to be CC; complete and correct. A post card will bring our records up to date.

Secretary

Margaret E. Griggs

Directory Changes

Page D-17 Allseits phone number 708 566 1754

Page D-22 New Member Jack & Marvine Davis #549
100 N. Cheyenne St.
Silver City, NM 88061

Page D-34 McCrary Phone Area Code is now 210

Page D-41 New Member Ronald L. Scott #401
225 Meadowbrook Drive
San Antonio, TX 78232
Ph: 210 494 2470

Page D-46 New Member Lon & Linda Wall #420
P. O. Box 339
Dundee, OR 97115
Ph: 503 434 1647



ULTRA POSTSCRIPTS ★★★★★

Dear Friends: Summer is here and those of us who enjoy warmer weather WELCOME this season. It is a good time to make more use of our motorhomes. In our area, being near the ocean, the nights are generally cool. The wide mixture of subjects for discussion this month should prove of general interest. The past 27-years one AIM of Postscripts has been to help relax and inform, broaden or diversify thinking into various areas. We may not have really succeeded. Some of us, yours truly included, maybe keep our noses TOO CLOSE to the grindstone. We are so busy with everyday concerns that we often fail to see the TREES in the forest....and many of us even forget to relax long enough to SMELL the roses. Oh, well, that seems to be life as it exists. We are a Nation of optimists and achievers. For more than 200-years people have pursued the American dream and lived it to the hilt. Perhaps it is time to retire----to "Smell more roses"? Postscripts and other columns, and magazine articles, may appear less often in the future. However, our thoughts will always be with and we will forever cherish our true ULTRA friends. Happy traveling.

"Were Gerald Ford and Abraham Lincoln the only U.S. PRESIDENTS that have automobiles named after them?"

THINGS WE "AUTO" KNOW: Everyone knows that 15-years ago automobile and motorhome Dealers depended on the SALE of new or used vehicles to generate 98 percent of their profits. But times have changed. The National Automobile Dealers Association reports that last year, vehicle sales accounted for only 45 percent of total revenues. We are told that trend continues in 1994. Today's Dealers rely on service and parts to produce at least 55 percent (over 1/2) of all their profits. That means that repairing your car (or motorhome) could be running a little higher these days.

"Let the words I speak TODAY be soft and tender, for tomorrow I may have to EAT them."

LATEST REPORT: Many keep asking where should they put their savings today. Over 60 MILLION U.S. investors own stocks. The low earnings on Certificates of Deposit has induced people to try industry-share-ownership, especially in Mutual Funds. All the real experts are saying "Invest when share prices are lower-----NOT NOW." Many people do not realize the vulnerability of their holdings. Maybe stocks will fall before you read this---or maybe not until next week---or next year? At this writing stocks and bonds also, are still near an all time high. Reliable advisors, generally, say to accumulate cash now...in 13 or 26 week T-Bills, short-term CDs, Money Market Funds, etc. Then buy industrial stocks and bonds at bargain prices later on. Nothing is certain, but the above is the latest thinking. Expert Irving Weiss says, "Get out of stocks and bonds now--immediately." This is meant to be positive information (not Negative). We don't want anyone to miss the next Rally because of a market loss.

WOW!



"Seven days (7-days) without LAUGHTER.....makes one WEAK." We hear that a good laugh every day KEEPS the doctor away BETTER than an apple a day.

RUNNING LIGHTS: Have you heard about them? They are called "DRLs" (Day-time Running Lights), and they will soon be required by Law in these United States. Research proves there are fewer collisions when using high-visibility (but not blinding) lights. Not publicized much as yet, Postscripts may be the first time DRLs are described in print. Auto makers will introduce special DRLs in many 1995 models. The special ones are designed to be extremely reflective in daylight, but draw very low amperage. By the year 1997 all NEW GM cars and trucks will have them. It is reported that they are already in use in a couple foreign countries. We motorhome owners might have to drive "with our headlights on" as an alternative---in daylight as well as at night---for the increased visibility and therefore added safety. If Daytime Running Lights will reduce highway accidents, then most of us who do lots of driving will welcome another way to save human lives.

Some time ago we heard from a Club member, "My Ultra Coach seems to be in very good shape.....but I need some major body work."

ACHIEVEMENT AWARDS: If I'm not mistaken, twelve (12) Ultra Club members have been recipients over past years of the Newhouse SILVER MEDAL. Every one of these great people EARNED and DESERVE the recognition such Award gave. Last year the Medal was presented to Dr. Robert Franz. Bob and all the others exemplify the spirit of Ultra Club. Six weeks ago Edna and I traveled to Minnesota to my alma-mater (class of 1934---with a degree in law) for the 60th Reunion there. Less than 1% of all graduates, the prestigious Carleton College reported, are given a Lifetime Distinguished Achievement Award. They gave me that honor June 18th 1994. The scrolled and framed, glass covered, wall certificate is now on the wall of my home office. So NOW we are in the category of Ultra Motor Coach Club's Silver Medal wearers! Very Humbly I accept my College's recognition of some of life's efforts, exactly like our Club's twelve honored recipients do. WHO will receive the Silver Medal in 1994? Think about it now....your vote will be crucial during the national Club election this Fall.

"Never ask to know for WHOM the bell tolls. It tolls for thee." - Donne

PRICES GOING UP OR DOWN? Inflation seems to be on many minds of late, judging by inquiries. Here may be the answer. Just check these government statistics below (happening since October 1st 1993): Lumber up 26%; cotton up 40%; copper up 38%; corn up 9%; soy beans up 7%; silver up 34%; platinum up 11%; gold up 8%; sugar up 24%; coffee up 63%; cocoa up 16%; crude oil up 40%; These INCREASES are in common commodities BEFORE processing (in other words, RAW materials). But, they tend to LEAD consumer's costs of the finished products.

"The difficulties of life are supposed to make us better.....not bitter."

POWER OF ATTORNEY: At the risk of sounding like a broken record, let us once more suggest everyone have a WILL, or a TRUST, and a DURABLE P of A. No one can know in advance if (when) an accident will happen, or a stroke or heart attack will render him or her unable to speak or write or think logically. If a husband and wife are together owners of property and, for example, one spouse becomes comatose for months or years, it can be difficult for the survivor to trade or dispose of their joint holdings. Many legal ?s---I've seen this happen---very sad. If a spouse DIES the property transfers automatically (if the joint-account is set up properly); comatose is different. It is urged that every adult person have a Will or a Trust, and a Durable Power of Attorney that legally empowers a trusted friend or relative to act in such event. Forms can be purchased at any good Stationery Store for a few dollars. Carefully filled out, these would be better than no Will or P of A at all. A good Lawyer is safest.

Hope to see you down the road, *Ernest Newhouse*

400 Windward Passage
Slidell, LA. 70458

Dear Maybel,

It's been some time, but here is the update on #433: Since we purchased it last June from Bob Palmer, we have had the carbs re-built; installed an air-cleaner housing; installed new hose in the bath area to stop leaks; fixed the water-pump so it now works; removed the old carpetting; cut down the horn projections over the front wheels; removed the drop-leaf table; re-upholstered the interior; installed Dodge Omni reclining bucket seats with cloth to match the old front seat cushions which now are sitting on a plywood sofa base we built with storage compartments; kept the bookcase cabinet for additional storage with sofa directly in front of it; re-painted the bath area; painted over the avocado refrigerator, stove, and oven with ivory to brighten up the interior; removed the propane tank from the rear to lighten the load and convert to electric with a Hot-Rodd installed in the hot water tank and to provide additional storage space for electric and sewer connections and other light items; installed a new accelerator linkage to replace a faulty one; installed new spark plugs; replaced a rusty headlight bezel with a new one from Jim Craig; bought new foam bumpers and naugahyde from Jim; installed a foam seal around the engine compartment; installed silver-backed insulation on the engine compartment doors; shifted the spare tire from below rear to the front tire bracket; replaced the exhaust system and mufflers; replaced the front tires with 195/70R-14's of 1350 lbs capacity at 44 lbs pressure; installed a 13,500 BTU roof a/c; installed paper towel, plate, and bowl dispensers in the galley area under the cabinets; re-upholstered bedroom cushions; installed swivel bases for front seats; replaced all U-joints; replaced auxiliary battery; and totally cleaned and detailed the interior. If I had it to do all over, I would have only cut down the driver's seat. My wife is too far away now. The coach rides beautifully, but I found that when I filled the front tires to 44 lbs. pressure, I was constantly busy with steering. I've since learned to lower the front tire pressure and handling has improved tremendously. In weighing the coach, I found she weighs 2170 in front with me at the wheel, and 2600 lbs in rear before I removed the propane tank. The rear tires look good and have not been replaced, but they are rated at 1312 lbs capacity at 35 lbs pressure. I'm thinking of switching the tires and am open to suggestions. I also need to paint the coach and have had several suggestions as to the most economical way to do this--most leaning towards my stripping it. With my low degree of technical competence, I may or may not be able to handle this. I'm not sure how to strip the top. One suggestion was to use a high-pressure water spray. Still, how do you really do the top? We've not needed a generator as yet as we simply plug in at the site and everything works. The heat strip on the roof a/c works beautifully to take the chill out. I carry a small electric heater to plug in just in case. With the faulty carbs driving down to Slidell after purchase, my tool box on the accelerator all the way, I got 15 mpg!!! On a recent trip to the Gulf Coast, including driving in downtown traffic with lights and all, I averaged 19 mpg!!! Of course, that's with the re-built carbs. Very pleased. The bed was also very comfortable and I like the idea of being able to close the door to the bedroom area and have my coffee out front on the sofa while my wife still purrs away til she wakes up. She is very pleased with the tremendous overhead storage--all 5 cabinets in the rear are hers though she doesn't need it all. Sheets and bedding are neatly stored in just one of them.

Projects that still need to be done and for which advice is always welcome--installing seat belts; replacing the passenger side window (HOW??) I read the words in the manual, but they don't seem to relate; maybe install a 2.8 KW Onan; install the foam bumpers; install a cruise control--(but where do I get one, Sears doesn't have them anymore); install an AM/FM stereo cassette radio (speakers already installed in front and rear); figure out how to install an antennae connection for a portable TV (HELP!!); repair or replace the Saniware toilet (pump leaks, can't find a replacement); install a larger rear window when I can find one; install a pull-out or automatic step (how?); convert my car transmission to a van transmission and connect it to the transmission oil cooler (how? what parts?); and alter the bathroom vent cover per tech tips to a translucent one. My school schedule prevents my making rallies, but hopefully, one day...Until then, very best wishes,

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August 1994

Lou
Lou Buffardi




ULTRA VAN MOTOR COACH CLUB, INC.

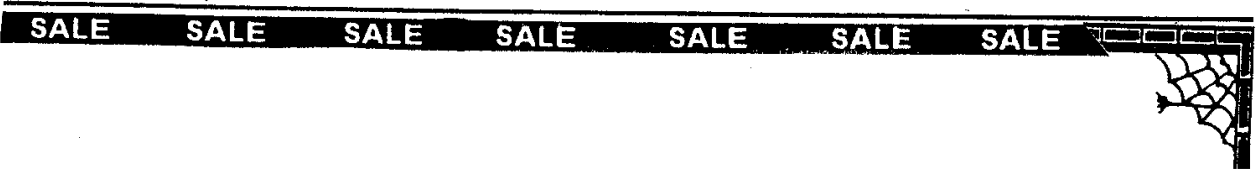
Corrected Treasurer's Report, First Quarter, 1994:

Balance, December 31, 1993:		3459.13	
Income: dues	1185.00		
Tech Tips sold	29.00		
Interest-Benham Cap. Mgt. Fund	9.03		
Dividend on accounts-Al-Gar	25.23		
Total Income	1248.26	1248.26	
Expenses: Postage	213.15		
Print Newsletter	315.00		
Print additional Directories	78.75		
Ship merchandise	6.09		
Total expenses:	612.99	612.99	
<u>Balance April 1, 1994:</u>		4094.44	

Treasurer's Report, Second Quarter 1994:

Balance April 1, 1994:		4094.44	
Income: dues	316.00		
Interest-Benham Capital Management F.	13.28		
Dividend-Al-Gar Federal Credit Union	28.13		
merchandise sold	29.50		
Total income:	386.91	386.91	
Expenses: print Newsletter	287.31		
mail Newsletter	131.25		
N. Helmkey-mail Tech Tips	71.71		
postage	3.25		
Total expenses:	493.52	493.52	
<u>Balance, June 30, 1994:</u>		\$3987,83	

Respectfully submitted, Louis C. Griggs, Treasurer



Club merchandise is available from Ruth Harvey and Jim Craig. Items available include name badges, Viton "O" rings, jacket and cap patches, post cards, etc. These are usually available at Rallies. For more information, contact either directly.



FOR SALE: NEW Moyno Macerator Sewage Disposal Pumps . . . See Ultra Manual Page 16-6. 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: New Ultra parts--windshields \$485; main and rear door latches withkeys \$30 each; nameplates "Ultra Van either Hutchinson or Oakland \$12.00 each; repair springs for door latches-1 pair \$2.00 postpaid; lower front "A" arm assembly (aluminum) \$115, with new rubber bushings, hardware, and drilled ball joint holes \$195.00; contact Jim for your needs. Jim Craig #163, Ph: 619 366 9104, 7011 Sunny Vista Rd., Joshua Tree, CA 92252.



Want to buy an Ultra Van:

Norman Pheil
5703 N. E. 91st Ct.
Vancouver, WA 98662
Ph: 206 253 9359

Douglas Pratt
Rt. 3 Box 31
Columbia Cross Roads, PA
16914
Ph: 717 549 8136

Harry Schultz
Rt. 3 Box 1660
Sierra Vista, AZ 85635
Ph: 602 378 3100



Ultra Archive Report
by Norm HelmKay

John Shattuck has provided the Archive with a unique package found in coach #361 when he bought it.

When it was known that Ultra Incorporated in Hutchison would close, Art Ahman and T.E. Mechem prepared a proposal for McDonnell Douglas (where they worked) to consider the possibility of manufacturing of the Ultra Van. I've sent Dave Peterson a copy. Hopefully in a future newsletter he will favor us with his comments from a historical perspective.

In looking at the proposal which is over fifty pages (the cover, Page 1 and Page 19 have been reproduced in this newsletter). It is noted that T.E. Mechem was "Mech" Mecham, UVMCC President in 1973/74. The Mecham coach No. 224 appears several places in the proposal.

The proposal includes some three-quarter views of the coach, to show the similarity to aircraft construction, which would suit the McDonnell Douglas production facilities and experience. A couple of the reasons mentioned for considering diversifying into Recreation Vehicles is the growing public demand and a competitor (Grumman) was already in the RV market.

In the next volume of tech-tips (1991 to 1995, proposed for the spring of 1996), I intend to include the complete McDonnell Douglas proposal. For those who are interested, it would provide a structural overview with an exploded view of the various assemblies and parts. It also provides the specifications of the materials used for the individual part numbers.

An abbreviated sample of a material list is shown below.

FORWARD SECTION

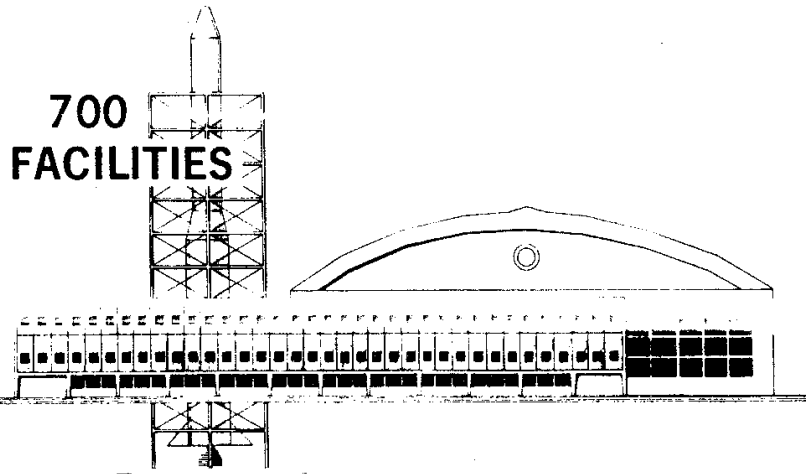
PART NO.	PART NAME	REQ	MATERIAL
1.1	CHANNEL	3	.063 5052-H34
1.4	BEAM, Front Floor, Steering Support Right	1	.063 5052-H34
1.7	DOUBLER, Steering Gear Support Left	1	.063 5052-H34
1.10	CORNER SKIN, Lower Right	1	FIBERGLASS
1.14	FRAME, Windshield Lower Right	1	.040 5052-H34
1.15	SKIN, Center Section Under Windshield	1	.032 5052-H34
1.16	SUPPORT, Master Cylinder Mount	1	.080 6061-T6

CENTER SECTION

PART NO.	PART NAME	REQ	MATERIAL
2.2	FORMER, Roof Corners Right	8	Stock A 3003-H14
2.3	FORMER, Roof Top	11	Stock A 3003-H14
2.6	STIFFENER, Skin Splice Right	4	.032 3003-H14
2.56	ANGLE, Tank Attachment	12	.050 5052-H34
2.63	PLATE, Tank Drain	3	.032 Galv Steel
2.64	TUBE, Water Tank Filler	1	Aluminum Tube 1 1/2" OD
2.71	CATCH, Entrance Door	1	Brass Rod 3/8
2.79	BRACKET, Rubber Attaching	2	1/16 Rubber

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August 1994



SPECIAL PRODUCTS

ULTRA VAN PROPOSAL

MCDONNELL DOUGLAS ASTRONAUTICS COMPANY
WEST

3000 Ocean Park Boulevard, Santa Monica, California 90406 (213) 399-9311



MDAC-W FACILITIES

INTRODUCTION

Mr. Dave Peterson, Inventor-Designer of a Recreational Vehicle called the "Ultra Van" is looking for a manufacturer to build this Motor Home.

This vehicle is of 100% Aircraft Monocoque Fuselage Design using no steel framework like others in this field. The vehicle is 22 ft. in length, 8 ft. wide, 8 ft. high, and weighs, complete, only 3,000 lbs. This relative light weight helps the Ultra Van in obtaining 17 to 18 M/P/G, whereas its competitors' weights range from 9,000 lbs. to 15,000 lbs., in 18 ft. to 26 ft. lengths, and obtains from 6 to 10 M/P/G.

The Sales Appeal fits into a "slot" in this market that is unique and no other can approach it in comfort, eye appeal, and economy of operation. Approximately 250 of these Motor Homes have been manufactured and have realized great success among owners and a desire by dealers to represent and sell.

The present vehicle has a Corvair engine and drive train and with the production curtailment of the Corvair car by General Motors, it is necessary to install another power plant.

The Inventor/Designer has now installed an Oldsmobile Toronado Front Wheel Engine Transmission Differential into the rear as a superior replacement to the Corvair power plant.

The following proposal is directed toward the possibility that McDonnell Douglas Company consider producing the product as it is of aircraft-type construction which we could apply our experience and methods and still be most competitive to the other "monster" size and weight vehicle now on market.

Coordinated With:

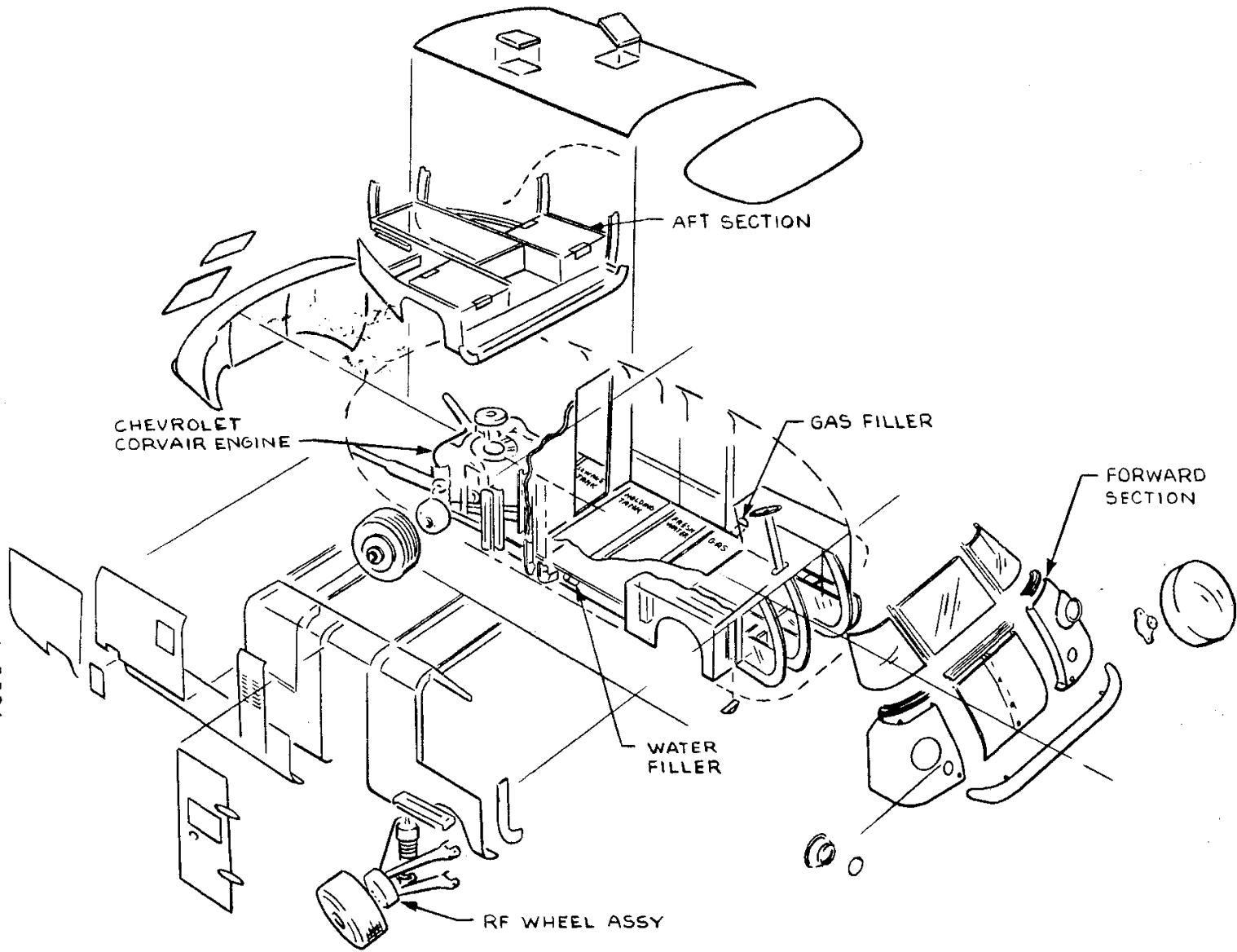
Ultra Van

Designer-Inventor:

Dave Peterson
93 Vancleave Way
Oakland, Calif. 94619
Phone: (415) 531-0586

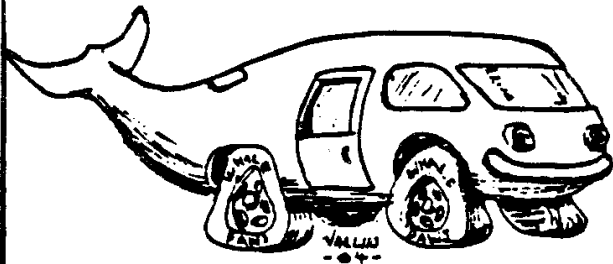
Prepared By:

Art Ahman - T. E. Mechem
A-400 A-700
X3308 X3501



PRELIMINARY ULTRA VAN SKETCH EXPLODED VIEW

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

More on the disc brake setup. For those of you who are new or do not know, the front brake drum setup on most Ultra Vans is from Chevy II.

Several of you eagle-eyed people noticed the July 1994 issue of Car Craft magazine featured an article on a packaged disc brake setup for 1962 to 1967 Chevy II and sent me copies of it. Many thanks.

Master Power Brake, 43 Rolling Hills Road, Mooresville, NC 28115 offers this bolt-on kit, which appears to need very little modification to be easily installed on the front-end of the Ultra Van.

As near as I can determine from their information, all that need be done to adapt their kit is, drill the left spindle for the speedometer cable and find a longer flexible brake hose.

In November, on my way to Florida, I plan to stop at their shop and discuss the modifications with them.

Meanwhile, if you want their advertizing kit, call 704-664-8866.

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

The next newsletter will have an update on alternatives and safety for Halon fire extinguishers. Ron Hodges has sent me some data that I need time to investigate before passing on to you.

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

I'm experimenting with an OTTO OT-10 camshaft in our Corvaire powered #486 and should have a report at the National.

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

Did You Know?

There is an old saying; "Nothing beats cubic inches." In 1962, by using after market parts from Offenhauser and Weber Tool, you could take the 1960 basic 140 cubic inch Corvaire motor all the way up to 205.47 cubic inches. That's a 46.7 percent increase. It's even more than 25 percent bigger than the 1964 to 1969 engines of 164 cubic inches. Think how that would help an Ultra up those hills or when bucking a headwind.

Weber Tool offered .25 and .4" stroked crankshafts. Offenhauser sold special "Big Inch" cylinder jugs made of heat treated aluminum with a hard chrome steel liner in several sizes up to 3 13/16 inches. These cylinders weighed three pounds each, as against six for the cast iron jug. Cooling was better and since expansion was the same as the head, and block, solid lifters could be used with Offy aluminum push rods. For more Corvaire "GO" stuff, see August '62 Car Craft by Bud Lang.

Don't forget to send me your tips.

Norm Helmkey

The International Battery Council has released a manual to educate and inform battery dealers. Some of the following data may be of use, if you plan to buy a battery in the near future.

The "Cold Cranking Amps (CCA) number" doesn't tell you much about the capacity of a "Deep Cycle" battery. The CCA just measures the high rate of discharge capacity (for 30 seconds) at Zero (0) degrees Fahrenheit.

A 'battery cycle' is the discharged and recharged of a battery back to the same level. Batteries absorb electrical energy chemically and are designed to give a large percentage back, in the form of useable electricity. How much is given up is called the 'Depth of Discharge.'

Batteries designed strictly for automotive use are "Shallow Discharge" types. This means only the top 20 percent of the battery capacity should be used for engine starting. The storage plates in these batteries are very thin, with lots of surface area. Such a design can give up large amounts of power instantly. Unfortunately, if discharged below 50%, the life of the battery is significantly shortened and each time it happens, the total capacity is reduced. An automotive battery discharged to this low level may last for only 20 cycles or less. If used as intended by the designer, the battery may last for 2,000 or more cycles.

"Deep Cycle" batteries have very thick lead plates and much less surface area. These batteries yield the same amount of total power, but the rate at which the power can be drawn is lower. Think of it as a water tank with a big pipe outlet (Shallow Cycle) or a small pipe (Deep Cycle). You get the same amount of water from the tank, but at different rates. The big benefit of a Deep Cycle battery is it can be discharged down to 25 percent without causing damage. A Deep Cycle battery that is never discharged below 25 percent, should do 2,500 cycles.

To provide the same CCA, the Deep Cycle battery may have to be twice as big as a Shallow Cycle battery. Most RV manufacturers reserve a Shallow Cycle battery for engine starting only, as I did on #547. The Deep Cycle battery/ies are reserved for all the other 12 volt functions.

Temperature also has an effect, the colder it is, the slower the chemical reaction to give up electricity. At 32°F, the output is cut to nearly half. The ideal temperature is 77°F. Higher can also drastically shorten battery life, so a battery near the motor, is a bad idea.

Deep Cycle batteries sometimes are used in place of a Shallow Cycle in RV and Marine applications if they are designed for the dual role. It is a compromise and the problem is, few understand the effects of the different kinds of usage. Don't try to continually crank an engine with a Deep Cycle battery for long periods. If it doesn't start in 5 seconds, stop for 30 seconds to let the battery recover. The life of a Deep Cycle battery can be extended even longer, if it is shallow cycled. See Chart 1 from Johnson Controls on lead-acid battery cycle life.

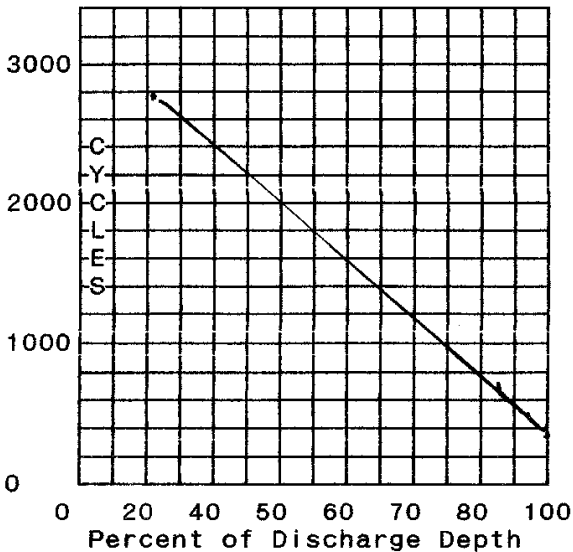
Batteries also "self-discharge" when not in use. Self-discharge rate varies with plate materials and temperature. Batteries may lose 2% of their charge per day. As batteries age, the rate is faster. Lead-Calcium grid plates used in new batteries cut the rate in half. If you cannot connect to a shore-line, a solar battery maintainer is a good investment to stop self-discharge, especially when the coach is not in use.

In new (so called) sealed batteries, it is hard to test the specific gravity of the electrolyte with a hydrometer, so voltage charts are used to determine the state of charge. See Chart 2 from Trojan Battery.

When batteries are charged, they emit hydrogen, a very flammable gas, a good reason to vent the battery storage area with hole in both top and bottom of the battery box to cause a flow. These gasses create an acid mist which corrodes the battery terminals. Unfortunately, the corrosion happens to be a good insulator, so keep the connections bright and clean. A coating of grease or petroleum jelly is an easy solution.

From Chart 2, you can see a digital voltmeter is needed to determine the state of charge or specific gravity. When looking for such a meter, it is also very useful if it has other automotive functions, like RPM, Dwell, diode checking (for alternators) and resistance. The one I have used for years is the "Digital Engine Tester", Model 856 made by Actron and sold for about \$70.00 by Sears and J.C. Whitney (12-9711R). Less if on sale.

Chart 1



Source - Johnson Controls Co.

Chart 2

| Percentage of Charge | 12 Volt Battery Voltage | Specific Gravity |
|----------------------|-------------------------|------------------|
| 100 | 12.80 | 1.265 |
| 95 | 12.70 | 1.257 |
| 90 | 12.60 | 1.249 |
| 85 | 12.50 | 1.241 |
| 80 | 12.46 | 1.233 |
| 75 | 12.40 | 1.225 |
| 70 | 12.36 | 1.218 |
| 65 | 12.32 | 1.211 |
| 60 | 12.28 | 1.204 |
| 55 | 12.24 | 1.197 |
| 50 | 12.20 | 1.190 |
| 45 | 12.16 | 1.183 |
| 40 | 12.12 | 1.176 |
| 35 | 12.08 | 1.169 |
| 30 | 12.04 | 1.162 |
| 25 | 12.00 | 1.155 |
| 20 | 11.98 | 1.148 |
| 15 | 11.96 | 1.141 |
| 10 | 11.94 | 1.134 |
| 5 | 11.92 | 1.127 |
| Discharged | 11.90 | 1.120 |

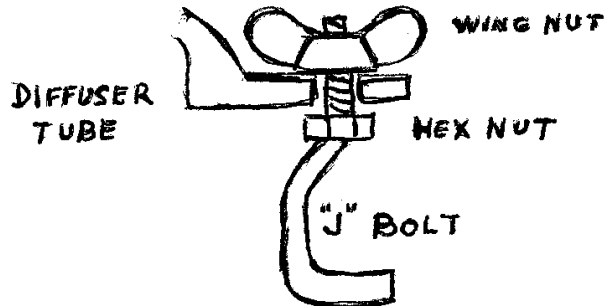
Source - Trojan Battery Co.

The book I mentioned is available from Sunelco Inc., 100 Skels St., P.O. Box 1499, Hamilton, Montana 59840-1499. 1-800-338-6844 Ask for catalog # BC-BMA, at \$8.00 plus shipping. A companion book on the 'Secrets of Lead-Acid Batteries' is catalog # LI-BLAB, \$6.00.

TECH TIP NO. 94-32 SUBJECT Carburetor Diffuser Tube "J" Bolt Tricks
UV MANUAL SECTION 08 PAGE 08-16 AUTHOR Norm Helmkey #486

The diffuser tube is held to the carburetors with "J" bolts. These bolts can fall out of the diffuser tube when it is taken off for service. The "J" bolts can easily be captured by adding a 10-24 nut. Thread the nut down to the first bend in the "J" bolt and re-install. If the diffuser is not held tightly to the top of the carburetor, you can run the threads down a bit further with a thread die.

Next, get a couple of 10-24 wing nuts for the top side of the diffuser. Now the diffuser can be removed easily without wrenches and the "J" bolts won't fall out.



TECH TIP NO. 94-33 SUBJECT Blower Belt Storage Problem
UV MANUAL SECTION 13 PAGE 13-13 AUTHOR Norm Helmkey #486

A previous tip told how to curl a blower belt into a neat three ring coil to take less storage space. I'm not too sure this is a good idea.

Recently, I changed a blower belt that had run nearly 30,000 miles over two years. It was one of three Clark's Slotted-Grooved belts bought at the same time. The replacement belt had been curled for two years. It jumped off as soon as the engine started. The second time, it jumped off again. (I don't use the rear belt guide at the idler).

In the trunk, the third new belt was still in the cardboard sleeve (not curled). The uncurled belt was installed and ran fine. A couple of weeks later, I re-noticed the belt that had given the jumped off, it had been left flat just the way it was thrown in the trunk (uncurled). Being curious, I put the belt on the engine again. It's still there. . . . Now I'll store any spare belts uncurled.

Do belts take on a "set" when curled in a tight three ring fashion for a couple of years? Any comments or ideas?

TECH TIP NO. 94-34 SUBJECT Convenient Belt Change Wrenches
UV MANUAL SECTION 13 PAGE 13-13 AUTHOR Chance Fitzgerald #286

When a blower belt breaks, it always happens in a most inconvenient place, so you don't want to have to chase through your tools and storage area at that time to find the wrenches and a spare belt.

A good idea is two brackets on the back wall of the engine bay, one for the idler pulley wrenches and the other to hold a spare belt.

TECH TIP NO. 94-35 SUBJECT Oil Out the Dipstick Tube
UV MANUAL SECTION 13 PAGE 13-24 AUTHOR Norm HelmKay #486

Ever had oil all over the top of the engine and didn't know where it came from? This can be a very scary as you have ideas there's a hole in a piston which pressurizes the crankcase.

We had this problem happen on the way north from Florida last spring. It never happened before and it caught me by surprise. A quick look through the tech tips did not turn up an answer. I cleaned up the mess and went on. We visited old Ultra friends at Cortland, New York and noticed oil dripping on the drive, the engine was all wet again. Its was only 200 miles home so left the mess, threw in another quart and headed home.

On page 255 in the Technical Section of Clark's Catalog, it mentions this is a common problem in '62 to '69 Corvair engines. As suggested, the vent tube in the top cover was checked to make sure it was clear. If this doesn't fix the problem, remove the oil pan and cut off the excess of the dipstick tube that sticks below the full oil level mark.

I still don't know what caused the original problem, as it hasn't done it since the dipstick tube was cut off.

TECH TIP NO. 94-36 SUBJECT V-8 Head Replacement
UV MANUAL SECTION 20 PAGE 20-2 AUTHOR Norm HelmKay #547

Those with the original 307 cu.in. V-8 engine at some point have to replace the motor with a more modern engine like a 350 or overhaul the existing 307. If the decision is to do the 307, the heads should be modified or replaced to handle unleaded fuel. The original heads do not have hardened valve seats or exhaust valve rotators.

There are many replacement head options. So many parts of small block Chevy engines from 1968 to 1988 will interchange. At least 27 different head part numbers will fit, some are better choices than others. What ever heads are chosen should have the smaller valves (1.7 inch intake and 1.5 inch exhaust) to get the most low RPM torque. Luckily, from 1976 on, all have hardened valve seats with exhaust valve rotators. Reconditioned these hards can usually be bought for \$200 to \$250 a pair exchanged.

There is an excellent book available to help you make the right choices, it is called: The Chevrolet Small Block V-8 Interchange Manual by David Lewis. It's available from most bookstores or can be ordered with ISBN Number 0-87938-357-7. The sticker price is \$17.95.

TECH TIP NO. 94-37 SUBJECT Right Side Mirror Modification
UV MANUAL SECTION 21 PAGE 21-01 AUTHOR Jean McMasters #330

When passing another vehicle, you may have wondered how far it is to the rear and when it is safe to pull back over. Here is a helpful trick.

Have someone stand 40 to 60 feet behind the coach, notice exactly where that point is in the right mirror. Mark that point on the mirror with a fine strip of tape. Now, as you reach the point where the line and the image of the vehicle you are passing meet, you know it's safe to pull back in line. Other lines can be added at different distances as guides for backing up

TECH TIP NO. 94-38 SUBJECT Modified Rear Spindle Bearing Fit
UV MANUAL SECTION 9 PAGE 9-65 AUTHOR Norm Helmkey #486

When talking about much to reduce the diameter when modifying the rear spindle shaft, it reminded me about a conversation with Len Ryerson.

He said the original fit was a .0015 interference fit which requires a press for removal. Len suggested dropping a bearing in oil, heated 140 to 150° F. When the heated bearing will just slide over the spindle with a push fit, it was just right. This amounts to a tap fit when the bearing is cold and allows the bearing to be removed on the road.

The basis for this idea is that steel expands .000006 inches per inch for each °F it is heated.

TECH TIP NO. 94-39 SUBJECT Formula for Peak Horsepower
UV MANUAL SECTION 13 PAGE 13-4 AUTHOR Norm Helmkey #486

Engineers have a formula for rough calculating the peak horsepower of an engine. It is usually accurate to within 2% of what will show up on a dynamometer. To calculate your peak h.p. three numbers are needed, the coach weight, how quickly in seconds to do a quarter mile, and what the terminal speed is in MPH at the quarter mile line. The formula is:

$$\frac{\text{Peak HP} = \text{weight} \times (\text{mph})^2}{10,000 \times \text{quarter mile time}}$$

TECH TIP NO. 94-40 SUBJECT Coolant Hose Failures
UV MANUAL SECTION 14 PAGE 14-13 AUTHOR Norm Helmkey #547

This tip is a digest of an FMCA article by Bill Siuru. Engineers at Gates Rubber originally believed hose failures were caused by heat cracking. In the mid-'80s they began to suspect the cause might be the Electro-Chemical Degredation (ECD) of the compounds used to make hoses.

Their research shows fine cracks most often developed from the inside, most often within two inches of the radiator connection or upper engine hose casting.

It is thought that 95 percent of hose failures result from ECD caused by an electrochemical reaction of different metals (engine and radiator) with the coolant acting as an electrolyte and oxygen (or air) which most likely to be found in the upper hose when the engine is not running. The reaction goes on, even when the vehicle is not used.

They suggest hoses be checked annually and be changed at least every 4th year. Squeeze the hoses at a point about two inches from the hose clamp using the fingers and thumb. Check for differences in the feel of the hose at the middle and ends. If there is any difference, or the hose feels mushy, it should be replaced. Remember, glycol based coolants are flammable and a sudden burst hose over a hot engine or exhaust manifold is a prime source of fire.

New ECD resistant hoses are becoming available at extra cost.



ULTRA VAN MOTOR COACH CLUB INC. OFFICIAL BALLOT 1994 ELECTION

Vote for one candidate only per office. A write-in space is provided for each office. Do not write in any name unless you have that person's permission, except for the Ernest Newhouse Award.

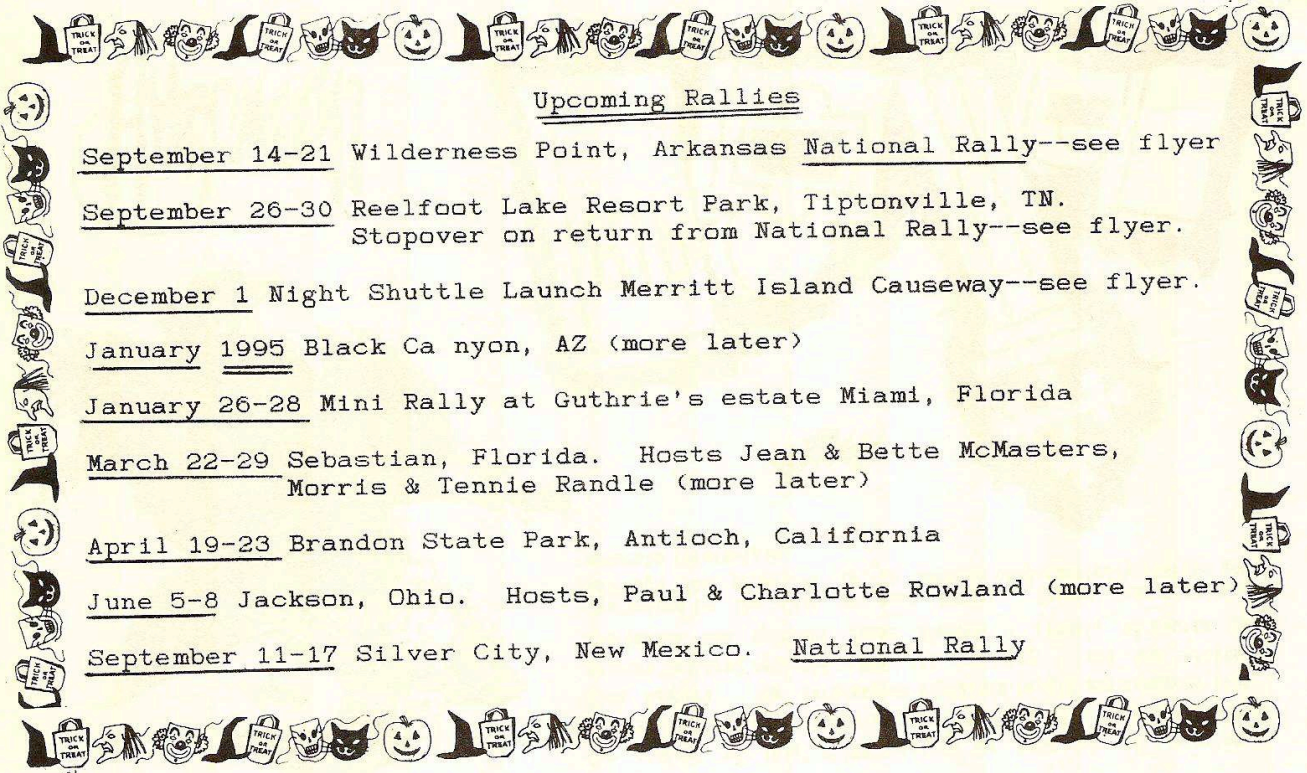
Completed ballots should be mailed to the Secretary to be received by September 16, 1994; do not mail ballots to Cumberland:

Ultra Van Motor Coach Club, Inc.
 c/o Maybel Griggs, Secretary
 Wilderness Point Camping Resort
 P. O. Drawer 09
 Henderson, AR 72554-0009

Or hand carried to the National Rally. Mark envelope on lower left corner "ballot". Envelopes so marked will be opened by the Elections tellers. Ballot envelopes must have a return address.

| <u>His Vote</u> | <u>nominee</u> | <u>Her Vote</u> | <u>nominee</u> |
|------------------|----------------|------------------|----------------|
| Vice President | Jean McMasters | Vice President | Jean McMasters |
| | Millie Dinesen | | Millie Dinesen |
| Secretary | Maybel Griggs | Secretary | Maybel Griggs |
| | | | |
| Treasurer | Louis Griggs | Treasurer | Louis Griggs |
| | | | |
| Director, West | Gladys Bell | Director, West | Gladys Bell |
| | | | |
| Director, East | Pat Fitzgerald | Director, East | Pat Fitzgerald |
| | | | |
| Newhouse Award | | Newhouse Award | |
| His choice _____ | | Her choice _____ | |





Upcoming Rallies

September 14-21 Wilderness Point, Arkansas National Rally--see flyer

September 26-30 Reelfoot Lake Resort Park, Tiptonville, TN.
Stopover on return from National Rally--see flyer.

December 1 Night Shuttle Launch Merritt Island Causeway--see flyer.

January 1995 Black Ca nyon, AZ (more later)

January 26-28 Mini Rally at Guthrie's estate Miami, Florida

March 22-29 Sebastian, Florida. Hosts Jean & Bette McMasters,
Morris & Tennie Randle (more later)

April 19-23 Brandon State Park, Antioch, California

June 5-8 Jackson, Ohio. Hosts, Paul & Charlotte Rowland (more later)

September 11-17 Silver City, New Mexico. National Rally



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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.