

DATE MAILED

Empty rectangular box for address or postage.

PERSONAL

FIRST CLASS MAIL

Spring 1995 Newsletter

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 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, 518, 519 ; 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.

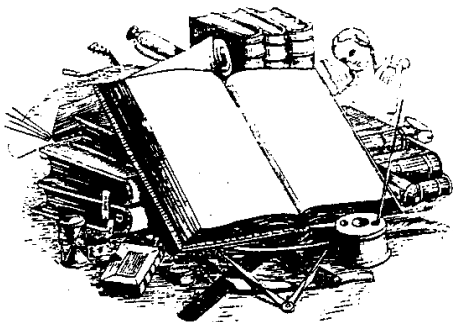


From The Presidents Desk



We are all saddened at the passing of Edna Newhouse. Our sympathy goes out to Ernie - I personally regret that I did not get to know Edna better. She will be sadly missed by all who ever knew her.

We are looking forward to the Spring Rally in Florida, and hope to see many of our friends from near and far. We hope that the health of both of us will be improved, so we will feel up to the Rally. With the coming of Spring it should make all of us look forward to the open road and our Ultras - Then drive carefully until we meet again.



A large, elegant handwritten signature in cursive script, reading "Gordon H. Harvey". The signature is written in black ink and spans across the right side of the page.

February 1995

Page One

UPCOMING RALLIES

March 26-28 Stop over at Sebastian Church of Christ-Sebastian, Florida
March 28-April 1 Celebrity Resort-Orange Lake, Florida-See Flyer
April 19-23 Brandon State Park, Antioch, CA. CANCELLED
May 6-20 Desert Rendezvous Ranch, Joshua Tree, California-See Flyer
June 5-8 Jackson, Ohio See Flyer
September 19-24 KOA Kampground, Silver City, New Mexico NATIONAL RALLY
See Flyer



Corrections to new 1994-1995 Directory

Both Secretary and Treasurer make every effort possible to keep addresses and phone numbers correct. However, we do make mistakes.

Page D-26 Buffardi - correct coach number is 433.
Page D-28 As of 2/11 J. Craig owns coaches No.101, 163, 300, 384, and 474.
Page D-28 R. Craig - correct coach number is 285
Page D-34 Gurr - now owns coach number 529.
Page D-34 Harvey owns coaches 469, 518, 529
Page D-35 Helmkey - Zip is KOK 1L0 (the space in the middle is important in Canadian Zip code)
Page D-36 Helmkey - phone number in Florida is 813 421 3972
Page D-42 MacKenzie - Zip code is LOG 1E0
Page D-43 McGonagle - Zip code is 03862
Page D-44 E. Miller - sold coach; hasn't paid dues since 1993; cross out
Page D-51 Ryerson - cross off coach #384; phone number in Canada is 604 885 2875; Zip is VON 1N0
Page D-51 Saylor - phone number is 619 485 1775
Page D-58 Woiak Phone number is 414 421 3972.



Notes from the Secretary

Jean McMasters had knee surgery recently. He has our prayers for a swift and complete recovery.

On 2/11 we talked with Gordon Harvey. He told us that Ruth has been in the hospital for about a week; she is some better. His condition is improving. Our prayers go out for them.

Jim Howell has received about 45 surveys. Please send in yours, if you have not already done so. Deadline will be April 1. Please cooperate, so he can come up with significant information.

On May 8th, 1995 long-time member Neva Brining will be 90 years old. Wouldn't it be nice if she got a lot of birthday cards? Her address is 2815 Ida Avenue, Dayton, OH 45405.

EDNA NEWHOUSE

February 22, 1912 - December 28, 1994

It is sadly we announce the passing of Edna Newhouse. Beloved wife of Earnest Newhouse who along with Earnest founded the Ultra Van Motor Coach Club Inc. in 1966. At a holiday party during Christmas Edna wanted to help the hostess count the number of people at the party. They had a sunken living room and Edna didn't see that large step down and took a hard fall, breaking her hip. She was taken to the hospital and emergency surgery used together. After a week she her care. She seemed to be around. Ernest was helping again. Earnest tried to break his own back in the process. There she contacted Ernest out of bed to come together at the last. Ernest held hands and others hands. Services were Chapel, Rose Hills California. Over fifty people Jim Craig wrote that the Harrison's, Suchow's, were also in attendance. "He by Shepherd of the Hills Idestrom. Many of the were also in attendance Barry and Patricia Swanson Newhouse's neighbors and "adopted" children. Their talk showed their love and compassion for the Newhouse's. After the service the rain stopped for a while and the sun did shine for a brief moment.



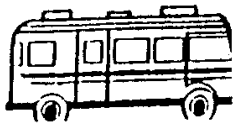
three pins to hold her broken hip came home and Ernest helped in doing well using a walker to get her into the kitchen when she fell her fall by grabbing her, wrenching She went back to the hospital. pneumonia. The chaplain called and be with her. So they were said she couldn't talk, but they communicated by squeezing each held January 3, 1995 at the Hillside Memorial Park, Whittier attended the service in the rain. Steinburg's, Green's, Reinhardt's, Craig's and Threasa Vandersteeg Health Me" was beautifully sung Lutheran Church member Henric Newhouse's former employees along with many church members. gave a eulogy. They are the

The Newhouse's had just celebrated their 60th wedding anniversary this past summer with about 80 close relatives in Crookston, Minnesota. Edna was born Edna Erdman in Crookston and grew up there with her sister and three brothers. In phone visits over the last month Earnest has shared his feeling of loss. He has lost his right arm and best friend. I assured him that he has many friends and we will be there for him. He also related a story of her experience in the Strassburg bank in North Dakota. During lunch hour (when Edna happened to be the only person in the bank) a hard looking fellow with cap pulled down to his eyes, came in. He walked up to the teller's window and demanded a dime. Edna very nervously dipped into the petty cash drawer and handed him the 10 cents piece. He quickly exited the bank. Of course, this was not funny to Edna at the time, she thought sure here is a holdup. A dime in those days would buy a lot more than today, say a juicy hamburger, a couple of cups of coffee, a sweet roll and so on. This happened at the Strassburg bank during the great depression, was one of several stories she told Ernest. This was also the home town of Lawrence Welk and there were Welk accounts in the bank, but this was long before he became famous with his band program. Edna always felt sorry for poor farmers around there who came to the Bank. During those hard times of drought and the economy, there was a limit on making loans too. They had to be safe before a loan could be issued. She had a wonderful heart, we will miss her. W.C.B.

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

HOSTS:

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

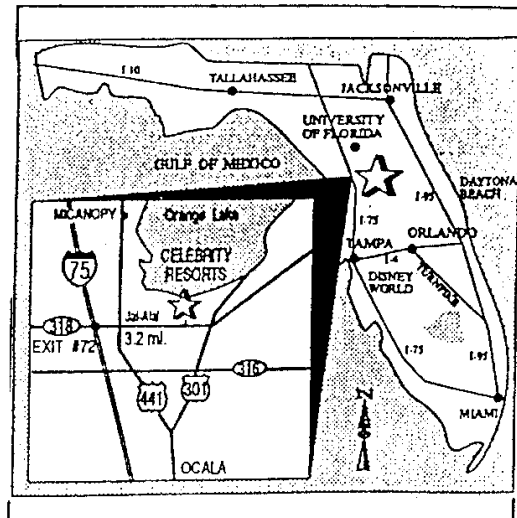
ACTIVITIES:

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

TECH SESSIONS
CRAFT SESSIONS
COFFEE & GOODIES EACH MORNING

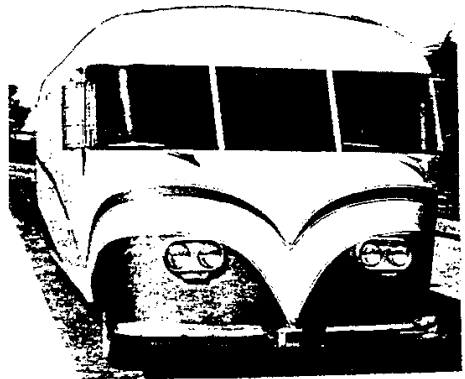
Celebrity Resorts is located on the shores of Orange Lake just off of I-75 in Ocala. But it's more than just a campground and fishing resort... **ENJOY:**

- * 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



* = REVISION, 2/8/95

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

** Registration fee; \$5.00, (Includes plaque). Rally fee; \$1. per day per person.

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.

* PLUS-- many others.

* --- Possibly not all of the above repairs will be accomplished, but the remainder will be done during next "Working Rally", OCT. 19-NOV. 2, 1995.

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 original ULTRA VAN 101." A dash plaque denoting that will be given to all participants.

* --- Schedule will be provided on request. (For additional details, see November 94 rally report and Update Report, in this issue.)

OHIO Summer Rally

Date: June 5-8, 1995.

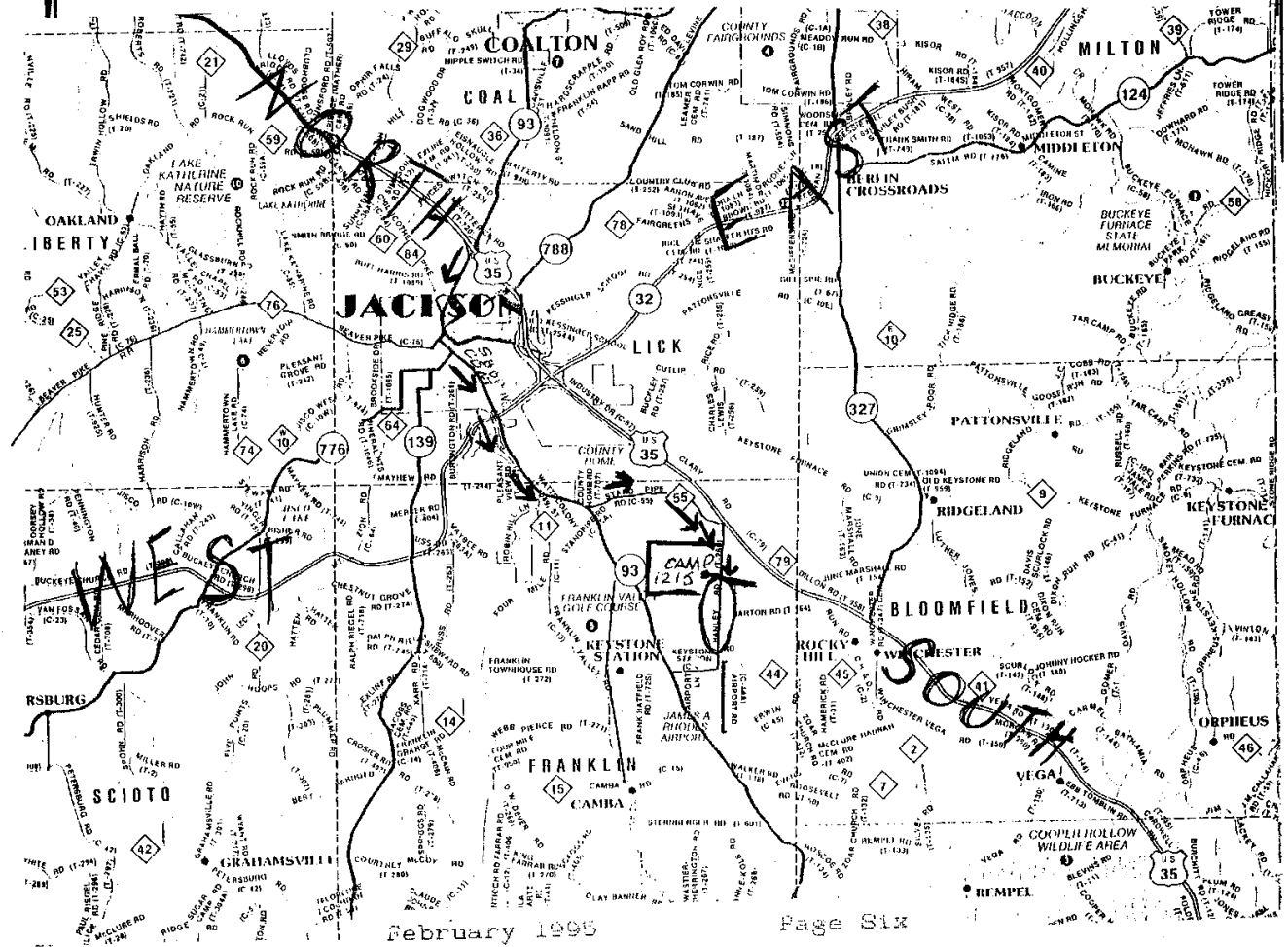
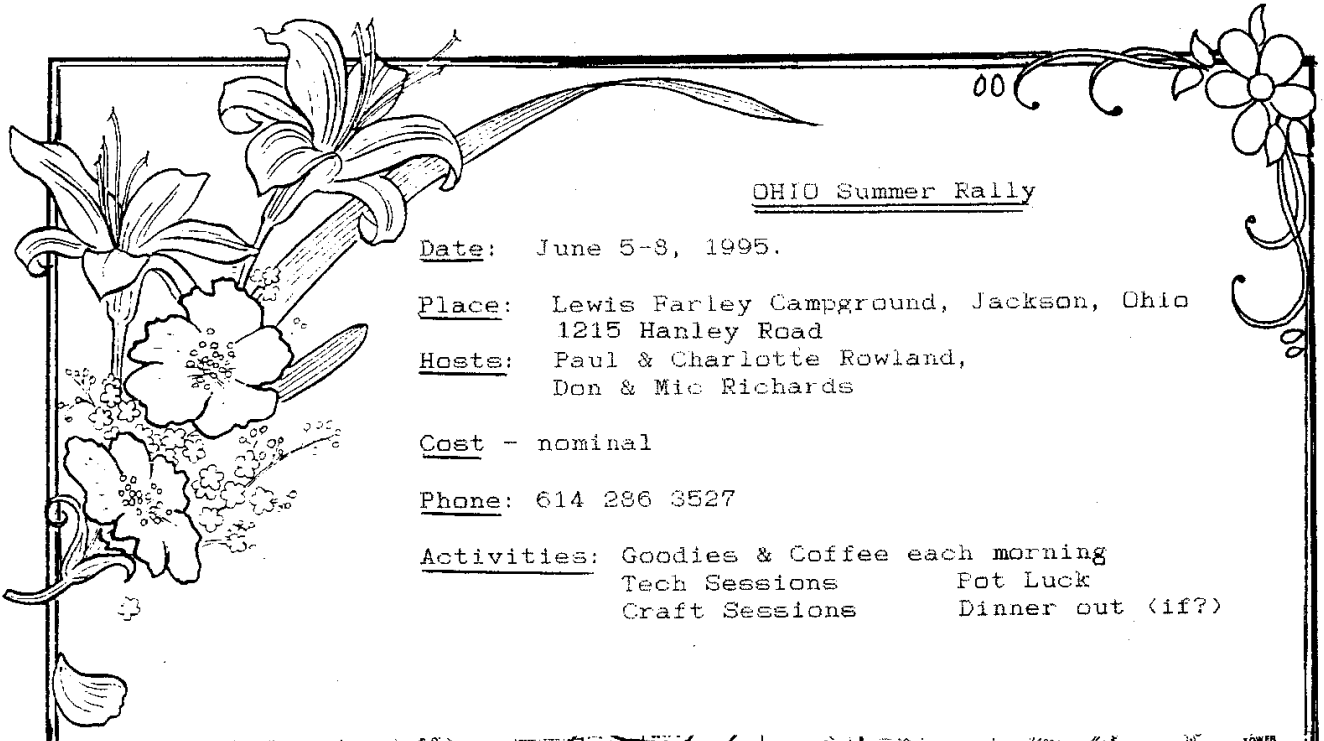
Place: Lewis Farley Campground, Jackson, Ohio
1215 Hanley Road

Hosts: Paul & Charlotte Rowland,
Don & Mic Richards

Cost - nominal

Phone: 614 286 3527

Activities: Goodies & Coffee each morning
Tech Sessions Pot Luck
Craft Sessions Dinner out (if?)



1995 ULTRA VAN National Rally
Silver City, New Mexico
September 19-24, 1995



Rally Site: Silver City KOA Kamp Grounds
11824 Highway US 180 East
Silver City, NM 88061
Telephone #(505)338-3351

Elevation: 5,900 feet

Normal Temperature: 80's daytime 50's evening

Located: Approximately 5 miles east of Silver City on
US Highway 180 (KOA just south of highway)

Hosts: Reinhardt #404 (602)846-6920
Harrison #324 (701)223-1623
Suckow #313 (602)841-0911
Vandusteeg #A525 (602)979-4358
Jack Davis (505)538-5955

Rates: Group rates of \$16.91 per day including taxes have been
secured for our Rally. This is for RV sites with water and
electric. (If full hookups or other needs are desired,
appropriate charges will apply.)

A specified number of RV sites will be set aside for ULTRA
Club members. Just let your Host know of your intention to
attend as early as possible. Your Host can reserve and
prepay your first day, therefore holding your site for you.
(This KOA Camp Ground has only 74 sites-with some long term
residents.) Please respond as early as possible.

Other Facilities (at no charge):

Dump Station Heated Pool
Meeting Room Patio Area
Restrooms Showers

Other Facilities (with charges):

More than 2 persons at any RV site or Kabin
Kabin (with NO bathroom sleeps 4 people) 2 people \$25 + tax

Points of Interest:

Sightseeing & tour opportunities abound (mines, mountains,
museums, etc.)

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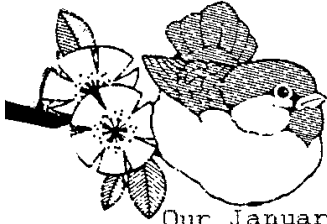
DEPOSIT

For First Night \$16.91

FROM: _____

SEND TO: Dan Reinhardt
5201 W. Camelback #A255
Phoenix, AZ 85031

(Refundable if you can't come)



Arizona January 1995 Ultra Rally

Our January Rally was in Black Canyon City, Arizona, in a peaceful little valley surrounded by mountains. We had a large recreation building with a big, fully equipped kitchen, and a huge fireplace in the main room where we enjoyed our games, crafts, potlucks, and coffee hours. Our members brought lots of wood, so our fireplace was burning night and day. The weather was a bit nippy, but we were so thankful that we didn't have snow, rain, and flooding, like a lot of us left back home.

The first evening we enjoyed "Miner's Stew", with everyone adding something to the huge pot-amazing how delicious it is, all blended together. After the dishes were done - the games began. We had lots of large tables and chairs - our choice of cards, Bingo, Rummy Tiles-even one table for jigsaw puzzles. Edna Steenburg is a whiz at putting these together.

Our first Potluck was Thursday, and we had everything from apple salad to zucchini casserole. It's a mystery to me how we always manage to have such a variety of good things - rarely, two of the same.

Jim Craig had Tech sessions for the fellows, and the ladies enjoyed craft and art sessions. Ed O'Mara had a financial seminar.

On Friday the Arizona hosts treated us to a real Italian dinner. It was Warren Suckow's birthday, and Nobie brought a big beautiful cake for our dessert that night, for him and the others celebrating January birthdays. (Mel Dinesen, P. W. Donaldson, Hilda Green)

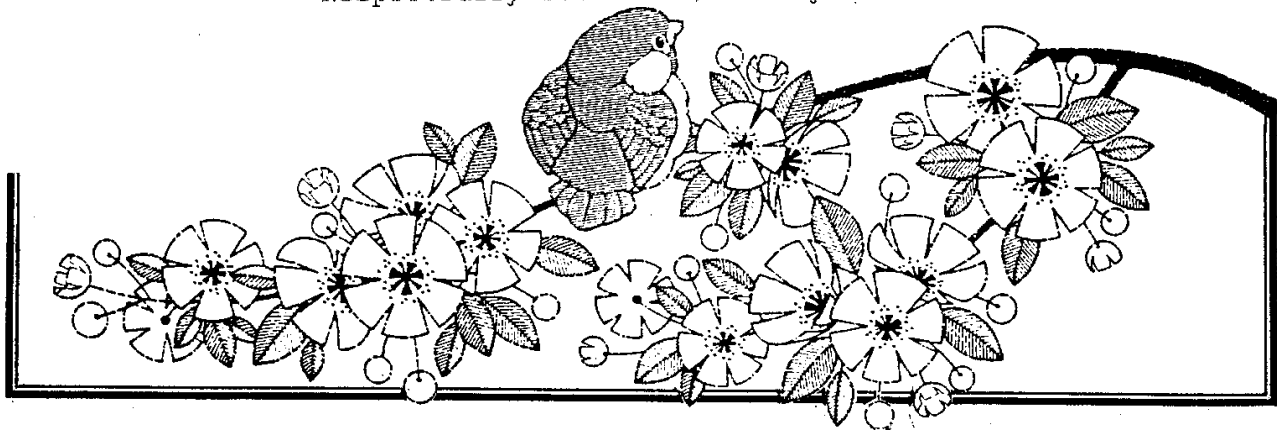
We had a general meeting on Saturday, then later that evening another famous pot-luck. We played "People Bingo" that evening so Threasa could give away all the prizes she brought.

On Sunday we had a guest minister, Reagon Sheldon, from Phoenix who gave us an inspirational message. After joining in singing "There Will be Peace in the Valley", we said our goodbyes - some going back to visit in Phoenix, others to Quartsite for the "Pow-Wow" days, and still others going on home, with a promise and hope to be at the next rally. We thank Threasa Vandersteeg, the Suckows, and the Reinhardts for another great Arizona Ultra rally.

There was a total of 19 (12 Ultras, 6 associates, 1 car). Those attending were: Alvarezs, Boso, Craig's, Dinesens, Donaldsons, Franzs, Greens, Harrisons, O'Maras, Reinhardts, Reinhardt, Rowlands, Ryerson, Smiths, Snyders, Steenburgs, Suckows, Vandersteeg, Zeaman.

We were saddened by the news of Edna Newhouse's passing. We will miss her. Our heartfelt sympathy goes out to Ernie.

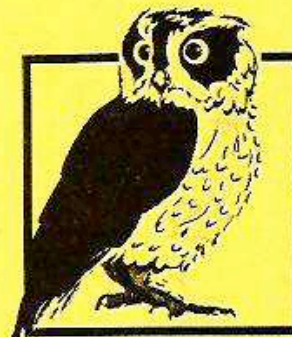
Respectfully submitted, Evelyn Donaldson



ULTRA POSTSCRIPTS ★★★★★

SHE LEFT ME...SUDDENLY: Was her life finished on earth? I have had a little time to consider and to evaluate things, the circumstances, the total situation. "The Lord giveth...and He taketh away." Could that be the only conclusion? I hardly think so. Edna was in near-perfect health when she drove to a dear friend's home the 8th of December, to attend a large ladies'-group annual Christmas dinner and program. Exactly twenty-days later (December 28th) she was dead. She left home happy and gay and healthy. At the party someone asked, "I wonder how many of us are here?" Edna jumped up, "I'll count them." She couldn't quite see a few persons seated behind a decorated Christmas tree and a grand piano. She leaned over, stumbled, and fell--hard. It was purely an accident. Then, the rush to Emergency; surgery to repair a broken pelvis that same night. Nearing recovery, the deadly killer, pneumonia, struck her down. I'm glad I could be with her at the end. Our home is terribly lonely without her presence and her smile....I miss her so. Recently, we had made many plans for the future.

WISE OLD OWL: Some people can, but most don't seem to be able to turn their heads quite as far as an owl can. Does that make owls WISER than us? The word "old" is included in the heading. Is AGE an indication of wisdom? Really, they tell us that EXPERIENCE is the most important. Let me offer a little advice (this comes from one who has had only a few weeks of experience). APPRECIATE and CODDLE and LOVE your spouse---- while he or she is well and alive. Express yourself: Tell him or her that you care. One never knows WHAT might happen as soon as TODAY, or TOMORROW, or in twenty days. This is meant to be words to the wise.



"There's never a moment that's right in our lives for losing a person we love.....It's hard to know why things should happen like this, so we turn to our Maker above."

THANK YOU EVERYONE: Relatives, Club members, and friends from far and wide attended the Services. Business associates and clients of long ago, were there. Ultra Club and others sent beautiful Flower Arrangements to the Viewing Room at Rose Hills Memorial Park. These were transferred to Hillside Chapel for the Commitment Service there, then to Shepherd of The Hills Church for the Memorial Services. Individual members from near by and as far away as Florida called to offer condolences or sent memorials or flowers in Edna's memory. It is unbelievable, but way-over 100 Sympathy cards have been received from relatives and true friends coast to coast. Written words can never express my genuine gratitude and appreciation for all this real compassion. It has helped to ease the pain in my heart for my loss. Thank you everyone.

"Now and then, people lack the power to COMFORT troubled hearts; Often, time alone can ease the hurt that life sometimes imparts.... Still, the comforting words of SYMPATHY help show that others care, And, yes, they somehow SOFTEN the sorrow I still bear."

Next time we hope to return to the regular two-page issue of POSTSCRIPTS.

Ultra Van Motor Coach Club, Inc.

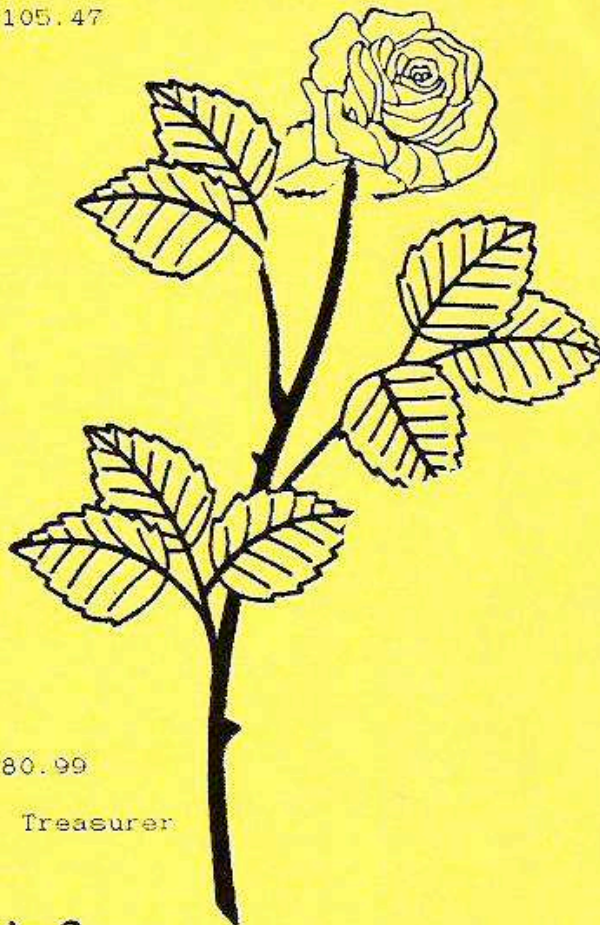
Treasurer's Report--Fourth Quarter, 1994

Balance September 30, 1994		3105.47
Receipts: Dues	780	
National Rally Fees	260	
Eat out	262.50	
Sheriff fines	.50	
T-Shirts sold at N/R	232.50	
Patio Lamps sold	50.00	
Mdse. sold by Mdse. Chr.	119.96	
Benham interest	34.42	
Dividend Al-Gar FCU	16.19	
Total receipts:	1758.07	

Expenses: Liability Insurance	300.00
Loss on wreaths	34.00
Filing fee-California	5.00

Engraving Ernie Award	25.78	
copying & enlarging - N/L	5.00	
Print Newsletter	360.56	
Mail Newsletter	139.60	
Phone calls-Secretary Accumul.	33.19	
Items not previously shown--		
9/28/93 mail Directories	87.42	
9/29/93 Rally Deposit	290.00	
Total Expenses:	1280.55	
Balance December 31, 1994		\$3580.99

Respectfully Submitted, Louis C. Griggs, Treasurer



Ultra Van Motor Coach Club, Inc. Annual Treasurer's Report - 1994

Balance shown on 1993 Report as of 1/1/94		3315.96
Income: Dues	2606	
Tech Tips sold	29	
Merchandise sold	156.16	
Interest-Benham Capital Mgmt.	68.31	
Dividends Al-Gar FCU	103.08	
Sheriff fines at National Rally	.50	
Total Income	\$2894.74	

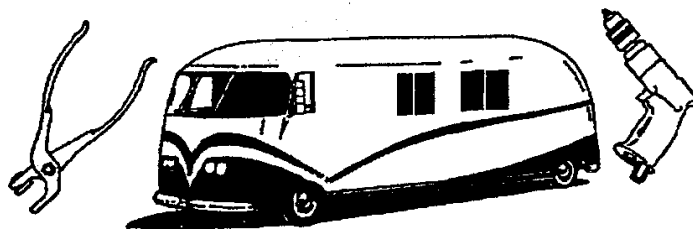
Expenses: Printing	1400.19
Postage	777.16
Materials bought (merchandise)	414.17
Secretary's expenses-phone, etc.	33.19
Total expenses	\$2629.71

Balance 12/31/94		\$3580.99
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Respectfully Submitted, Louis C. Griggs, Treasurer



ULTRA VAN 101 RESTORATION



1995-96

ULTRA VAN 101 RESTORATION PROJECT, UPDATE

DATE; FEB. 8, '95

I am pleased to report that the "RESTORATION PROJECT" is proceeding along quite well. As of this date \$676.00 has been donated to the project by the following club members; Christy Barden, Gramham Dell, Arnold & Edna Steenburg, Steve Mc Daniels, Paul & Charlotte Rowland, Walt Davison, Manual & Mary Fontes, Robert & Roberta Franz Edy Ryerson and Jim Craig. Also we thank Mory & Esther Snyder for the loan to purchase #101 several years ago. Thank you, all loanees.

Material donated; 2 sheets of alum.-Peterson, 1 gal. of paint strip, J. Harrison, Engine, 3:55 differential, axle brgn., battery; J. Craig, Propane tank, Griggs, & numerous items, M. Snyder.

I estimate that it will require approx. \$2000. to get #101 roadable and in proper appearance to drive to Kansas in 1996. Total restoration could possibly cost another \$2000. These amounts would drop considerably if we get donated parts from the various Corvair parts suppliers. I plan to write to all of them soon.

SOOO--IF you would like to make a donation or a loan to the project please make your check payable to; MARLENE E. CRAIG, "Ultra #101 Fund". All donations/loans will be acknowledged by personal letter and in the club newsletters.

As a project fund raiser we are offering at this time a package of letter writing material and a 4x5 note pad both of which have the #101 logo on them, in color. Letter material sheets are in three colors and same as shown as the heading on this page. Contents; 5 envelopes, 5 sheets & 50 page note pad. This package is free to all that donate or loan. If you would like the package only it is \$6.00. Postage included. (The two colors on the Ultra made these costly.)

At the recent Arizona Ultra rally ten persons were committed to certain jobs that they will do on the project at the May 1995 RALLY; OTHERS will be needed to perform additional jobs, some of which are noted below.

I would appreciate it if you could contact me so I can confirm which task that you desire to do. That way I can make sure the proper parts are on hand.

WORK TO BE DONE;

WORKERS

-
1. Strip paint from roof & fiberglass panels.----- All hands
Note: Stripping will done on the the first two days.
 2. Clean, inspect & repack front wheel bearings (or replace) Moen/Mory

February 1995

Page Eleven

CONT'D NEXT PAGE.

Jim and Marlene Craig • 7011 Sunny Vista Rd., Joshua Tree, CA 92252 • (619) 366-9104
Make Donations payable To: Marlene Craig, ULTRA 101 FUND

ULTRA VAN 101 RESTORATION

CONT'D.

WORK TO BE DONE

WORKERS

- | | |
|---|-----------------|
| 3. Replace frt. brake shoes, wheel cyls. & hoses.----- | Moen/Mory |
| 4. Replace rear brake shoes, wheel cyl. & hoses.----- | Steenburg |
| 5. Mount dual master cyl./install new steel brake lines. | DAN/SUCKOW |
| 6. Remove L/R rear axles, clean, drill & grease bearings.-- | Dinesen |
| 7. Replace rear "U" joints----- | Dinesen |
| 8. Replace rear "U" Joint seals.----- | Dinesen |
| 9. Check/test/repair complete 12 volt wiring system.-- | Christy/John S. |
| 10. Install new 110 volt wiring system & outlets.----- | DAN/P.W. |
| 11. Replace front structural skin----- | -Peterson/Craig |
| 12. Replace L/H structural skin.----- | ? |
| 13. Final clean up of stripper on all alum. skins.----- | ? |
| 14. Remove ceiling matl. & insulation & wood paneling ---- | ? |
| 15. Remove windshields & rubber trim.----- | ? |
| 16. Repair auto shift cable.----- | Ballew |
| 17. Replace damaged Corvair dash.----- | Franz |
| 18. Repair damaged fiberglass rear panels.----- | ? |
| 19. Clean, repair, reseal fuel intergal tanks.----- | ? |
| 20. Clean, repair, reseal water intergal tanks.----- | ? |
| 21. Repair damaged L/R rear wheel wells.----- | ? |
| 22. Repair small dents in alum. skins----- | ? |
| 23. Install new insulation.----- | ? |
| 24. Remove tow bar brackets----- | ? |
| 25. Replace push rod tube "O" rings----- | ? |
| 26. Replace cyl. head exhaust manifold packings----- | ? |
| 26. Replace muffler, header pipe & packings----- | ? |
| 27. Replace eng. fuel pump.----- | ? |
| 28. Replace points, rotor, cond, & cap----- | ? |
| 29. Replace spark plugs & cables.----- | ? |
| 30. Clean & paint 13" wheels.----- | ? |
| 31. Install new battery, cables & support bracktery----- | ? |
| 32. Install new battery cutoff switch.----- | ? |
| 33. Install 1960 tail light assys.----- | ? |
| 34. Make/fit/install new plywood floor.----- | ? |
| 35. Make new curtains for front windshield, L/R windows.-- | ? |
| 36. Provide drinks and lunches for crew.----- | The Ladies |

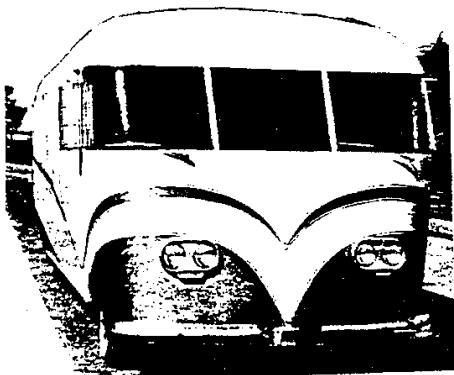
We will not get all of this accomplished at the May 1995 rally, but the remainder plus other items will be done at next restoration rally which will be sponsored by GROUP ULTRA VAN, OCT. 19 thru NOV. 2, 1995. So-o-o-, Mark your calenders.

The first project rally date; MAY 6 THRU 20, 1995

NOTE;---Bring all necessary tools that you will need for your repair task. I will furnish all sturctural repair tools.

SEE YA

Jim Craig



February 1995

Page Twelve

You only get what you pay for, or do you?

Remember me? I'm the guy who painted his Ultra Van :On the cheap:, as my Canadian friend Norm Helmkey once announced. He was quite right--the materials cost somewhat less than \$100. I was very pleased with the results of my work. Others seem to feel the same, because I've won at three of the four auto shows I've entered. If this sounds like I'm blowing my own horn (and I guess I am) I'm doing it to make a point. I am convinced that the average "do it yourself", provided he's up to the task at hand, will invariably do a better job than the average paid professional. Why? Because he is more motivated. After all, he has to live with the results of his work. He may also live with a spouse (certainly not mine) who might on occasion remind him of any defects. In fact, there is a saying in this part of Florida in the building trades that is usually uttered by the kind of "skilled" worker who does shoddy work. It goes like this--"Well, I'll never see it from my house." Witness the disaster wrought by Hurricane Andrew, where thousands of houses that were quickly slapped together, fell apart just as quickly in the storm. But I digress--

During the time I was rebuilding #211 I noticed a transmission leak. At that point I didn't know how much (or how little) was involved, but it looked like the gasket was leaking. Then I happened to go to an R. V. show nearby held by one of the largest dealerships here in the Southeast. As I wandered about looking at some of the finest R. V.'s I'd ever seen, I chanced to bump into the service manager. On a whim I decided to have them repair the leak.

As I began to explain to him that the Ultra had special lifting requirements, he quickly assured me that he knew about Ultras (he didn't) and, gesturing toward the huge vehicles surrounding us, he said they could certainly lift the likes of an Ultra. (they couldn't)

When I drove up with the Ultra at the appointed day and hour, the first thing I was told was that the "special" lift hadn't been installed yet. With some hesitation I offered to drive home and get my homemade wooden ramps. The offer was smilingly declined. Actually, I should have just gone home - period. Their solution was to round up their skinniest (and probably hungriest) grease monkey in the place, who shinnied under the Ultra right there in the parking lot. The asphalt must have been at least 125 deg. He swiftly (can you blame him) removed the trans. cover and reappeared, grabbed the new gasket from me and vanished through a door plainly marked "INSURANCE REGULATIONS DO NOT ALLOW OUR CUSTOMERS---you get the picture, I'm sure.

I retreated to the lounge (plushy) fixed myself some coffee and found a comfortable chair. A salesman appeared out of nowhere and proceeded to try to sell me a membership to a new RV resort in the mountains. In turn I began to hustle him to host an Ultravan rally at that same resort. Both of us failed in our efforts, and so I was soon left alone with my coffee. But it wasn't over, yet. Within a couple of minutes I was approached by a junior manager (the son of the owner). He poured himself some coffee, topped off mine, and began to tell me about his collection of "toys". He had a restored Chris-Craft mahogany runabout, Harley Davison and Indian motorcycles, a 1957 Chevvie Bellaire, etc., etc. When I was sufficiently impressed he got to the point. He "could put me into something real nice" if I would trade in my Ultra. Didn't he know I already had something nice? Soon I was alone again.

After some time went by the canned music clicked off, and a delightful female voice announced to all and sundry that "Mr. Welle's Ultravan is ready and would I please come to the office?" The office turned out to be nowhere near as plushy as the lounge, with a large and ominous sign prominently

displayed. It said "OUR STANDARD RATE IS \$46.50 PER HOUR. The bill, swiftly presented, was \$80.00. I did something I don't often do --I protested. The shop foreman showed up and, without further ado, scaled it down to \$54, which has to tell you something about their billing practices.

Within a couple of months the leak was back. This time I located a repair garage with an adjustable lift that would accomodate the Ultra. The mechanic invited me underneath to show me what the other guy had done wrong. Down here you find mostly experts--who are quick to show you what the other guy did wrong. Sure enough, the cap screws had been overtightened, thereby denting the somewhat fragile lips of the pan. He hammered the dents flat. I handed him a new gasket and some "Blue Goo" and in short order the pan was back in place. The tab was 42 bucks, and I was on my way.

In a couple of months guess what? This time I finally decided to do it myself. Could I do any worse? Besides, I work cheap, now that I'm retired. I drove it up on my homemade wooden ramps, and armed with yet another gasket and another tube of "Blue Goo" I had at it. This time I used the proper washers, and a torque wrench. The professionals were too experienced to bother with these things.

To make a long story short I no longer buy transmission fluid--or for that matter gaskets or "Blue Goo". I'm saying once again that if you want it done right--do it yourself.

Bill Welle #211.



For Sale:

NOS original Ultra Van parts at reduced prices. These prices are effective thru November, 1995. You will need a copy of my parts list dated 9/1/94 to know what the fantastic bargains are. Call or write for one now! All prices are plus packing and shipping. Reference #15, last one \$195, #27A 3'ea., \$7 ea.; #31, 3 ea. \$35 ea.; #32, 2 ea., \$16 ea.; #343 Bezels \$65 pr.; #342-\$8 pr.; #349, \$35 ea.; #65-\$8 ea.; #86-\$8; #356-\$8 ea.; #103 #18; #118A \$150 ea.; #118A \$200 ea.; #136 \$15 ea.; #139-\$10 ea.; #140-\$35; #184A \$30; #195 \$8 ea.; #257 - \$16 ea.; #258A-\$13; #262-\$18 ea.; #282A \$90 ea.; #291 \$3 ea.; #293 \$2 ea.; #294-\$4 ea.; #296 - \$12 ea.; #298, 10 o/o off, #333 10 o/o off. Note; Parts list dated 9/1/94 was updated 11/16/94. If you have one dated 9/1/94, request a new one now. Jim Craig, 7011 Sunny Vista Road, Joshua Tree, CA 92252. Ph: 619 366 9104. FAX 619 228 0733

#404 Ultra Van. 110 HP Corvair with four speed manual shift transmission; first gear is lowest ratio GM made for Corvair. 3:89 differential. All new stainless steel brake lines, whole coach thoroughly updated. To see condition of this Ultra, send for video tape, \$10.00, refundable on return. Comes with many desirable spares. \$8500. Dan & Betty Reinhardt, 5201 W. Camelback Rd. #A255, Phoenix, AZ. 85031. Ph: 602 846 6920



COACHES FOR SALE

Ultra Van #286. \$7650. One of the best coaches in the Club. If interested call 815 538 2283 or write Chance Fitzgerald, 111 13th Avenue A5, Mendota, IL 61342. Presently stored inside. Lost my co-pilot - no fun travelling alone. FAX 815 539 6495 - will reply by FAX also.

#380 Ultra Van. 110 HP Corvair with Powerglide. Original engine replaced with a low mileage engine. 120 volt engine generator set, 120 volt roof air, built-in propane refrigerator, stove, oven and water heater. Coleman propane furnace with thermostat. Pressure water system, bath with shower and fan. Stereo AM-FM radio, cassette. Three windshield wipers with delay and washer. Five analog gauges with audio alarm. Built-in tach and dwell meter. Cast aluminum finned oil pan and valve covers on engine. Electronic ignition. Transmission oil cooler. Ryerson Manual. New exterior paint. New curtains. recarpeted and reupholstered. Asking \$7000 or offer. Ken Wojak, 4551 W. Abbott Avenue, Milwaukee, WI 53220 Ph: 414 421 3978.

1969 Ultra Van #412. 24 foot, Corvair Powerglide. For Sale or trade. The following are new: 110 HP Corvair engine, Powerglide, torque converter, Onan 2.8 kw generator (35 hrs.), 6 cu. ft. 2 door refrigerator, 13,500 BTU roof air, convection/microwave oven, upholstery, awning, bedroom window awnings, 4 new tires, etc. Many spares, including engine, trans., windshield (new) etc. Over \$14000 lovingly invested. Will be sold for best cash offer or most interesting trade. Call Allen Driggers, (803) 245 2154.

#492 Ultra Van. Very good 110 HP Corvair. To see the excellent condition of this Ultra Van inside and out, send \$10 for video, refundable on return. Asking \$8975, Ryerson Manual included. Hai Honer, 11126 W. Hollywood Avenue, Youngtown, AZ 85363. Ph: 602 977 1315.

#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 95966. No phone.

1970 Ultra Van, # 549 , 307 Cu Inch Engine with Powerglide
Automatic Transmission, 157000 miles, engine overhauled at 88000 miles, runs real well, Gaucho on left Side behind driver, New refrige works very good, A/C on roof, Cat Heater, New Sony radio AM/Fm Cassette, CB Radio, Rear bearings recently packed, Front OK, Good Tires, Nice Uphostery, Spare rear hub and bearings & seals, Water Filter, Lacking water heater, Small body damage at left front section, New Paint, Good Windshields small crack on passenger side, A very nice looking and running coach, Asking \$5700.00 Jack E Davis, 100 N Cheyenne St., Silver City, NM 88061, Tel 505 538 5955



1970 ULTRA VAN #550, NEW 307 CHEVROLET V-8. White Ash interior, new suspension, new tires, new roof air conditioner and three ways refrigerator, color TV, new battery, plus too many other items to mention. Send SASE FOR COLOR PHOTOS. Ready to go. Joseph P. Alvarez, 6628 Puerta de Lomas, Fallbrook, CA 92028 Fax & Phone (619)945-4451. Cancer forces sale. Was \$ 9,990 Reduced to \$ 7,990.00

Robert W. McJones

1 Limetree Lane • Rancho Palos Verdes, CA 90275 • 310-541-3228

17 January 1995

Maybel Griggs, Secretary
Ultra Van Motor Coach Club
626 Brookfield Avenue
Cumberland, Md 21502

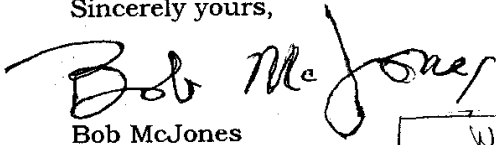
Dear Maybel,

I am enjoying my first news letter, and I am looking forward to acquiring an Ultra Van.

I am in touch with owners Honer and Bozo, and expect to meet them at the Black Canyon rally later this week. However, I doubt that either one has exactly what I'm looking for; so I wonder if you would run an ad for me in the February news letter?

Ultra Van Wanted--Possible Engine Transplant.
I need an Ultra with sound aluminum and windshield.
Prefer good engine and transmission, but will tow if
necessary. Robert W. McJones,
1 Limetree Lane, Rancho Palos Verdes, CA 90275.
Ph: 310 541 3228

Sincerely yours,


Bob McJones

WANTED: original Sawinore porcelain
toilet with stopper valve-base for Ultravan.
I don't need the tank. Also wanted:
instantaneous hot water heater.
Tim Wenzel, 3120 Grove Ave. Lido Alta,
CA 94303 (415) 493-2850, Ultra # 250.

Wanted: Cherry-wood panelling (like original) for Ultra Van. Good, used
windshield for driver's side of Ultra Van. Darrell G. Woofter #232
436 North 23rd Street, Las Vegas, NV 89101 Ph: 702 388 2900

I'd like to introduce club members to a place I discovered last year, a wonderful place to "scrounge" for all manner of RV components; it is...

R.V. SALVAGE; 3551 Cassopolis St., Elkhart, IN 46514
(219) 264-2350

Exit Interstate-80 at exit 92, Indiana Rt. 19. R.V. Salvage has recently relocated to within sight of the interchange, first stoplight North on the Southwest corner. It shares quarters with a trailer sales & RV business.

The short blurb in a previous issue could mislead; much as I'd love to report it, there are no genuine "Ultra" parts at RV Salvage. But they have just about anything else! In a rear, unheated warehouse area, can be found both new & used parts & components gleaned from the many busy RV factories in Elkhart. The variety is endless, although it tends to vary at each visit. I suspect this is due to periodic "clean-ups" at various factories.

Often items are in limited supply. Because most of this stuff is manufacturer's surplus, it has quite a different flavor than a typical RV supply store. They focus mostly on aftermarket "add-on" trinkets & repair parts, while items at RV Salvage have more to do with the guts of a vehicle.

There is a wide selection of seats & upholstery. Also cabinets & appliances. (How about a 12v dishwasher for \$89, or a complete, new "swamp cooler" for \$175?) Both interior & exterior lighting are always available. Last summer they had some NEW 8-ft van box awnings; would you believe only \$50 each?! (Sorry, all sold!)

There is a huge stack of exterior access doors & hatches, of every size & type you can name. Most \$20 or less! (Some even have locks & the correct key!)

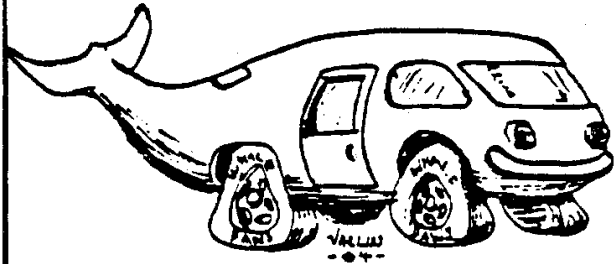
Needless to say, you'll just have to drop in & see for yourself, and holler "eureka!" when you spot that special dusty item you've been seeking for years! ENJOY !!!



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

John Allseits, #465

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

Another year has rolled around and that has put quite a few miles more on our coaches and in some cases (yours truly) a few more pounds in the coach and on the belly. I've resolved to get the extra weight out of the coach, but am finding it's not so easy getting it off the waist line.

I hope everyone will use these winter months wisely, to get your Ultra Van ready for all that travelling in the coming few months.

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

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, especially in coaches that still do not have a dual master cylinder installed.

The original steel lines that run side to side and front to back are prone to rust, but replacing these with a modern equivalent is no problem, as they are available at every auto parts store. Similarly, the rear flexible hoses are easy to find, but the front flexible hoses are another story, as they are unusually long and we are not aware of any modern replacement.

In the last newsletter, I reported that we hoped to have worked out a deal to make these hoses available again, but circumstances have so far not come out as planned.

If you have replaced your front hoses, please let me know how you did it? What hose did you use?

I've heard some farm implement outlets will custom-make hydraulic and power steering hoses and will also do flexible brake lines. If you've gone this route, what are your experiences? What did it cost?

At this time I'm looking into other sources but I need a spare hose to show the manufacturers what we need. If anyone has a spare hose (condition is not important), I would appreciate the loan of it.

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

In case your not aware of it, the Family Motor Coach magazine published a 3 1/2 page article in the December issue featuring the Ultra Van. The FMCA magazine has a circulation of around 200,000, so don't be surprised if you are asked even more questions when out on the road this year.

TECH TIP NO. 95-01 SUBJECT Single Dual Muffler
UV MANUAL SECTION 13 PAGE 13-23 AUTHOR Ken Wildman #338

Based on a suggestion from Norm Helmkey, I decided to replace my blown exhaust with a new system. My old system let go at the CORSA National Convention in Williamsburg, VA. It was a dual system with separate U-pipes extending forward to close to the half-shafts before turning back toward the mufflers. The worst aspect was all the heat was under my electric fuel pump and alongside the starter.

Norm and I discussed turning the manifold logs around with the outlets at the rear to direct the exhaust straight back. Norm's idea was to use a single cross-mounted muffler from a Honda with two pipes in and out. I couldn't find an appropriate Japanese muffler, but discovered the muffler used in the Buick Grand National muscle-cars was a cross-mounted unit with dual inlets and outlets. A local muffler shop did the custom pipe-bending and installation.

Not only does the installation keep the muffler well hidden, but it provides a very nice, rich sound. Not too loud, but very mellow.

I suggest keeping the old exhaust flanges from the U-pipes before they are discarded. These flanges, holding the pipes to the manifolds are difficult to come by, and on #338 the shop had to fabricate new flanges.

The complete job cost \$150.00 which I felt was reasonable given the quality of the work and the very nice clean look at the back of my Ultra.

TECH TIP NO. 95-02 SUBJECT: Valve Stem Keeper Grease Trick
UV MANUAL SECTION 13 PAGE 13-05 AUTHOR Norm Helmkey #486

Have you ever released the valve spring compressor only to have one of the keepers fly out? Have you ever pinched your fingers while holding the valve keepers in place when releasing the valve spring compressor?

The first is annoying as the keeper usually ends up on the shop floor and if it can be found, it's all covered in dirt. The second situation really smarts and can provoke a big blood blister as well as language that's not fit to print.

It's easy to prevent the problem by just coating the keepers with a little moly grease before dropping them around the valve stem. The grease holds the keepers tight to the stem by surface tension.

TECH TIP NO. 95-03 SUBJECT: Simple Thread-Locker
UV MANUAL SECTION 13 PAGE 13-25 AUTHOR Norm Helmkey #486

If your working around the coach and have a situation that needs a low strength thread-locker, try running a piece of monofilament fishing line along the bolt threads as you screw it into the nut or tapped hole.

TECH TIP NO. 95-04 SUBJECT: Varnish Cleaner
UV MANUAL SECTION 13 PAGE 13-05 AUTHOR Norm Helmkey #486

When cleaning valve stems or valve lifters that have varnish deposits, try some acetone to dissolve the varnish. A little on a rag rubbed on the varnish will soon eliminate it and leave the surface clean and shiny. Acetone is available at paint stores in pint and quart cans.

The following are checks an owner/mechanic can do on a PowerGlide torque converter (TC) GM Group 4.115 p/n 3846973, either at time of purchase or for sure, prior to installation.

Test 1. - The TC measures 12.3125 inches in diameter (12 5/16ths), 4.375 inches thick (4 3/8ths) and has 146 teeth on the ring gear. Check all the welds around the ring gear for cracks. It also pays to count the number of teeth, even though you KNOW it came from a Corvair.

When new, the ring gear teeth measure .085 inches across the top. In use, the teeth wear to a point. Often, when reaching the pointed stage (if not before) the ring gear will fail. Wear can be checked on the ring gear through an opening in the lower right side of the bellhousing. Rotate the TC by levering the ring gear around with a large screwdriver against the side of the opening. The wear usually shows up in a couple of places around the ring gear.

Test 2. - In place, the TC rotates around the Stator Support Shaft (SSS) which sticks out from the rear of the differential case. It rides on a bushing inside the hub of the TC. Occasionally, by error, a transmission shops may replace this bushing with one having a slightly smaller I.D. It's handy to have a spare SSS to trial fit into the TC when buying or when on the bench. If the bushing is too tight, the SSS will not slide in. I don't know the precise fit between the SSS and TC, but it should be a nice slide fit with the parts well lubricated.

Test 3. - With the TC down flat on the bench, insert the SSS. Hold the TC tightly with one hand and twist the SSS very hard with the other in a Counter-Clockwise (CCW) direction. This starts the internal parts turning. Stop twisting the SSS, but hold onto it. If it tries to keep going (i.e. twist out of your grip) the overiding clutch is bad. After starting the internal rotation, you should be able to hold the SSS and feel the internal pieces continue to rotate.

Test 4. - Front pump test. Take a front pump shaft, (long thin shaft with splines) engage it into the female splines inside the TC. Wrap a few layers of tape just above the TC hub and clamp a pair of Vice Grips onto the tape with the Vice Grips nearly resting on the air cooling tin on the outside of the TC. Don't clamp too tightly as the shaft is hollow. The Vice Grips are used as a movement indicator out at the ring gear to indicate how much play there is in the splines and pump gears. By moving the Vice Grips back and forth, ideally, there should be about 1/8th inch. If the movement is a half inch, the TC is worn out. If the front pump shaft just spins, discard the TC (all wear SEEMS to occur inside the TC).

Test 5. - Weight. Looking into the TC through the hub, there should be three sets of splines. From the inside out, the front pump shaft, the turbine shaft and the SSS. During rebuild, parts can be left out, so check it on a scale. Dry with no fluid the weight is about 19 3/4 pounds. If the weight is a couple of pounds short, better check to find out why.

Test 6. - Flex Plate Attachment. On the back of the TC are three special caged nuts. Make sure these are in good shape and the internal threads are not chewed-up. Also, check the flex plate for cracks, especially at the crankshaft bolt pattern.

Test 7. - The TC hub runs inside a seal in the differential case. It is imperative the surface of the hub be LIKE-NEW. No rust/paint/grunge. Clean the hub carefully with 400/600 grit abrasive, making sure no dust goes inside the TC. If there are serious pits or gouges that can't be polished out, consider discarding the TC as you can't afford leaks into the differential housing.

Must Do's - When reinstalling the TC, there are a couple more things to do. On the back of the TC is a little knob which fits into the center of the crank. Clean-up the knob LIKE-NEW and coated with "Never-Sieze" as the TC is installed. The last word of advice is to flood the SSS and TC hub with clean ATF as the TC and differential are mated together.

There's a LOT MORE to TC's than what I have tried to tell you. Hopefully, the above will help, but remember, it applies to STOCK TC's.

I don't recommend modifying TC's or adding drain plugs as some suggest.

Hopefully, this article will trigger some more input from members on torque converters. I'm sure this is not all there is to know.

All The Best, Walt Davison February 1995.

TECH TIP NO. 95-06 SUBJECT: GOOP Adhesives
UV MANUAL SECTION 18 PAGE 18-06 AUTHOR Norm Helmkay #486

If you've never tried the GOOP family of adhesives, you likely have come unglued a time or two, either at the bond itself or mentally with the frustration of not getting the results you wanted. Earl McCrary introduced me to the variety of specialized GOOP adhesives when we were in San Antonio in 1992.

Some of the GOOP specialties made by Eclectic Products Inc. Box 4566, Carson, CA 90749 are:

SHOE GOO - This is the GOOP that started it all. Protects and prolongs the life of all kinds of footwear.

ARTS & CRAFTS GOOP - Bonds everthing from ceramic bowls, to jewelry; to model kits and other crafts. Not for styrofoam.

AUTOMOTIVE GOOP - More effective than silicone both inside and outside.

CARPENTER'S GOOP - Stronger than glue for builders and woodworkers.

DING GOOP - Patches and seals surface dings in minutes, mends tears in wetsuits and fins. Is Ultra Violet stable.

HOUSEHOLD GOOP - An all round adhesive that replaces rubber cement, contact adhesives, craft glues, silicon and patch kits.

MARINE GOOP - Repairs seats, cushions, canopies, covers, seals windows and secures hose to dock lines. Is Ultra Violet stable.

PLUMBER'S GOOP - Attaches and seals loose tiles, repairs broken or leaking joints, secures pipes, gutters and drainpipes.

SPORTSMAN'S GOOP - Repairs all kinds of sporting equipment, such as leather, rubber, rubberized fabric (like inflatables).

We are fixing a door latch made by: Richard Decker Co. Model 1040 B

Looking through the Ultra Tech Tips, there are two answers to the problem of external handle "flopping." Tips 82-16 by Len Ryerson and 90-17 by Jim Craig. This problem while "annoying," still let's you drive off.

This tip covers a more serious situation and driving off is not so easy. The scene: Mall parking lot, rainy day. The first officer says "I'll just be a few minutes." As she leaves the door closes, but doesn't latch. No big deal, you close it, but again, it fails to latch. Oh! Oh!

My scenario is to try and convince you to FIX THE PROBLEM AT HOME.

What happened is one of two activating springs holding the striker (a laminated piece that sticks out of the edge of the door) had broken. The second spring caused the striker hinge pin to bind leaving an unlatchable door. Sometimes, the latch will work with one spring but if the second one breaks, you're into the same problem.

The door on 366 has been modified so latch removal is just a two minute drill. The stock latch removal is more complicated but in any case, you must remove the two part latch mechanism.

With the latch off, you have a choice of fixing the external part (with the floppy handle) as covered in the two previous tips or fixing the real problem of the broken springs. That's what this tip is about.

Looking carefully, notice there are two small springs that activate the striker. In the striker extended position, the springs are about 3/4" long with a wire diameter of .031" (measured on a new lock). Examine how they attach to the housing, it's the old "attach and build around it trick," so, even if Mr. Decker gave you a pair of new springs, you would still have a problem.

In looking at your latch, if it's REALLY in bad shape, Jim Craig has new ones (plug). If all you need are replacement springs, you're in luck, as I have a supply (plug, plug). They are the same length but the wire size (.021") is smaller. They work fine but are MUCH easier to install.

The answer is to take it apart, even if it's not broken yet. Install a matched pair of new springs, AT HOME, NOT ON THE ROAD IN THE RAIN. Are my springs bathed in "Never-Seize?"... You betcha! Is my latch messy to work on? ... You betcha! Is my lock rusted?...No way JOSE!!

To "proof" this tip, the stock/original door of #482 was used as a test. The Wilsonite panels of the door were removed with much TLC as they crack easily. Then we found the interior part of the latch was attached with three pop rivets. The rivets were drilled-out and replaced with Riv-Nuts, a permanent thread insert. Now,... imagine doing this in a parking lot...I think you get my point, ... do it at home.

I hate to say it, but I suppose sheet metal screws would work in a pinch.

The latch on #482 was working, with one broken spring, mine hung up with one spring, so there you are. Both coaches now have new springs. Another version of Tip 82-16 was accomplished, and we now have a "happy door." As always ... ALL THE BEST ... Walt #366.

TECH TIP NO. 95-08 SUBJECT: Thawing Frozen Meats Quickly
UV MANUAL SECTION 18 PAGE 18-06 AUTHOR Marion Helmky #486

While this is not a mechanical tech-tip in the normal sense, it is relative, as one needs to paw around in the shop to find the right piece of metal that might be squirreled away in an Ultra Van repair shop.

I saw a TV commercial showing a passive way to thaw frozen meats quickly and wondered how it worked. On investigation, the unit costing about \$25 with shipping, turned out to be little more than a fancy 10 x 14 inch piece of quarter-inch aluminum plate with a non-stick finish.

After discussing the idea with my resident scientific guru and mechanic, he found an 8 x 14 piece of half-inch aluminum plate which he donated to my kitchen. It doesn't have a non-stick finish, but wrapping it in a piece of aluminum foil solves the clean-up problem.

Basically, the aluminum plate acts as a heat sink which absorbs the cold from the meat and radiates it into the surrounding air. It really works great. Just throw the steaks, filet or what have you on the aluminum and in seconds you can see the meat start to thaw. Frozen patties thaw-out in under 15 minutes. If you run the metal under the hot water first, it speeds up the process more. I suspect an aluminum pancake griddle would do the same job, but we no longer have one.

TECH TIP NO. 95-09 SUBJECT: Toilet Level Gauge Cleaner
UV MANUAL SECTION 04 PAGE 04-18 AUTHOR Norm Helmky #486

If you have a toilet like a Porta-Potti or recirculator like an Electr-Magic that has a sight gauge on the front, you may have noticed after some use that the gauge is difficult to see. Similarly, if you have an in-tank electrical sensor, in time it stops working correctly from the tissue, waste and soap scum built-up around the sensor wire.

The Thedford Corporation has announced a Level Gauge Cleaner liquid to solve this problem. It is a natural enzyme which is environmentally safe and bio-degradable. Price is under \$15 for a 16 oz. plastic bottle.

TECH TIP NO. 95-10 SUBJECT: Corvette Wheels
UV MANUAL SECTION 11 PAGE 11-03 AUTHOR Norm Helmky #547

The V-8 Ultra Vans use a Corvette rear-axle complete with rear disc brakes and unique rally wheels. These wheels were used from 1968 to 1982 and were specifically designed to handle the large 4 piston brake caliper.

Many try to substitute replacement wheels without success as the brake caliper scrapes on the inside. The reason new wheels are often needed is the originals fail with cracks around the rim. It is thought this is due to the stresses put on the wheels in Ultra Van use, as they are subjected an overload from the design weight of 150 to 180 percent.

The stress problem is accentuated even more when turning. As the turn radius diminishes, more stress is put on the outside wheel and bearings. When making tight turns (like in a parking lot or "U"-turns), keep the speed as low as possible so less weight is thrown to the outside wheel. This last problem also applies to Corvair powered coaches. Any rapid turn puts extra stresses on the wheel hub bearings.

TECH TIP NO. 95-11 SUBJECT: Wheel Spacers & Studs
UV MANUAL SECTION 11 PAGE 11-02 AUTHOR Norm Helmkey #547

Don't try using wheel spacers to overcome replacement wheel problems. A spacer throws the centerline of the wheel outside the design load point of the bearings. This can stress the bearings to the failure point in very few miles, especially if the coach is heavily loaded.

In addition, the spacer may cause more stress on the wheel studs which are just barely adequate in their stock state.

Another caution in this area, if any wheel stud ever snaps off, it is time to replace all five studs in all four hubs. Most often, the wheel studs are damaged by some tire-change jock who jacked-up the torque on his air-wrench and stretched the studs beyond their design torque.

TECH TIP NO. 95-12 SUBJECT: Blower Belt Squeak
UV MANUAL SECTION 13 PAGE 13-14 AUTHOR Norm Helmkey #486

Often the blower or fan belt squeaks when the engine is running. Besides being very annoying, the problem can glaze the surface of the belt. Some people suggest squirting WD-40 on the belt, but that is just a stop-gap measure that may harm the belt.

Try rubbing all the inside surfaces of the blower, alternator and idler pulleys with a green Scotchbrite pad for a more permanent fix.

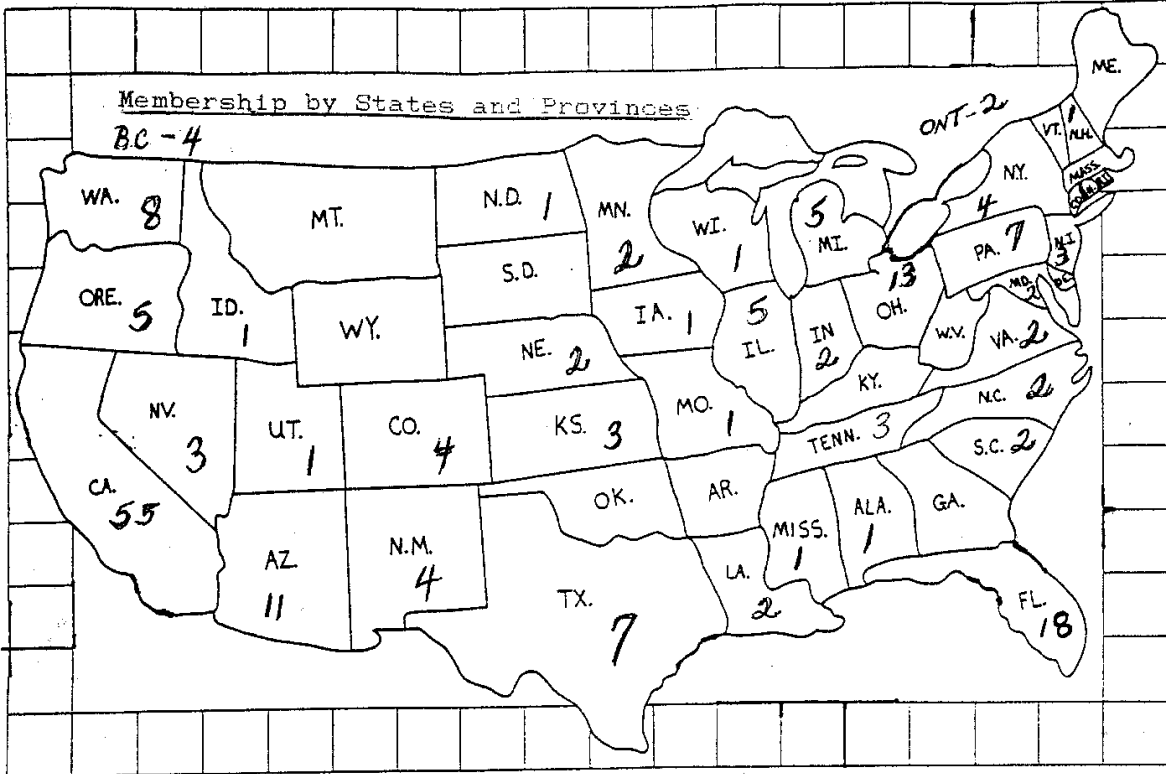
TECH TIP NO. 95-13 SUBJECT: Grease On The Tap and Drill Trick
UV MANUAL SECTION 17 PAGE 17-20 AUTHOR Norm Helmkey #486

If you have ever pulled a head stud out of a Corvair block and have had to install a Heli-coil or another kind of thread restorer, you had to drill the hole larger and then tap the hole for the larger threads. One of the problems is how to make sure none of the aluminum chips fall into the engine. You can't use a magnet to catch the chips as you do on steel.

Try coating the flutes of the drill with grease and clean then re-grease often as you go through the block. Similarly, coat the tap and work it backout frequently to clean the chips. I also plug the hole with grease which the tap pushes forward as it goes through. This grease is wiped away often so as not to let any of the chip contaminated grease drop down.

TECH TIP NO. 95-14 SUBJECT: V-8 Automatic Transmission Swaps
UV MANUAL SECTION 14 PAGE 14-29 AUTHOR Norm Helmkey #547

As mentioned in the Ryerson Ultra Manual, a good swap to consider is the TH350 transmission. Both the Powerglide and TH350 are 27 inches long and transmission mount on both are 19 1/2 inches back from the bell housing flange. One of the reasons you can't use the more desirable TH400 is it's 28" long and the mount is 26" back. The 200-4R is a 4 speed transmission and 27" long will fit, but the mount is the same as the TH400 so would have to be moved. It's too bad the 200-4R has a reputation for not being as robust as the other transmissions, but a good rebuilder can upgrade it with many high performance parts. Later model TH350 units can be installed with a lock-up converter. Performance kits are available for the TH350 to make it ideal for use in a motorhome when coupled to an improved converter.



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