

DATE MAILED NOV. 9 0 1994

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PERSONAL


# FIRST CLASS MAIL

Winter 1994 Newsletter

PLEASE PLACE STAMP HERE

Maybel Griggs, Secretary  
626 Brookfield Avenue  
Cumberland, Maryland 21502

## ULTRA VAN MOTOR COACH CLUB, INC.



Merry Christmas to you and your family, both far and near. Best wishes for good health, happiness and peace in the new year.

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

### ULTRA VAN MOTOR COACH CLUB, INC.

# ULTRA VAN MOTOR COACH CLUB , INC.

— A NON-PROFIT CORPORATION —



## Officers, 1995 Ultra Year:

President, Gordon Harvey, 469, 484, 527; Vice President, Jean McMasters, #330; Secretary, Maybel Griggs, #334; Treasurer, Louis Griggs, #334. 1994 Ernest Newhouse Award Recipient, Norm Helmkey. Technical Coordinator, Norm Helmkey.

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.



## From The Presidents Desk



I was so happy to have such a good turn out for the National Rally. Even the weather was beautiful for us. It was good to see so many Ultras and new members. This is a good sign. The catfish catered dinner went over big. Our own potluck was a knockout, as usual. It is always good to see old friends.

We are looking forward to heading south in a few weeks. May you all have a joyous Christmas and a healthy New Year.

**Joy to  
the  
World**

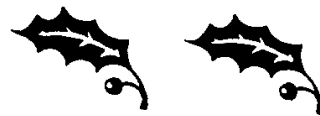


May the glow  
of Christmas be  
with you and your loved ones.

Page one

November 1994

A large, stylized handwritten signature in cursive script, which reads "Gordon H. Harvey". The signature is written in black ink and spans across the bottom right portion of the page.



### Upcoming Rallies

December 1, 1994 night Shuttle launch--delayed

January 18-21, 1995 Black Canyon City, AZ see flyer

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

March 26-28 Stop over at Sebastian Church of Christ- Sebastian, FL.

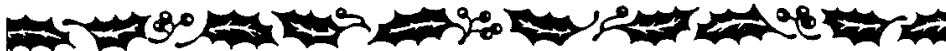
March 28-April 1 Celebrity Resort--Orange Lake, Fl. See flyer

April 19-23 Brandon State Park--Antioch, CA.

May 6-20 Desert Rendezvous Ranch, Joshua Tree, CA See Flyer

June 5-8 Jackson, OH Hosts Paul & Charlotte Rowland

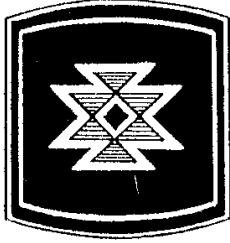
September 19-24 KOA Kampground--Silver City, NM NATIONAL



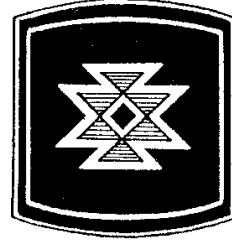
### Night Shuttle Launch Delayed

The night launch of STS-67 that was scheduled for 1:25 am, December 1, has been delayed until next year, watch for more information in the Spring 1995 Newsletter. You can always get details of the next NASA launch by calling 1-800-572-4636.

*We will have a stop over at Sebastian Church of Christ from Mar 22 - 28 - 1995 - Water & Electric available - Many near by places to visit or just loaf - Need more info call Jean McMaster #330 - 407-626-0388.*



# Arizona



1995 January ULTRA Rally  
Jan 18, 19, 20 & 21 (Leave on Jan 22nd)

Filthy Five Community Park, Black Canyon City AZ (Yavapai Co.  
Park system)

Emergency phone # 602-374-5262

Filthy Five Inc.

P.O. Box 212

Black Canyon City AZ 85324

Directions: North of Phoenix--Exit I-17 on Exit 242; take west  
access road north then turn west at park sign

Rally fee \$23.00

Registration fee \$2.00

Dump fee \$2.00 to be paid for each use (by camper)

Water handy--but no hookups

No electricity hookups

Kitchen and restrooms in 2,000 sq ft building with hall and  
fireplace (ice maker and etc.)

## SCHEDULE

Wed (first evening)

18th

"Filthy Five" stew (being what you like  
to add to the pot)

19th

Potluck

20th

Special dinner by Arizona members

21st

Potluck

22nd

Services

Normal activities:

Tech sessions, crafts, financial seminars,  
and etc.

Main activities:

Visiting, tall tales, fellowship, and plenty  
to eat

For Information:

Call Hosts--Reinhardt 602-846-6920

Suckows 602-841-0911

Vandersteeg 602-979-4358

FLORIDA SPRING ROUND - UP

THIS IS A CORRECTION OF THE PREVIOUS PRINTING FOR THE FLORIDA SPRING RALLY

DATE: MARCH 28 THRU APRIL 1 1995



EMERGENCY MEDICAL: DIAL 911  
LOCATION: 4555 W. HWY 318, ORANGE LAKE

COSTS:

MORRIS & TENNIE RANDLE  
PAT & MARGE FITZGERALD

CAMPGROUND FEE: \$12.72 INC. TAX.  
PAID DIRECT TO RESORT  
FULL HOOK-UPS

CABINS AVAILABLE: 1 BEDROOMS \$35.00 2 BEDROOMS \$55.00  
MAKE YOUR OWN RESERVATIONS  
CALL 1-800-542-5560

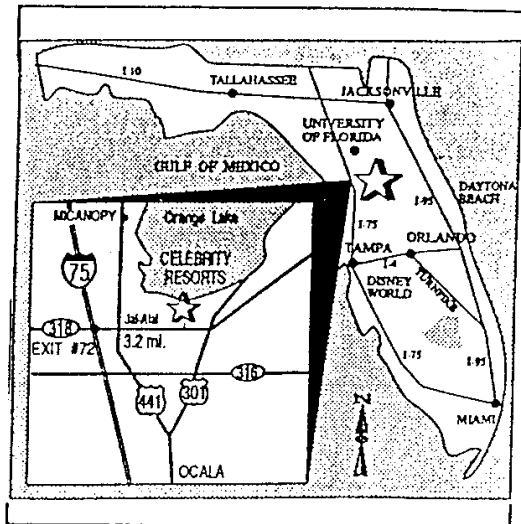
ACTIVITIES:

WED. NITE: POT LUCK  
FRI. NITE: CATERED DINNER  
NON-DENOMINATIONAL CHURCH SERVICES AT RESORT

TECH SESSIONS  
CRAFT SESSIONS  
COFFEE & GOODIES EACH MORNING

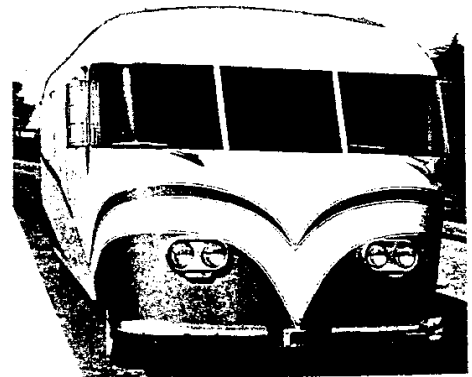
Celebrity Resorts is located on the shores of Orange Lake just off of I-75 in Ocala. But it's more than just a campground and fishing resort... **ENJOY:**

- \* Golf Amenities, Lessons for Golfing & Fishing, Nature Trail, Boating, & Sparkling Swimming Pool
- \* Picnic & BBQ Facilities
- \* Clubhouse for Recreation Arts & Crafts and Special Events
- \* Activities- Bingo, Bridge, Horseshoes, Pot Lucks, Theme Parties, & Fun
- \* Country Store & Bake Shop
- \* Coming: Professional Baseball Field & Pro Shop



For more information, call (800)542-5560 or (904)591-FISH (P.O. Box 370 Orange Lake, FL 32681)

# ULTRA VAN 101 RESTORATION RALLY



DATE; MAY 6 THRU 20th.

LOCATION; DESERT RENDEZVOUS RANCH (Formerly Rancho Sunny Vista)  
7011 SUNNY VISTA RD., JOSHUA TREE, CA. 92252. TELE. 619 366 9104

HOSTS; JIM & MARLENE CRAIG

DETAILS; During the November rally at Desert Rendezvous Ranch the ULTRA members that were present agreed that this western spring rally would be a "working rally", for restoration work on the original ULTRA VAN 101.

A goal has been established to try to have 101 painted, and minus the interior and roadable for the 1996 ULTRA NATIONAL WEEK in Hutchinson, Kansas

A lot of work is required to make this happen, but with your help, the goal can be reached.

The following is a list of repairs that are required. Please select one or more that you would like to work on. Bring your tools and advise me of your choice or choices so that I can preposition the material you may need.

#### REPAIRS REQUIRED;

1. Clean, inspect, repack front wheel bearings & grease front end.
2. Replace front & rear wheel cylinders. Install new brake shoes, frt./rear
3. Mount new master brake cylinder/install brake pedal, bleed brakes.
4. Clean, inspect, drill rear axle bearings, grease bearings, install shafts.
5. Check out complete wiring system, lights, engine & repair as necessary.
6. Replace front & left hand structural skins. ( Experience required in drilling & riveting.)
7. Repair damaged rear wheel structures. ( Experience required as in noted para. 6)
8. Strip paint from roof & fiberglass panels. Treat bare alum.
9. Repair damaged fiberglass , rear panels.
10. Clean, repair & reseal intergal fuel & other tanks.
11. Replace plywood floor.
12. Remove remainder of interior & install new insulation.
13. Replace or repair auto shift cable & make adjustments as necessary
14. Replace damaged 1960 instrument panel with new 1960 panel.
15. Repair small dents in alum. skins with plastic filler.

Possibly not all of the above repairs will be accomplished, but the remainder will be done during another "Working Rally".

The rally will also include our usual bar-b- que, potluck, games & a technical & craft session by Bob & Grace Ballew. We will also visit the local restored train depot.

This is a lengthy rally so come early and stay late. Don't miss out all the fun, games & work. This is your chance to say, " I helped to restore the orginial ULTRA VAN 101." A dash plaque denoting that will be given to all participants.

Schedule will be provided on request. (For addition details, see November 94 rally report.)

THE CITY OF ROSES RALLY  
July 20-24, 1994

Where can one find beauty, convenience and wide spaces...well, in Portland, OR, of course! The summer Rally at Evy Shepherd's home:superb and so well planned that we were all happy and relaxed.

Wednesday: was the day we greeted all the coaches as they arrived. Mel Dinesen stepped right into the job as Wagonmaster and lined them up on the big lot in two rows.

We had a good turnout. There were 15 Coaches, 2 Cars, 1 Westphalia and Gurrs vehicle (sorry I don't remember the name of it). Ron and Linda Clark brought their Ultra this time and we had a new family with us as well...Ed and Pamela Gurr and their lively little son, Sam. They didn't have their Ultra quite ready so were in a substitute. That little red-headed boy was a joy to be around, he didn't object to Senior Citizens.

This evening we enjoyed big bowls of HOB0 Stew, which was especially delicious.....could it be that dash of Salsa?? Bread and desserts came with the meal.

Thursday: There were Tech Sessions, led by Jim Craig, for the men which included some work on Bob Franz coach. Many benefitted by solving this problem. The ladies didn't do crafts this time because the weather was 100 ++ -- a record maybe? Their time was spent playing various games-

Twenty-four of us went out to dinner at The Old Country Buffet. The food was so good and so much to choose from, it was hard to decide what looked the best. Needless to say, we were sated when we left.

Friday: Another HOT day. The highlight of the day was the Ultra Potluck and as usual outdid the Country Buffet by far. It is still amazing the wonderful meals that come out of these Ultras!

Saturday: Early AM some went walking and on the way Marlene found a splendid little table for her grandsons. Later there was another Tech Session and more games played by the ladies plus a lot of visiting went on.

We ended the day with an "ORTS" dinner...Glady's name for leftovers. It was just as delicious as the Friday's meal. We celebrated Peg Hemstreet's birthday by giving her a cake and song and I think she was surprised.

Also at this dinner Evy's family joined us, so there were 42 at this setting. Peter, Brenda's friend, carved out a watermelon and filled it with melon balls -- beautiful and UM UM GOOD. Bob and Cindy (Evy's son) brought two students from Asia. They are staying at Bob & Cindy's home for a while. We all enjoyed them...they are learning our culture.

Sunday: Can't say the weather was much cooler but we sat in the shade and had our early morning service. Millie Eller planned it so very well.

NOTES:

We all were so happy to see Nobia Suckow with us after her serious surgery a month before.

We want to thank Robert(Carol's friend) for supplying the tables and chairs from the National Guard.

Walt Davison distributed Plastic (?) aprons for those who wanted them with a PDX printed on the front bib. This is pilot designation for Portland Airport.

Some of the travelers had to be on their way, so good byes were said and all agreed the Rally was a remarkable success. Thanks, Evy, for sharing your home.

by Edy Ryerson

Wilderness Point National Rally  
Sept. 14-21, 1994

Our hosts were Gordon & Ruth Harvey and Louis & Maybel Griggs. We were sorry that Jim & Mary Foust were not able to be with us due to illness. Clyde Stanton, our Wagonmaster, reported that we had 22 Ultras, 2 Associated, and 5 cars. Coming by car were the Helmkeys, Paynes, Schultzs, Silveys, and Theresa Vandersteeg. We appreciated Theresa's generosity in making the use of her car available as the office and phone were a mile from where we stayed.

Our sites were on a hill overlooking beautiful Norfolk Lake. The weather was just beautiful and some took a daily swim as the water was a most comfortable mid eighties. We also had two fisherpersons, Millie Dinesen and John Hoffman. Never did hear about the big one. Maybel kept us on our toes as she drew names every morning for prizes at 9:00 a.m. during coffee hour. By the end of the rally everyone had their name drawn for a prize. It was fun.

Thursday we got right into our crafts and Tech sessions. The craft was a patio light made under the direction of Maybel and Louis Griggs. Upon completion they were lighted in the coaches at night. It was a very pretty sight. Norm Helmkey led the Tech sessions.

Friday our craft was a jacket made from a sweat shirt under the supervision of Maybel and Marion Helmkey. There were many one of a kind; from painted flowers to elephants and panda bears and some stencils. Norm Helmkey led the Tech session. At 5:00 p.m. we had our usual delicious Potluck Supper followed by Dice Yankee Swap. It was different and lots of fun.

Saturday we were treated to homemade Biscuits & Sausage gravy breakfast by our hosts Maybel and Ruth. We all enjoyed this southern speciality. We thanked them for all their work putting this together especially since we did not have kitchen facilities and this all came out of their two Ultras. Later we made multi colored ribbon wreaths with Rose Schuler. Norm Helmkey led the Tech session and Tom Silvey shared his knowledge of foam spray. At 7:00 p.m. we had a Potluck dessert which was a dessert lovers delight. Beverly Shattuck kindly donated two handmade head warmers and a fool proof weather forecaster for auction.

Sunday Clyde Stanton led us in devotion. Warren Suckow also had a message. We had our general meeting at 2:30 p.m. and ballots were counted. For details, please see Secretary's report. In the evening we had a fire, toasted marshmallows and enjoyed the fellowship.



Monday we put together and painted wooden bird houses under Marion Helmkeys direction. Norm had precut all the wooden pieces for us. It was a fun craft and each one was unique. Norm Helmkey led the Tech session and Pat Fitzgerald filled in on multi carburetor synchronization. In the evening our hosts arranged for us to have a catered catfish or chicken dinner which was delicious. Later we were entertained by an Ultra Van Laugh-In skit with a talented fully rehearsed cast. Bonnie Granger was our writer and director. The audience had almost as much fun as the cast. Thanks Bonnie for some good belly laughs. We also had our Installation of officers:

Gordon Harvey, Pres., Jean McMasters, V.P. Maybel Griggs, Sec., Louis Griggs, Treas., and Norm Helmkey was awarded the Ernie Newhouse award for all his hard work and dedication to our Club.

Tuesday was our last full day and Maybel led the crafts with a beaded collar and finishing up other projects. Norm led Tech session.

Wednesday we said our goodbyes and ended a most enjoyable rally thanks to our hosts and all that helped and made it happen.

Rose & Pete Schuler #397

General Meeting-Ultra Van Motor Coach Club, Inc. Wilderness Point Camping Resort, September 18, 1994 2:30 PM CDSI

Gordon Harvey, President, presiding.

The Spruce Lake, Colorado meeting minutes were read and approved.

The Treasurer reported a balance of \$2793.45, plus \$2000 in the Benham Fund as reserve, as of 8/31/94.

The Treasurer's books have been audited by Howard Boso and Jean McMasters.

Agenda Item #1 was unanimously approved. The Ultra Manual will hereafter be known as the "Ryerson Manual".

Next year's National Rally will be held at Silver City, Nevada, with dates September 19 thru September 24 selected.

A discussion came about concerning Directors being reelected, with reference made to the National Rally at Ruidoso, New Mexico. Secretary was directed to research this. The minutes of the Ruidoso National Rally, taken by Marlene Craig, show no reference to succession of Directors. However, the By-Laws Appendix H paragraph 2 state that the term for Directors is 3 "Ultra Years", with one year required before reelection.

A report of concern to his many friends was made on Robert Ackerman's recent knees replacement.

The Elections Committee: Bob Franz, Kay Stanton and Norris Houck reported the reelection of all officers, with the new Western Director to be Gladys Bell, and the new Eastern Director Pat Fitzgerald. Norm Kelmkey was overwhelmingly voted the Ernest Newhouse award.

Wagonmaster Clyde Stanton reported 28 coaches, of which 23 were Ultras; 5 cars. The Sheriff, John Hoffman, collected \$.25 in fines. The meeting adjourned at 3:10 PM.

Respectfully Submitted, Maybel Griggs, Secretary.

NOVEMBER 1994 GROUP ULTRA VAN RALLY REPORT

AND  
ULTRA VAN 101 UPDATE

BY JIM CRAIG

The first two Ultras arrived on Sunday, much to our pleasure, because we were beginning to think no one was coming. But not to worry A total of seven were soon in place in the back yard. On Monday the men all worked with me on 101 to get the engine running after its seven month rest. After filling the float bowls & adding a little starter fluid it fired up only after a few turns of the starter. It was run about fifteen minutes and then the transmission was engaged to move the Ultra forward & back. With no brakes on it at this time it was moved only a few feet at a time.

The ladies played cards and worked on their crafts, in the house. They fixed a nice dinner that we all enjoyed and that ended our first day.

During the next three days we enjoyed several different activities such as a good technical session on automatic transmissions and a ladies craft session at Bob & Grace Ballews of 29 Palms, stripping paint on Ultra Van 101, lunch at the Seniors Center and an afternoon tour of the local Desert Museum.

All of the Ultras departed Friday afternoon for the yearly Corvair Fan Belt Toss at Palms Springs, Ca.

The San Diego Corvair Club was host of the event this year and did an excellent job keeping everyone involved. Ten Ultras were present at the event. All swap meet spaces were occupied and the show cars filled the remainder of the field. The weather was great all during the weekend.

The next two days of our rally found the men busy stripping the remainder of the paint from the left and right sides of Ultra Van 101. The only paint remaining now is on the roof and fiberglass rear panels. We hope to get that removed at the planned "Restoration Rally", in May 1995.

It was agreed by the members present at our recent rally that the 1995 Western Spring Rally would be held at the Craig's as a "working rally," for the restoration of Ultra Van 101. Donations of new parts or monies for parts will be accepted from anyone for the purpose of the restoration.

Recognition will be given to all donors and volunteers in this and future reports for the Corvair Society Of America, Ultra Van Motor Coach Club and Group Ultra Van.

The purpose for the "restoration rally", (which we may have several) is to have Ultra Van 101 painted, roadable and possibly minus the interior and drive it to the 1996 Ultra Van National Rally which is to be held in Hutchinson, Kansas. There is a lot of work to do on it, but with the help of anyone that would like to volunteer, we can have it ready for the 1996 event.

When 101 is sold, any profit, after expenses are accounted for, will be divided three ways and passed to the three clubs mentioned above.

I wish to recognize the following persons for assisting on 101 during the recent rally; Mel Dinesen, Arnold Steenberg, P. W. "Parker" Donaldson, Ralph Mc Donald, Jim Brossard, Mory Snyder and Christy Barden. Also Louis Griggs for the driver's windshield and Bob and Roberta Franz for delivering it from the midwest. And also Walt Davison for collecting \$36.00 for the 18 egg omelettes he cooked.

We had visitors and Ultras from Colorado, Washington, Oregon, Canada, Northern and Southern California and Florida.

All in all a great ten day rally.

Page nine      November 1994      See you all at the January Rally

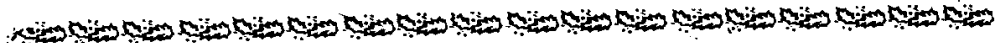
SPECIAL NOTICE

IF THIS NEWSLETTER HAS THIS **FINAL ISSUE**

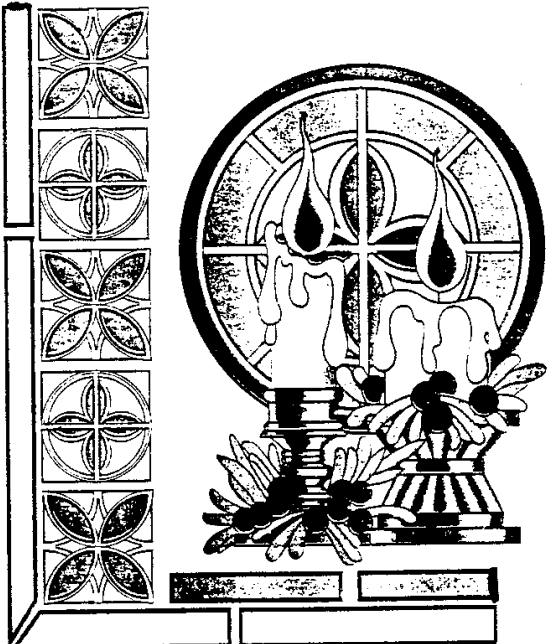
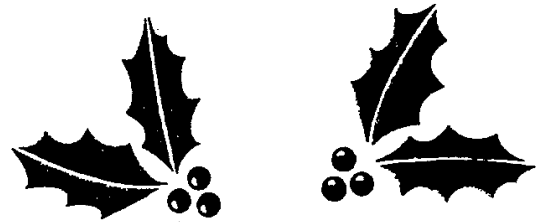
STAMPED ON THE ADDRESS SIDE YOU NEED TO SEND THE TREASURER \$15.00 SO THAT HE GETS IT BEFORE FEBRUARY 10.

IF YOU DO NOT SEND HIM THE \$15.00 BY THAT TIME, YOU WILL NOT RECEIVE THE NEXT NEWSLETTER.

PLAY IT SAFE: SEND IN YOUR CHECK NOW. USE FORM ENCLOSED WITH THIS NEWSLETTER.



PLEASE NOTE: Work on the new Directory will soon begin. If your address on this Newsletter is incorrect, please contact me immediately, so that the new Directory will be correct. A postcard does this very well. Secretary.



The Eastern members of Ultra (EMUS) met at Wilderness Point on September 17 at 11:05 AM. EMU Treasurer reported \$621.96 in EMU treasury. Pat Fitzgerald talked about Celebrity RV Village, the March Rally. See flyer elsewhere in this Newsletter. Don Richards described the June Rally. The January Rally at Guthrie's was discussed. It was reported that Glann & Craig Lee's daughter is currently living with them. She recently lost her husband and two children in a terrible auto accident. Our heart goes out to them, also our prayers.

The meeting adjourned at 11:50 AM. Maybel Griggs, Secretary.

Directory Changes

Page D-22 J. Davis--Phone Number 505 538 5955

Page D-23 New Member Maj. & Mrs. B. Disbrow #374  
#4 Gold Hill Drive  
Carson City, NV 89706  
Ph: 702 883 9102

Page D-24 Ennis--New Address:  
11408 N. Oak Street  
Soddy-Daisy, TN 37379  
Ph: 615 332 6903

D-25 change name and address from: Sara Ann Fowler to-  
Gary & Sara Ann Krueger #A339  
17318 245 St. W  
Illinois City, IL 61259  
Ph: 309 791 0212

D-3) Coach number correction--Jerry & Mary Ellen Johnson have #372.

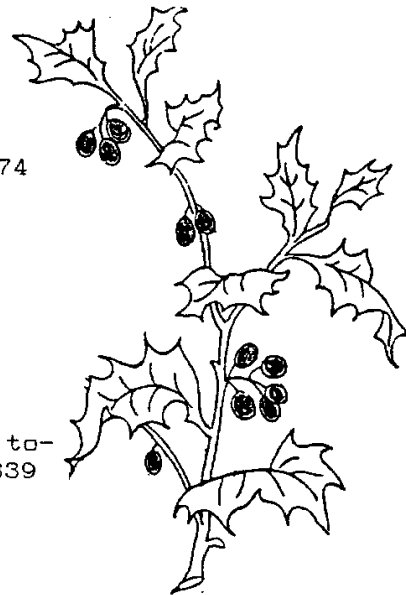
Page D-34 change address & add phone: Massey  
619 Meredith  
Ph: 308 493 5910

Page D-39 new address: Radford  
141 Twin Oaks Lane  
Columbia, S.C. 29209  
Ph: 803 776 1945

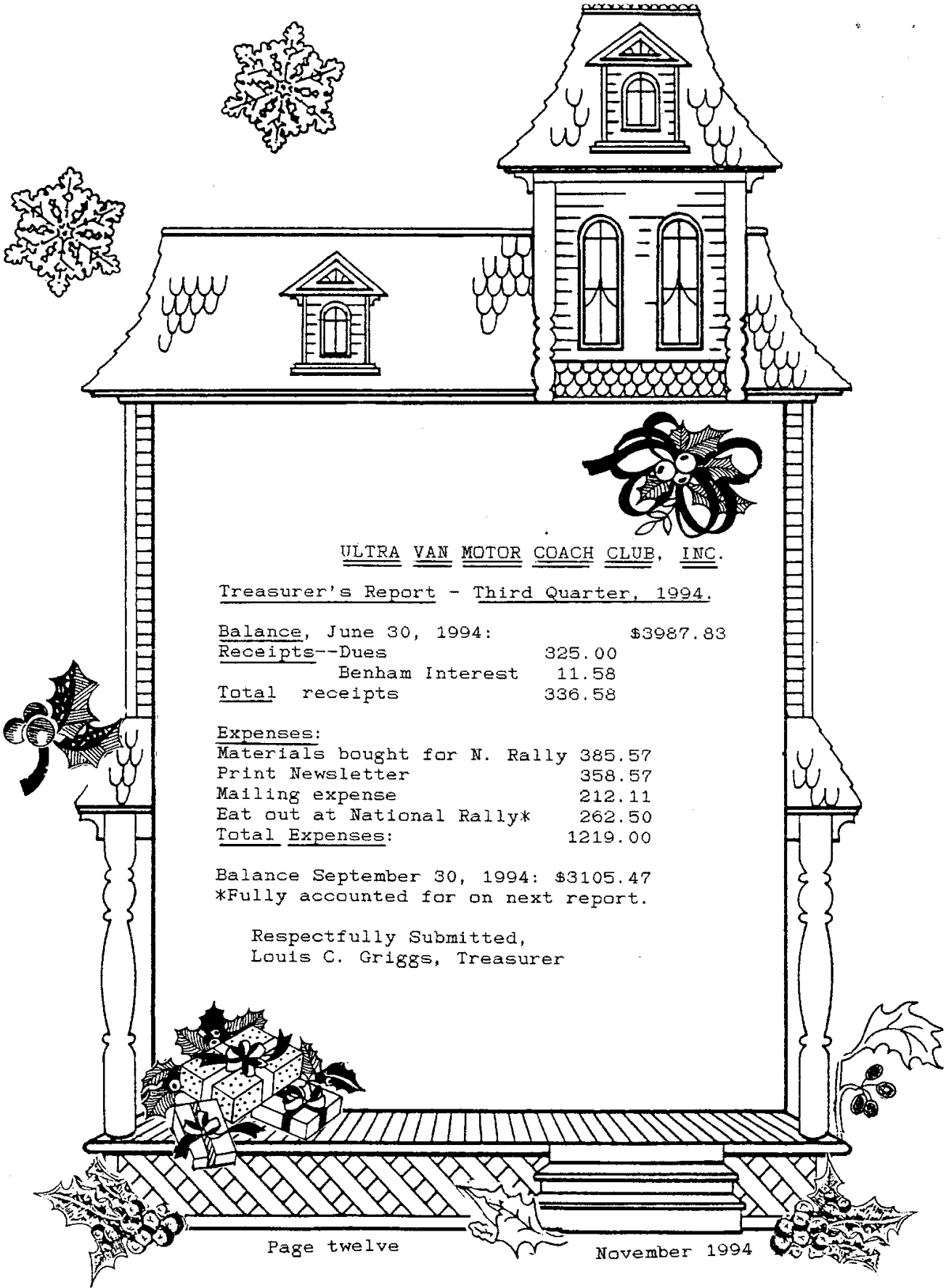
Page D-39 New address: Reed  
2300 W. Diamond #1  
Tucson, AZ 85705  
Ph: 602 690 1141

Page D-41 Edy Ryerson--correction to Canada address:  
8401 Redrooffs Rd. (Scott Site #4)  
Halfmoon Bay, B.C. VONYO  
Ph: 604 885 2875

Page D-43 phone Area Code change: Steenburg A/C 909



Deceased--two of our former members: Eleanor Leary, wife of Fred Leary, on September 14, 1994. Fred was a highly regarded Technical Advisor. Rachael Helander on September 17, 1994. Rachael wrote our Ultra song. Both of these friends from way back will be surely missed by their many friends.



ULTRA VAN MOTOR COACH CLUB, INC.

Treasurer's Report - Third Quarter, 1994.

<u>Balance</u> , June 30, 1994:		\$3987.83
<u>Receipts</u> --Dues	325.00	
Benham Interest	11.58	
<u>Total receipts</u>	336.58	

Expenses:

Materials bought for N. Rally	385.57
Print Newsletter	358.57
Mailing expense	212.11
Eat out at National Rally*	262.50
<u>Total Expenses:</u>	1219.00

Balance September 30, 1994: \$3105.47  
\*Fully accounted for on next report.

Respectfully Submitted,  
Louis C. Griggs, Treasurer



# ULTRA POSTSCRIPTS ★★★★★

Dear ULTRA Friends: The Autumn harvest is over in most areas of our nation. The fruits of root and vine have been gathered and stored. Colder weather is on the way. Some members have already or soon will be winterizing their coaches. Many "snowbirds" (members who normally reside where the weather turns cold in Fall) will soon be headed for milder climes. These days are filled with the EXCITEMENT of Ultra Van travel for many, sight seeing, and to planned rallies too. For others, it may mean staying closer to home. Whatever your lifestyle, we trust you'll enjoy this special season of the year with good health and good cheer.

"If we could pick a single blossom, a flower, for everytime we THINK about an active club member, we could walk forever in our garden."

FEDERAL RESERVE: Perhaps this short discussion will be informative to a few readers and answer one member's questions. The "Fed", as it is often called, controls our nation's money supply and sets the interest rates. The national debt now totals over  $4\frac{1}{2}$  TRILLION dollars. It is said to be growing by one BILLION dollars every day. If you or I owed a minute fraction of that sum, we'd be concerned and would cut expenses. But, not so with the U.S. Congress. The FED is our GREAT DEBT lender. The November election proved that Americans are angry over CRIME, and DEBT, and..... ILLEGAL aliens. They elected some conservative representatives----that might start to turn things around. Many people still think the Federal Reserve Banking System is controlled by our Congress and/or is an entity of our own government. Again, not so. Federal Reserve....the name itself is quite incorrect. The Federal Reserve Banks are totally PRIVATE, fabulously profitable corporations. They are managed mostly by wealthy "Council on Foreign Relations" (CFR) members. The Federal Reserve Banks are NOT Federal at all. And...they have little or no reserves.



"When we see the LILIES spinning in distress, taking thought to manufacture loveliness ---- When we see the BIRDS all building barns for store ----'twill be time for us to worry, not before."

SPECIAL NOTICE / SILVER MEDAL: We applaud Norm Helmkey who was voted by the membership to receive the 1994 Newhouse Silver Medal. Norm has been a very capable and sincere member over many years. His principle home is in Canada. Ever since owning an Ultra Motor Coach, he has been a leader in club affairs. Has everyone seen his dramatic work of binding in clear glassine the hundreds of club articles, documents, early factory data, and so on, covering all 28-years since the founding? This comprises several thick, hard cover volumes of valuable organizational material, beautifully preserved. He, and Marion too, are to be congratulated for all their distinguished accomplishments.



#2 POSTSCRIPTS

"WHOEVER brings home the bacon, SOMEONE has already paid for the pig."

RANCHO SUNNY VISTA: We just returned from a great rally at Joshua Tree, California. Ultra friends from Oregon, Canada, Florida, and other areas were there. Jim and Marlene Craig were tremendous hosts with various types of activity going on all four days we attended. One evening, wide slices of apple pie (baked by Marlene) topped with a generous ice cream serving, proved out of this world. Two meals out and a potluck, kept us full of energy. The weather was "sunny vista" every day and nice and warm, except one when a few snow-flakes fell. Mere words fail to fully express our gratitude to the hosts for a grand gathering on the high desert.

"Some people grumble because roses have thorns. I'm thankful that thorns have roses."

IT NEVER PAYS TO WORRY: One member confesses he loses sleep due to his concern over problems he can't control -- and it is getting his health down. No one should lose even one night of sleep over health matters, financial difficulties, family problems, the economy, or the like. It is considered best to relax, to live a low profile life. Some folks worry themselves sick. Our old family doc said that too many mental illusions might, "Wake up hemorrhoids one never knew he had." His sage advice, "Arrange things the best one can, then forget 'em and live a little milder." In other words, keep occupied, but don't over do it.

"The EASY WAY to figure the cost of living is to take your total income, and add ten percent."

CURRENCY REVERSE: Most newspapers do not explain this. A couple of good members wrote, questioning if we might be PURPOSELY left in the dark? Famed financial analyst James Cook, in a letter just received, writes, "A nation's currency speaks volumes about its affairs. Only a decade (ten years) ago 260 yen bought a dollar - today its less than 100 yen. Nobody should try to put a good face on this....excuse us for suggesting we are in a far greater economic pickle than anyone dare imagine." That's Jim's opinion. The once mighty dollar is failing quite a bit. Some of the things we buy cost more, because it takes MORE of the weaker dollars to buy them. A friend of ours just returned from Europe. A cup of coffee often is \$5.00. She had an ice cream sundae that cost her over \$7.00 when she checked out. The media is quiet.

"Anything SCARCE is very valuable; let's consider praise for one example."

RACHAEL HELANDER: Almost everyone knew Rachael, a lady of humor and many talents. She could produce artistic masterpieces from almost any throwaway waste. At age 87, Rachael passed away quietly at FHP Hospital near our home on Saturday September 17th. She was preceded in death six years ago by husband Bill. Amiable, generous, full of ideas, Bill could be a bit abrasive at times in fun. Bill and Rachael were among the earliest Ultra Club members. Their cheerfulness and integrity is missed.

COMPULSIVE GAMBLERS: When one comes right down to facts, ALL of us are gamblers. We don't need to indulge in a State Lottery, go to Vegas, or play Poker, to be a gambler. Even a turtle will stick his neck out now and then....so do we. You and I KNOW that our cars and motorhomes need frequent servicing. Yet some owners will GAMBLE that the next trip can be completed before an over-due oil change, grease job, or replacement of thinning tires, or engine tune-up is accomplished. Ultra Vans are HERITAGE vehicles. Coddle that precious "Apartment on Wheels". PLEASE keep your coach sharp looking and in good repair. It DESERVES no less.



#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. DThree 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. Ryerson 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

#549 Ultra Van. 307 Cu inch Engine with Automatic Transmission Powerglide, 157000 miles, engine overhauled at 38000 miles, runs real well. Gaucho on left side behind driver, refridge replaced, A/C on roof, Cat Heater, New Sony radio AM/Fm Cassette, CB Radio, Rear bearings recently packed, Front OK, Good Tires, Nice Upholstery, Spare rear hub, Lacking water heater, Water Filter, Small body damage at left front section, New Paint, Good Windshields small crack on passenger side, a very nice looking and running coach, \$5700.00 Jack E. Davis, 100 N. Cheyenne St., Silver City, NM 88061. Tel 505 536 5955

492 Ultravan. Very good 110 HP Corvair. To see the excellent condition of this Ultravan inside and out, send \$10 for video, refundable on return. Asking \$8975, Ryerson maintenance manual included. Hal Honer, 11126 W. Hollywood Avenue, Youngtown, AZ 85363. Ph: 602 977 1815.

#497 1969 Ultra Van. 140 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.

1969 Ultra Van, completely restored classic, all new, ready to go. 18 mpg, only 360 built. \$12,500 916 Lighthouse Drive, North Palm Beach, FL Ph: 407 626 0388





RESTORATION OF ULTRA #473 - 1992 - 1994

For two years I have been rebuilt from end to end. Jean drove me to North Palm from the woods of Palatka Florida- then I was put up on jack stands and he removed all my under carriage. I thought I might be going to be junked but no - Jean was good to me. He made all new suspension, plates and up-rights, new angles, I mean he made some parts and for others he called Dave Peterson and had him ship new old stock parts. He even tore my engine down and made me a new one. My transmission and differential is also renewed. He kept saying I would be just like I was when Ultra Inc. built me. O'boy I liked that. After all my drive train and suspension in the rear was done he went to work on my front end and now I have the best available parts there too - new spherco joints which are tight like I used to be when I was new. Then he took all my insides out - cleaned me good. Boy I had lots of dirt in my edges and other places. Now I'm clean and have new carpet and new upholstery. I felt good about myself - but then he took me to a truck shop where I was almost lost with all those great big trucks around me. The guys there smoothed and painted me like new on the outside too. I'm pretty now - Jean sure is a perfectionist- he won't leave any of the old me alone - fix it right he says. Then ----yes - then he took me for four new tires and hubcaps too.

Now I heard him say we would have to go to "Russ" for alignment so I would run straight down the road (I do too). He is trying to sell me because he has #330 for himself - I hope I get a good new owner that will take me places all over the country.

Boy I feel good now

Ultra #473

Jean McMasters #330

916 Lighthouse Drive

North Palm Beach, Fl. 33408

P.S. If you would like to buy me please let Jean know;  
Phone (407) 626-0388



Ultra Archive Report  
by Norm HelmKay

Those who were at the Ultra Van National in Henderson, Arkansas had an opportunity to see two video tapes done by the Chesapeake Chapter of CORSA, which deal with rebuilding the distributor and Power Glide automatic transmission. I recommend both as good guides for the "Do-It-Yourselfer" who wants to overhaul either of these units in their Corvair-powered Ultra Van.

Clark's Corvair now have the rights to the distributor video. Order it from them if you want your own copy. The new Power Glide tape is available directly from the Chesapeake Corvair Chapter, P.O. Box 12, Perryman, MD 21130 at \$26.95 including shipping.

If you would like to borrow these video tapes, read on. I've donated them to the Archive Library and will use them in a lending-library experiment to loan these videos to members. Circulation will be on a "first come, first serve" basis and requests must be in writing. In the beginning, I suspect distribution will be slow, but after the initial rush there should be reasonable turn-around.

Members who request a video will be responsible for the mailing costs. I think a loan period of one month is a reasonable amount of time to review a tape.

Please send me a letter asking for the video you want and I'll let you know where you are in the priority list. If the wait becomes too long, I'll take the problem up with the UVMCC executive to see if we can buy additional video tapes.

One reason I've gotten into the video tapes mentioned above, is the requests from several new members for more details on how-to-do-it. Having been there myself a few years ago, I can see how videos would help in other areas like steering, rear spindle modification, engine removal, etc. I've had good reports on a video tape that Bill Welle made on how to do an inexpensive paint job. I've not seen this tape yet, but perhaps Bill will donate a copy to the Archives and it can be added to those now available.

Also, this winter I'll talk to Bill about doing some tapes on other subjects like those mentioned above.

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Elsewhere in this newsletter is a survey form which we hope you will take time to complete and send in.

Jim Howell (Ultra #216) owns a computer consulting business in Knoxville, Tennessee which does surveys for businesses frequently.

Jim has volunteered be the focal point for this survey on our coaches. When completed, Jim will write a report for the newsletter.

Archive Report Continued

How many Ultra's?

We'll likely never know exactly how many Ultras were really built, but it would be nice if there was agreement on a one number, so at least we could appear consistant, especially when dealing with the media or publications outside of the club.

Christy Barden and I have done a lot of research on the subject and though we are still a few numbers apart, I propose a compromise for all to consider, as a viable number we can all support.

In the Fall 1992 issue of Whales On Wheels, Christy with the help of Dave Peterson and Jim Craig did a really good job of documenting the first 24 coaches (up to #215). Using this article as written, the first 24 units seem fairly well pin-pointed. 24

Ultra Van numbers from #216 to #558 are sequential except for #557. #557 was first assigned to a pre-production Tiara body shell which was later renumbered. The result is a total of 341 units built in Hutchison. 341

Coach #TU-100 looks like a regular Ultra Van except it has an Oldsmobile Toronado power unit up front like #467. It was built and titled in 1969 and still exists. TU-100 was last listed in the 1989 UVMCC roster and is said to at one time to have held the motorhome speed record (109mph). 1

In the Ultra Archives we have descriptive sales offering letters and side view drawings for Dodge and Ford coaches called Ultra Van Rovers. These experimental units were made in 1969 and offered for sale in 1970. The Ford unit was sold, but BELCO still listed the Dodge unit for sale in a December 1970 sales letter at \$8,500. 2

After Ultra Inc. closed in June 1970, Dave Peterson began a new company in Sonoma to first do Toronado conversions and later build the 600 Series units of which all 5 exist. 5

As you can see from the running total, 373 is a supportable number. Unless there is an argument for some other total, I propose we agree to use it as the number of Ultra Vans built. 373

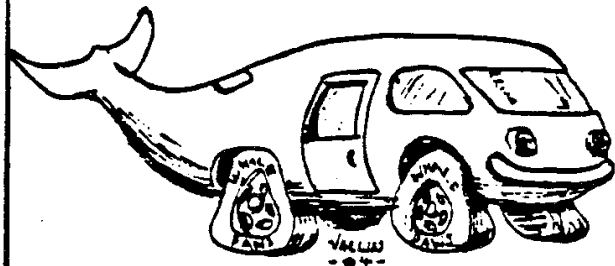
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In the last newsletter, Ernie Newhouse asked what automobiles besides Ford and Lincoln had Presidential names. Coincidentally, I was doing a 2,500 word article for the Old Autos newspaper on the subject. I've abstracted just the car names and years manufactured for you:

WASHINGTON	1909-1911	PIERCE	1901-1938	ROOSEVELT	1929-1931
ADAMS	1903-1914	LINCOLN	1909-todate	WILSON	1901-1907
MADISON	1915-1918	*DAVIS	1908-1930	HARDING	1911-1917
MONROE	1914-1924		1947-1949	KENNEDY	1907-1918
JACKSON	1899-1923	JOHNSON	1905-1912	FORD	1899-todate
HARRISON	1905-1907	GRANT	1913-1922	CARTER	1904-1925
TAYLOR	1923-1924	CLEVELAND	1899-1926	BUSH	1916-1924

\* For Southern friends, Davis, the Confederate President is included

# 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

First, I want to sincerely thank the members for the "Ernie" award. In the past, I've had the good fortune to have received the highest IBM and Willys-Overland-Knight Registry awards. These honors did not emotionally effect me the way the "Ernie" award did. Those who were at Henderson can attest, that for the first time since anyone in the Ultra Club has known me, I was speechless. Once again, many thanks.

Norm Helmkey

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Next, one of my most embarassing moments came this year, when we had to travel to Arkansas in our Plymouth mini-van instead of our Ultra. This was very aggrivating as we were just 1,300 miles short of our first 100,000 Ultra miles.

We started in the Ultra, but at 150 miles, lost power in #2 cylinder. Just 50 miles further, cylinder #6 failed. After only 200 miles, we had to turn back. Eight hours later, we coaxed #486 back home under its own power, with 3 sick cylinders all on the same side. The "problem" turned out to be two broken exhaust valve springs and a blown head gasket. As a result, installing the OTTO OT-10 camshaft, mentioned in the last newsletter, will have to wait until this winter.

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As many know, most Ultra Van front brake hoses (on which our lives depend), are over 25 years old and nearly all are severely weather cracked. This is a disaster waiting to happen, more especially in coaches that still do not have a dual master cylinder installed.

We may soon have replacement flexible front brake hoses. For those who have not heard, Lon Wall (owner of The Corvair Underground) now has Ultra Van #420. At the 1994 CORSA National in Williamsburg, Lon said he would have his supplier quote on reproducing the Ultra Van front brake hoses. The success of this project depends on how many are ordered. Lon cannot be expected to invest the money, unless there is a reasonable demand.

You are urged to support this effort, as there may not be another opportunity. There will likely be a minimum quantity of at least 100 pairs. If the details become available before Christmas I think these hoses are important enough to have the executive approve a special mail-out order form. This way, new hoses could be delivered to you for installation before the 1995 touring season begins.

Much of this Tip came from data sent in by Ron Hodges from "Consulting Specifying Engineer" magazine. This was supplemented with data from other articles from our local library.

A fire needs three things: oxygen, fuel and heat. If we can prevent these from coming together where not wanted, we can control fire. Once a fire begins, removing oxygen goes a long way towards smothering the fire. Halon 1211 and 1301 does a great job along these lines as only 2 or 3 percent volume can snuff out a fire.

At the end of World War II, engineers found a better way to handle aircraft engine fires with Halon 1211 and 1301. For many years, Halon was the "right stuff," especially as computers came into service. Halon turned out to be nearly the perfect way to handle computer room fires. It was considered safe for the occupants and did not create equipment problems that were caused by "soda-acid" and "dry chemical powder."

Halon emissions were not considered a threat to the environment until it was learned that bromine, a byproduct of Halon, also helped destroy the Ozone layer. This discovery doomed Halon and while it can no longer be made in the US, stocks on hand allow its use for recharging existing fire extinguishers until 1998.

At least seven replacements are available, but they cannot be used in existing fire extinguishers since they are not as effective as Halon. More firefighting agent is needed, which calls for larger pipes and bigger nozzles to manage the same size fire.

Another problem with replacement agents is a new requirement to assess the cardiotoxicity of a potential Halon replacement. The EPA defines cardiotoxicity as a compound's ability to cause serious or fatal cardiac arrhythmia. New terms are emerging to describe the effects of a Halon replacement. NOAEL (no observed adverse effect level) and LOAEL (lowest observed adverse effect level). EPA uses the NOAEL value as the basis to ensure human safety.

One of the safest Halon replacements is INERGEN IG-541, an inert gas mixture of 52% nitrogen, 40% argon and 8% carbon dioxide. A condition of its use is that if the oxygen concentration falls below 12%, you must evacuate within 30 seconds. Three others which may become available are FM-200 and CEA-410 (alternatives to Halon 1301) and CEA-614 (a Halon 1211 alternative). These are effective at levels of around 6% (compared to 2% for Halon), but they are long-lived in the atmosphere. While they may not harm the Ozone layer, they do contribute to global warming.

In the meanwhile, keep an eye out for Halon extinguishers that are still on the shelves of department, hardware and RV supply stores. Because of their scarcity, they are worth every penny and hoarding them up for the future is good insurance until a viable alternative is developed.

Also, do as Walt Davison has done by installing pipes into the engine compartment from inside and outside so you can discharge Halon into the engine area, without being near the fire. John Shattuck has gone a step farther by installing heat detectors to automatically flood the engine compartment.

About a year ago, we purchased Ultra van #549, our first. Many things are different with an Ultra than with the normal motor home. As we were looked over the coach, I noticed a set of wooden chocks under the front wheel. It was explained, V-8 Ultras used Corvette disc brakes on the rear wheels and the built-in parking brakes are almost useless. Most have been removed, that's why the chocks were used. It was also pointed out, the V-8, unlike the Corvair, has a transmission park detent that is very effective (it is), with the transmission in park and the wheels chocked, you have an adequate parking brake.

I never really felt comfortable about not having a separate parking brake system and considered adapting a parking brake on the drive shaft, at the output end of the transmission, like on some Dodge pickups.

This looked like a lot of work and I can procrastinate as well as anyone. While scanning through a JC Whitney catalog, I found just what I was looking for. It's an IN-LINE HYDRAULIC BRAKE LOCK (#85XX6592Y, price \$19.99 plus shipping), made by Jamar Performance Products Inc.

My Ultra has a dual brake system. I decided to install the device on the rear brakes, reasoning the return springs on the front brake shoes might decrease the braking ability of the device. The rear brakes are discs without return springs and appear to have sufficient brake pad surface.

Installation is pretty straight forward and easy to do. Decide where to locate the locking valve, mount the device, install the brake lines. Make sure you bleed the system well.

The system works like this. Apply the foot brake firmly, set the valve, that's it. This holds a positive pressure in the brake line and keeps the brake shoes or pads (as the case may be) applied. To release it, just press the brake pedal and the device unlocks automatically.

Some things to consider. This is not a separate cable or rod operated brake system as found on most vehicles. The amount of braking pressure depends on how firmly you set the brakes, very similar to foot or hand operated parking brakes. If there is any leak in the system, the line pressure will fall and the brakes will eventually release. The company recommends the use of silicone brake fluid with this unit.

There were metal chips in both the inlet and outlet ports of my unit. I contacted Jamar to ask if it would effect operation. They suggested I either remove the chips myself (they didn't think I would do any damage to the device) or they would replace the unit at no cost. I removed the chips and the unit works just fine. Seems like good people to deal with. To contact them, their address is:

Jamar Performance Products Inc.  
1158 Flint St. P.O. Box 1066  
Lake Elsinore, CA 92531-1066

The bottom line is the unit works like it is supposed to and I wouldn't hesitate to recommend it, although I would prefer a separate cable operated parking brake. Now I have three parking brake systems, the transmission park detent, the wooden chocks and the Jamar In-Line Park Loc . . . How can I go wrong.

Funny how you can go years without hearing about a problem and in just three months get three requests on the same subject.

Reading through Section 10 of the Ryerson Ultra Manual is a must. See page 10 for details of steering box lubrication. As you'll read, the original box was stuffed with chassis grease, which is likely all dried up. Checking the grease level is impossible since it won't flow out any of the bolt holes.

The manual illustrations are actually upside-down relative to the box in the Ultra and they do not show the boss mentioned on page 10. I drilled and tapped one of the bolts that holds on the cover, then screwed a 90° grease fitting into the tapped hole. I pump in grease until it just oozes out the sector shaft bushings. The sector shaft seal on my coach is not as tight as the seal on the steering column shaft.

What to really be seen from the rear? Quartz Halogen tail light bulbs that are five to six times brighter than regular bulbs are available from:

Speedway Motors  
Box 81906  
Lincoln, NE 68501-9896  
Phone: 402-474-4411

These lamps have the same base as the #1157 lamps used in the Ultra tail and stoplights. The Speedway Catalog number is 911-31014 priced at \$19.95 a pair.

The tail light part is 20 watts and the stoplight part is 55 watts. There is a caution in the installation instructions which come with the lamps that the halogen bulbs operate at high temperatures and they recommend that they be used with glass lenses and metal housings.

I have run these for some time in #385 and have not had any trouble with the plastic lens used in the Ultra Van. The large diameter and aluminum base rear lights we have, likely dissipates the heat better than the tiny lights used in Hot-Rods where these lamps are usually installed.

As with all halogen lamps, you should not touch the bulb part with your bare fingers. If you do, it is recommended that you use an alcohol pad to clean the bulb after installation.

A word of CAUTION! They are bright and take more current than the regular lights. I believe they made the other lights, both clearance and headlights dimmer, so I recently rewired the headlights on #385. If your lights are already dim and have not been reworked, you might end up with very bright tail lights but less light up front to see where your going, until you do a rewiring job.

Before you try to pull the steering box, I strongly urge you to read and read again all 54 pages of Section 10 of the Ryerson Ultra Manual. Sit in the coach, with the floor boards up and the Ryerson in hand, so you really understand and can relate how the various parts of steering system work and interact to each other.

There are several reasons to remove the steering box, like cleaning and adjusting, rebuilding, etc. For early coaches upto #360, you might be checking to ensure the steering column shaft was not butt welded as some of them were.

Many with best intentions, try to pull the steering box. After removing the Pitman arm and unbolting the box from the aluminum channel fastened between the ribs, they are faced with the dilemma of how to get the box out and often give up. No matter how you twist and wiggle, it does not want to come out. The sector shaft snout is too long.

Early coaches are even worse, as the two mounting ribs are even closer together. It looks like the steering box was put in place and the ribs were installed on either side of the steering box. Some try to pry the ribs apart to give more room.

I took another approach, by making two vertical cuts, up either side of the hole in the right rib to make a slot where the sector shaft snout goes through. This allows the steering box to be lifted out the top. If the steering box mount modification on the left side (see page 10-9 DWG 10-F) was installed, the outer nuts and washers have to be removed first.

Making this slot weakens the right rib, so I strengthened it two ways.

First, a 1/4 inch aluminum plate was cut to the fit across the top of the two ribs from the steering box forward and it was bolted to the top flanges of the ribs.

Next, another piece of 1/4 inch aluminum plate was cut to fit inside the flanges of the right rib, from top to bottom, with a whole cut out to match the Pitman shaft snout. The plate was drilled and bolted beside the rib which was slotted to let the steering box come out the top. If the split collar (shown on page 10-8, DWG 10-E) has been added, it is reinstalled on the outside of the reinforcing plate just described.

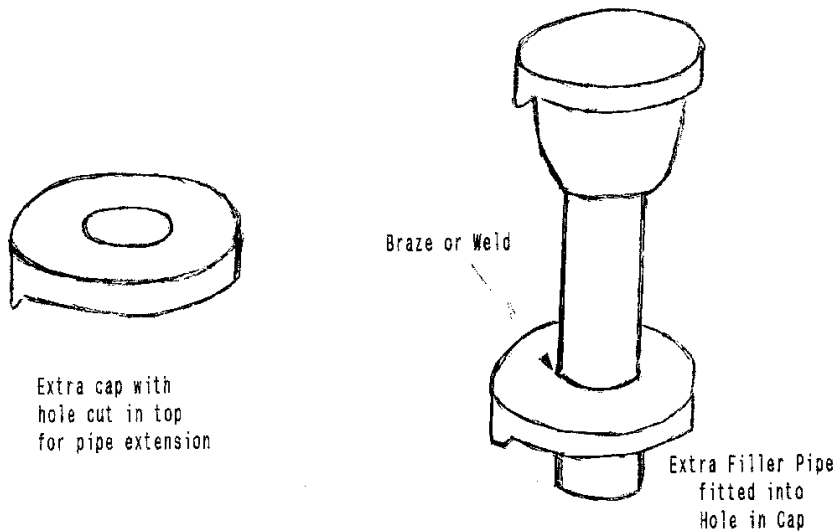
I've been using the Cyberdyne temperature gauge sold by J.C. Whitney (p/n 13KA3960X @ \$34.95) as head temperature indicators. The sensors (Whitney p/n 12KA8991Y @ \$14.95) are 1/8th inch pipe thread. Corvair heads have a 3/8x16 bolt hole for the thermal switch which is retapped with a 1/8th pipe tap, then a sensor is screwed into this spot. A switch in the line to the gauge allows either of the two sensors to be selected.



Adding oil into a Corvair-powered Ultra Van can be messy as the filler pipe is obstructed behind the air filter. The problem is easily fixed by adding a removable extension to the filler pipe made from another filler pipe brazed into an extra oil cap.

Cut a in the extra cap and push the extra filler pipe down far enough to almost reach the bottom of the top flair of the existing pipe. Braze or weld the extra filler pipe into the hole at this spot. A new gasket with a hole must be made for the bottom cap. Install the extension and put the original cap on the top.

You may have to bend the bottom cap edge to make it grip tighter so it will not turn when you take off the top cap to add oil.



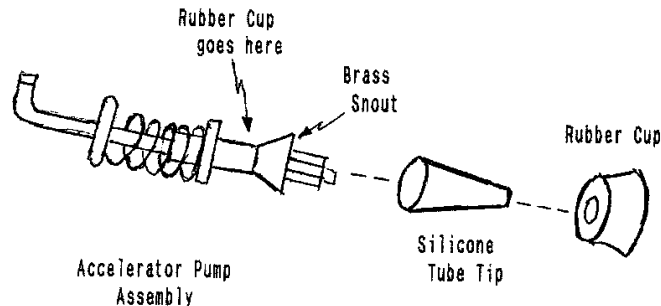
I like to keep up on the news while travelling and some good music is also nice when rolling down the road. Finding an inexpensive radio with all the bells and whistles was also a challenge.

The Pioneer AM-FM KE-1818 (around \$100 at Sam's Club) is just what I wanted in an easy to use radio. The KE-1818 with auto-reversing cassette player has provision for four speakers, auto seek, local/distance switch, time of day clock plus fader and tone controls. For me, the most useful feature of the radio is the "Best Station Memory." By pushing the BSM button, the radio automatically finds the six stations with the highest signal strength and programs the six push buttons while you roll down the road. This feature is available on the AM band and three FM bands for a total of 24 stored stations.

TECH TIP NO. 94-49 SUBJECT Installing Accelerator Pump Rubber  
UV MANUAL SECTION 8 PAGE 8-15 AUTHOR Jeff Stonesifer #351

If you've ever had to replace the plunger rubber of the accelerator pump assembly, you know it is a difficult job because of the design of the brass tip on the pump assembly.

A simple, easy way to re-install the rubber is to put the tip of a silicone tube over the brass tip and slide the rubber cup up the tapered tube as shown below.



TECH TIP NO. 94-50 SUBJECT Changing the Oil Filter  
UV MANUAL SECTION 12 PAGE 12-08 AUTHOR Walt Davison #366

Changing the filter can be messy if the instructions set out in the Ryerson Ultra Manual (page 12-08) are not followed. Also, an extra step should be added to Point #6.

Point #5 should be highlighted. After draining the bulk of the oil from the pan, start the engine for a few seconds, then let the oil drip a while longer. Notice when the oil filter is removed, it is only about 2/3rds full. This makes it easier to get the filter out of the engine compartment without spilling the dirty oil.

Now for the addition to Point #6. Half fill the new filter with fresh oil before installing it. This brings engine oil pressure up quicker when the motor is restarted after the oil change. Don't fill the oil filter to the top as it is difficult to handle without spilling.

TECH TIP NO. 94-51 SUBJECT Ultra Van Coil Spring Replacements  
UV MANUAL SECTION 09 PAGE 09-81 AUTHOR Bob Cole #555

John Graves in Tip 80-17 researched out the Ultra GM coil spring and found the original spring (p/n 3764408) was used on 1959/1960 Chev (convertible and station wagon with 348 engine). It has a capacity of 3019 pounds.

Eastern States Performance Outlet, RD #5, Box 276, Danville, PA 17821 has replacement springs (#6004 at \$55.00 a pair). I installed a pair on the rear several thousand miles ago and am very satisfied with the result. Speak to Scott or Laura at 1-717-672-9413 to order.

We are trying to find out more about the current status of Ultra Vans and hope to have a historical profile of each remaining coach. Similar surveys were done by those at the National Rally at Henderson and the Eastern Rally at Wythville, Virginia. The two rally surveys were used to develop a model for this club-wide survey. If you own more than one coach, please copy and do a sheet for each coach. Comments on any question can be expanded on the back.

Please tick-off and complete detail or comment and mail to:

Jim Howell #216  
P.O. Box 5942  
Knoxville, TN 37928

- Coach Number \_\_\_\_\_
1. Mileage on the coach \_\_\_\_\_
  2. What is the usual weight going down the road \_\_\_\_\_
  3. Is the coach currently licensed Yes \_\_\_ No \_\_\_
  4. Engine Corvair 110 \_\_\_ 140 \_\_\_ V8 \_\_\_ V6 \_\_\_ Other \_\_\_\_\_
  5. Transmission PowerGlide \_\_\_ Manual \_\_\_ Other \_\_\_
  6. Transmission Cooler No \_\_\_ Yes \_\_\_ Make/Type \_\_\_\_\_
  7. Cruise Control No \_\_\_ Yes \_\_\_ Make/Type \_\_\_\_\_
  8. Roof Air Conditioner No \_\_\_ Yes \_\_\_ Make/Type \_\_\_\_\_ BTUs \_\_\_\_\_
  9. Other Air Conditioner Window \_\_\_ Engine Driven \_\_\_ Other \_\_\_\_\_
  10. Generator No \_\_\_ Yes, Make \_\_\_\_\_ Watts \_\_\_\_\_
  11. Brakes Standard \_\_\_ Front Disc \_\_\_ Front & Rear Disc \_\_\_
  12. Master Cylinder Single \_\_\_ Dual \_\_\_ Dual with Power Booster \_\_\_
  13. Added Extra Brake Lights No \_\_\_ Yes \_\_\_ High Mounted 3rd Light \_\_\_
  14. Shocks Standard \_\_\_ Extra Rear Mounted \_\_\_ Brand \_\_\_ No. \_\_\_\_\_
  15. Toilet Original \_\_\_ Sealant \_\_\_ Recirculator \_\_\_ PortaPotti \_\_\_
  16. 115 Volt System Original \_\_\_ Modified 30amp/50 amp \_\_\_ None \_\_\_
  17. 12 Volt System Original \_\_\_ Rewired as Original \_\_\_ Modified \_\_\_
  18. Heat Original \_\_\_ Replacement Make/Type \_\_\_\_\_
  19. Water Heater Instant \_\_\_ 6 gal Attwood \_\_\_ Electric \_\_\_ Other \_\_\_ None \_\_\_
  20. Refrigerator Gas Only \_\_\_ 2 Way \_\_\_ 3 Way \_\_\_ Electric Only \_\_\_ None \_\_\_
  21. Do You Use the coach Shower No \_\_\_ Yes \_\_\_
  22. Original Table/Bookcase No \_\_\_ Yes \_\_\_
  23. Screen Door Installed No \_\_\_ Yes \_\_\_
  24. Rear Door Enlarged and hinged above window No \_\_\_ Yes \_\_\_
  25. Couch or dinette in place of bookcase No \_\_\_ Yes \_\_\_
  26. Roof Mounted Solar Panels No \_\_\_ Yes \_\_\_
  27. Solar Battery Maintainer No \_\_\_ Yes \_\_\_
  28. Do You Use Your Tanks For Drinking Water No \_\_\_ Yes \_\_\_
  29. Battery Charger Original \_\_\_ Replacement, Make \_\_\_\_\_ Amps \_\_\_\_\_
  30. 115 Volt Inverter No \_\_\_ Yes, Make \_\_\_\_\_ Watts \_\_\_\_\_
  31. Batteries Size/Brand 1 \_\_\_\_\_ 2 \_\_\_\_\_ 3 \_\_\_\_\_
  32. Tires Size/capacity/brand Front \_\_\_\_\_ Rear \_\_\_\_\_
  33. Coach Communications CB \_\_\_ Cellular Phone \_\_\_ Ham Radio \_\_\_ None \_\_\_
  34. How Long Have You Owned This Coach \_\_\_\_\_
  35. Seats Original \_\_\_ Original/Modified \_\_\_ Buckets \_\_\_\_\_
  36. Steering Bell Cranks Original \_\_\_ Original/Modified \_\_\_ Steel \_\_\_
  37. Sway Bar/SteerSafe Sway Bar \_\_\_ SteerSafe \_\_\_
  38. Rear Turnbuckles Original \_\_\_ Modified \_\_\_ Removed/Replaced \_\_\_
  39. Which Rear End Ratio 3.27 \_\_\_ 3.55 \_\_\_ 3.89 \_\_\_ 4.11 \_\_\_ Other \_\_\_\_\_
  40. Seat Belts Original \_\_\_ Over Shoulder \_\_\_ Other \_\_\_\_\_
  41. Microwave No \_\_\_ Yes, Make/Wattage \_\_\_\_\_
  42. Detectors Propane \_\_\_ Smoke \_\_\_ Carbon Monoxide \_\_\_
  43. Propane Tank Original \_\_\_ Replacement \_\_\_ Other \_\_\_\_\_
  44. Headlights Original \_\_\_ Halogen \_\_\_ Other \_\_\_\_\_
  45. Emergency Brake Original \_\_\_ Modified \_\_\_ Other \_\_\_\_\_

*May the joy of the season stay  
with you and your family  
throughout the new year.  
Happy holiday!*

FROM

YOUR

OFFICERS



APPLICATION FOR ENROLLMENT  
**MOTOR COACH CLUB, INC.**



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

Join more than 400 other members, over 200 coaches, coast to coast.  
Membership includes: Quarterly Newsletters, Membership Directory,  
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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.