

DATE MAILED 6/2/95

JIM HOWELL
P. O. BOX 5942
KNOXVILLE
TN 37928

PERSONAL

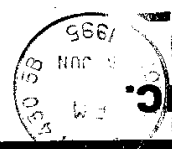
FIRST CLASS MAIL

Summer Newsletter 1995

Maybel Griggs, Secretary
626 Brookfield Avenue
Cumberland, Maryland 21502



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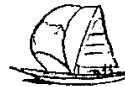


ULTRA VAN MOTOR COACH CLUB, INC.



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

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



Officers, 1995 Ultra Year:

President, Gordon Harvey, 469, 518, 529 ; Vice President, Jean McMasters, #330; Secretary, Maybel Griggs, #334; Treasurer, Louis Griggs, #334. 1994 Ernest Newhouse Award Recipient, Norm HelmKay. Technical Coordinator, Norm HelmKay.

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 Desk of The "Prez"

I would like to thank everyone for the prayers, cards, and get well wishes for Ruth. I am sure that helped turn the corner. The Doctors had to destroy the nerve system to the heart and put a pacemaker in, which has her now with the energy of a young puppy.

I hope the restoration project is going well. It will sure be something to see old "101" running again. Thanks to Jim Craig and all his many helpers. I am very sorry that our health problems have (so far) kept us from helping.

It has been a tough six months, but we are hoping to get on the road again, and meeting up with our many Ultra friends in the year ahead. The plans for the "30 years" of Ultra Rally are shaping up. Lets all try to make this Rally a good one.

Till we meet down the road,
Many smiles, many miles.



OHIO Summer Rally

Date: June 5-8, 1995.

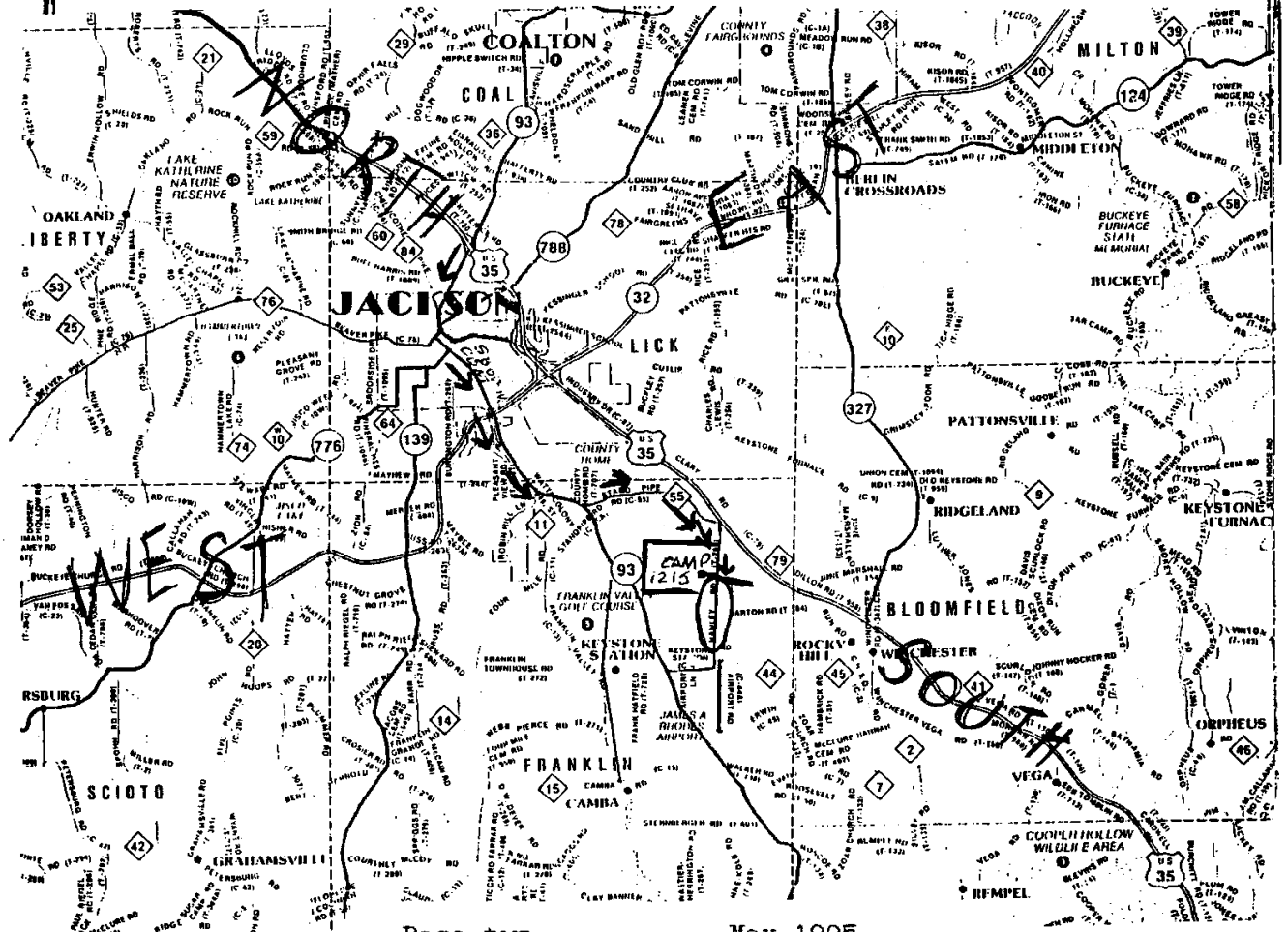
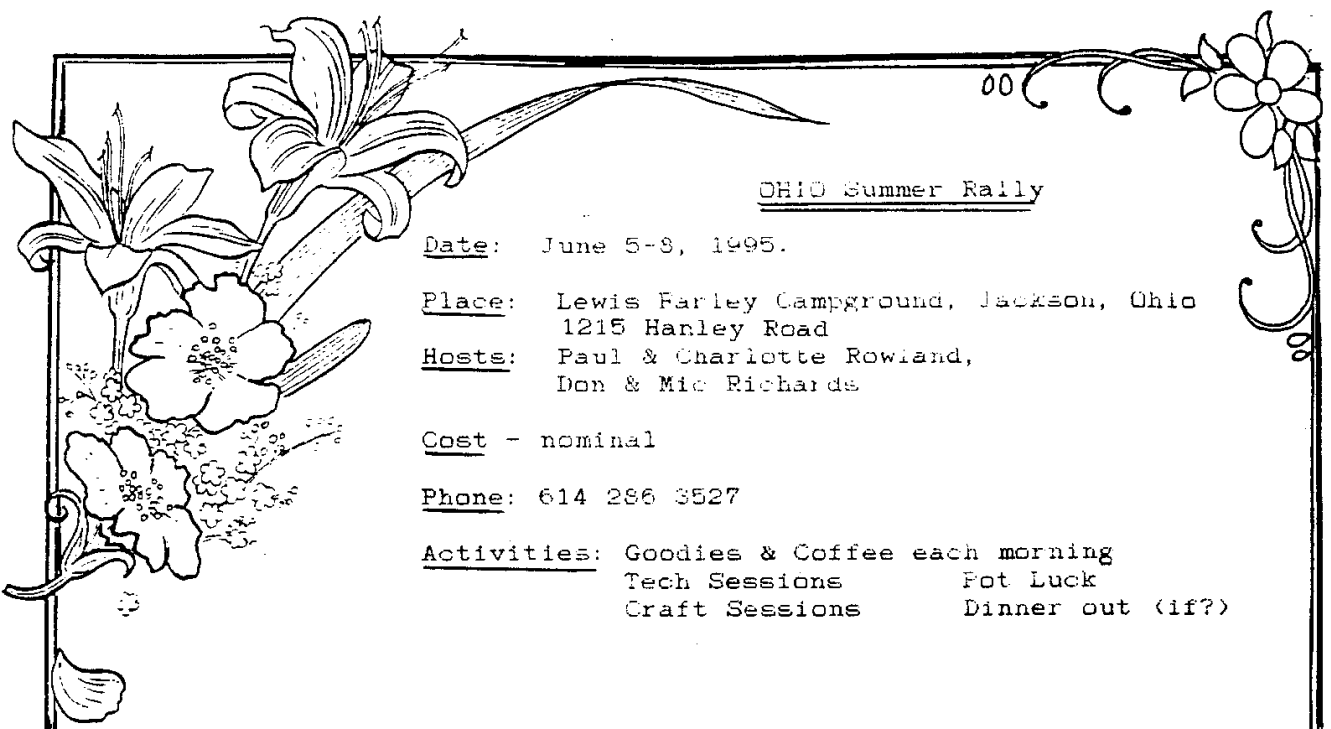
Place: Lewis Farley Campground, Jackson, Ohio
1215 Hanley Road

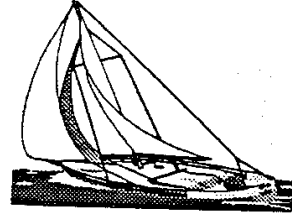
Hosts: Paul & Charlotte Rowland,
Don & Mic Richards

Cost - nominal

Phone: 614 286 3527

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





SUMMER FUN AT BRANNAN ISLAND STATE PARK NEAR ANTIOCH, CALIFORNIA.

GROUP AREA RESERVED. \$6.00 per night per vehicle.

DATES: JULY 13, 14, 15, & 16, 1995

FEATURES: Delta waterways environment-fairly private group camp setting-large trees-tables-hot showers-dump-water(no electric)-waterway 50 yards away for fishing or swimming-boat launching ½ mile-no store, but nearby towns-bicycling-horse shoes.

Program: Usual coffee hours, tech and craft sessions. Camp stew Thursday evening, and dinner out. Sunday morning services.

Possible events: Trip to Behling Car Museum and 'up-scale' shopping. Nearby working street car and railroad museum. Excursion before or after rally to Sacramento's new and great railroad museum. And/or State Capital Building. Sutter's Fort, and Old Sacramento. (45 miles). Car races Saturday night in Antioch. (10 miles). Victorian house tour. Trip to top of Mt. Diablo, 4,000 feet and with a 360 degree viewing area.

Bring: Pots, games, craft ideas, tech topics, horse shoes,

PLEASE SEND a card or call if you are able to come. This is not a registration.

Hosts: Mory and Esther Snyder. 100 w. 5th St. (510) 757-3092.
Robert and Roberta Franz. 220 W. 4th St. (both are Antioch-94509). **(510) 757-3557.**

Directions: From the north, about 50 miles s. of Sacramento on State rte. 160. From the south, take I-5 until 580 splits off to the NW. In about 10 miles, take Patterson Pass Rd. until it joins J-4. Left here until it meets State 4. Another left and through Brentwood and Oakley. In 4 or 5 miles you will be able to see the Antioch Bridge to your right. This is the south end of State 160. Check-in time is not until 2:00 P.M. at group camp.



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
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.)

=====

DEPOSIT

For First Night \$16.91

FROM: _____

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

(Refundable if you can't come)



Your Southwest Adventure
Begins in Silver City!

The Chamber welcomes members of the Ultra Van Motor Coach Club National Rally, Sept 19-24.

Come and discover Silver City, nestled in foothills of the 3 million-acre Gila National Forest with its ponderosa pine. We're centrally located to the best attractions that Southwest New Mexico has to offer . . . from the Gila Cliff Dwellings Nat'l Monument to the exciting Catwalk in Whitewater canyon. . . from historic Silver City to the Opera House in Pinos Altos . . . there's a lot for you to enjoy.

The scenic beauty of the Gila National Forest and the Mimbres River Valley surround you on your drive to the Gila Cliff Dwellings. Spend a day visiting our historic downtown with its shops, museums, and turn-of-the century architecture. When your days are complete, relax with good friends, fire up the grills, and sit back to watch the rosy hues and peacock blues of the sunset in the clean, clear New Mexico skies. You'll find the enchantment of New Mexico in Silver City.

If you plan, or are considering, to make the September 19-24 rally in Silver City, call 1-800-548-9378. Just ask them to send the "Ultra Van packet" that'll include our Tour Tabloid and the Old West Country brochure.

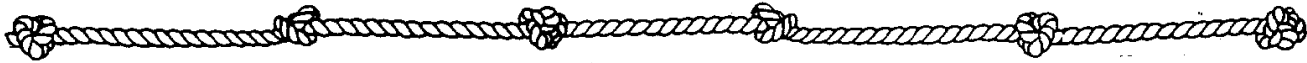
BIENVENIDOS!
WILLKOMMEN!



Escape to

Silver City

A Great Place...



Ultra Van Motor Coach Club, Inc. Proposed amendment to By-Laws: We propose Art. XI, Section 8(B) be amended to read as follows:
 The official business report is approved by the President and placed in the next following Newsletter. *This also changes App E Para. 3 G.*

What the present By-Law says is that the Secretary has to type the business meeting of the National Rally and get it approved before everyone goes home. This just doesn't happen. As for official records, the Newsletter is that; attaching minutes of business meetings to the By-Laws is a mandate that is wasteful of paper and everyone's time. This has not been done in the past. The Secretary keeps an official file of Business meetings and of Newsletters.

Louis C. Briggs
Patrick W. Kappeler *Stacy* *Jason Hobbes*
~~*Mauiel Briggs*~~ *Antella Richards*
Wendy Richards
Gene Schuler

Date March 31/95

Gordon Harvey, President UVMCC
c/o Secretary Maybel Griggs
626 Brookfield Ave.,
Cumberland, MD 21502

Dear Gordon,

To resolve a problem which arises from using the Continental Divide as the East/West demarcation point, we the undersigned propose the following bylaw change:

ARTICLE VI -- MEMBERSHIP

Add the following preamble before Section 1.

Notwithstanding that the Continental Divide separates Ultra Van Club membership into Eastern and Western areas, members may elect, by written notification to the Secretary, that they wish to be specifically associated with whichever area is most convenient.

ARTICLE VIII -- ELECTIONS

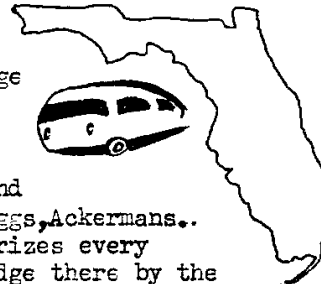
Section 3 - Add a last sentence to read:

For purposes of Officer or Director candidate eligibility, members who elect to be associated with a specific area (East or West, as set out in ARTICLE VI), shall be considered as part of the area of their convenient association.

We the following, support the above bylaw change and wish to have it placed before the membership at the 1995 UVMCC National Rally.

<u>W. A. Davis</u>	_____
<u>Jerry White</u>	_____
<u>Robert H. LeRoy</u>	_____
<u>W. J. ...</u>	_____
<u>Rose Schuler</u>	_____
<u>James ...</u>	_____
<u>Maybel Griggs</u>	_____
<u>Rose Schuler</u>	_____
<u>Norm ...</u>	_____
<u>Estelle ...</u>	_____

THE FLORIDA SPRING ULTRA RALLY took place at Celebrity Resorts March 28th thru April 1st, 1995.. Hosts, the Randles and the Fitzgeralds welcomed everyone to the campground on Lake Orange near Ocala, Florida.. Wagonmaster, Clyde Stanton tended to the parking. Kay Stanton registered the following and a fun time was had by all.....Randles, P. Fitzgeralds, Stantons, Davisons, Pratts - newest Ultra Van owners, Helmkeys, Schulers, Richards and Mic's sister, Sue Anderson, Dutes, Grangers, Hunters, Welles, Griggs, Ackermans..



Everyone wanted to be on time for the 9 am drawing of fun prizes every morning and for all of those yummies to go with coffee in the lodge there by the lake.. We were invited to participate in activities of the park such as line dancing, pot luck suppers and Bingo, etc.. There was golf, fishing, and swimming in the pool. We enjoyed our own Tech Sessions and Craft Workshops each day and our Pot Luck Supper on Wed. evening after which we joined the local Bingo Party. Wish you all could have seen and tasted Tenny Randle's "Death by Chocolate".

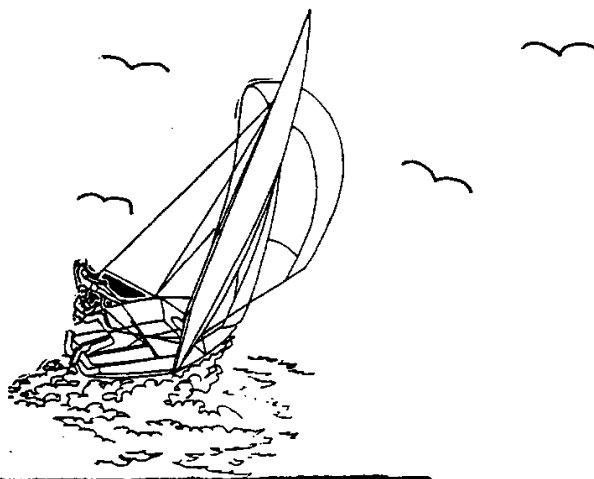
On Thur. we were treated to a trip to The Florida State Fire College. After our instruction on safety and how to extinguish fires we were invited to extinguish an oil fire under the guidance of our Host Fireman. Then on to (E-ONE) "EMERGENCY ONE" world wide manufacturer and marketer of emergency fire and rescue vehicles.. Jim, a retired fire chief from London, Ontario led us on a 1 hr 15 min, 2 mile tour thru 3 of their manufacturing plants in Ocala, very interesting. The base of the ladder of a 135' aerial weighs 39 tons.. We saw the bare aluminum, insulation materials, etc. to the finished products ready for delivery. Jim Craig, one was headed for your area.

Sorry, we (Walter and Marilyn Davison) left after Fri. morning coffee for the Corvair Affair in Helen, Georgia also in progress at this time. Azalias in full bloom. Thank you, Maybel, for telling us about Fri., Sat.

Friday morning began the coffee and goodie hour, and at 9 AM the final name was drawn for the door prize. At the following craft session a topitury tree was made from all the craft items our host had supplied: flower pots, styrofoam balls, Spanish moss, beautiful silk flowers, and ribbons. In the afternoon the Eastern Regional meeting was held-see minutes elsewhere.

Friday evening we had a catered dinner (by the campground) with a choice of chicken or pasta, with all the trimmings. The tree mentioned above was the centerpiece for our dinner tables. While the ladies worked with crafts, the men had tech sessions. The evening ended with the closeout of the Silent Auction.

Saturday morning we had our final goodie hour. Then it was goodby and Godspeed. Maybel Griggs



Eastern Regional meeting at Orange Lake, Florida March 31, 1995 Celebrity Resort.

In the absence of President Gordon Harvey Jean McMasters, Vice President, chaired the business meeting, which opened at 2:05 PM.

In view of the statement by Maybel Griggs that she wishes to give up the office of Secretary of the Ultra Van Motor Coach Club, Vice President McMasters named the following Nominating Committee for the election at the National Rally: Chairman, Clyde Stanton; Doug Pratt, and one or more Western members, to be selected later.

Three amendments to the Club Bylaws were discussed; two were endorsed by those present, and will be found elsewhere in this Newsletter. Norm Helmkey was nominated from the floor to serve as Eastern Director, subject to election at the National Rally.

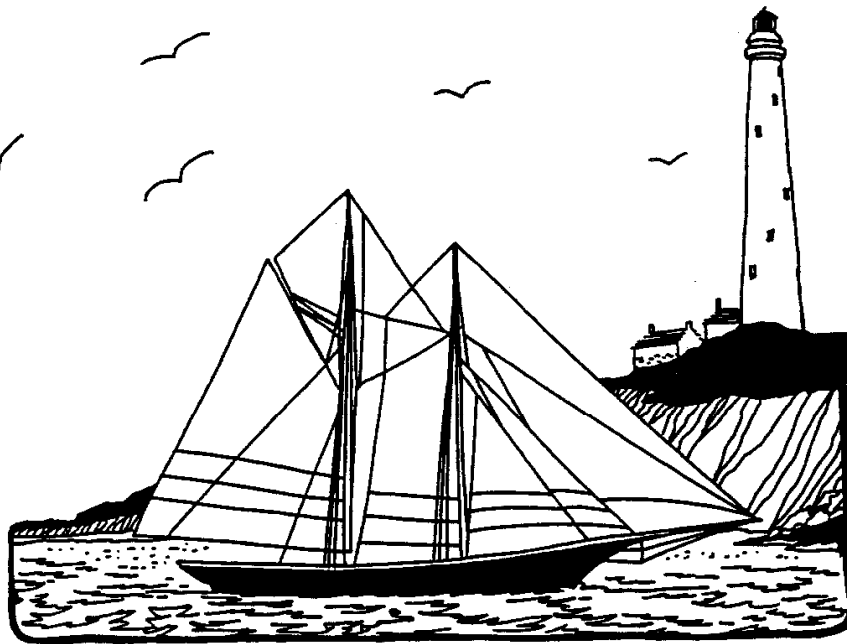
The Spring, 1996 Florida was discussed. It will be held at the Christmas Airstream Park (15 miles from Titusville) on March 24-29. Hosts-- Robert & Arlene Ackerman. The 1996 National Rally will be in Hutchinson, Kansas, with a one night stand in a State Park South of Hutchinson on September 23, and a caravan into the Kansas State Fairgrounds Sept. 24-29 in Hutchinson. The Committee (no Chairman) for the National Rally is: Robert & Arlene Ackerman, Pat & Margie Fitzgerald, Louis & Maybel Griggs, Norm & Marion Helmkey, Douglas & Nancy Pratt, Don & Mickey Richards, Pete & Rose Schuler

Norm Helmkey proposed that the Club purchase the remaining stock of the Ryerson Manual from Edy Ryerson, to relieve her of that burden. The Manual would then be available thru the Merchandising Chairmen.

Edy, what do you think of this?.

Wagonmaster Clyde Stanton reported 14 Ultras and one x brand. 8 FL, 1 MI, 2 OH, 1 MD, 1 NC, 1 NJ, 1 PA. Longest from home-Helmkey; closest to home-Ackerman. Hard Luck Story, Pratt & Griggs. Hosts Randle & J. Fitzgerald thanked for Rally efforts. Meeting adjourned at 4:25 PM.

Respectfully Submitted, Maybel E. Griggs, Secretary



ULTRA POSTSCRIPTS ★★★★★

THE 30th YEAR; Dear Ultra Friends: Greetings to everyone out there in Ultra Land. This is now the 29th year since Ultra Van Motor Coach Club, Inc. was founded in 1966. Next year will be its 30th. Does this call for something SPECIAL as the year 1996 rolls around? You bet it does! And....there is plenty of time to make early plans to celebrate the coming big occasion. For me at least, the past quarter century plus-four, has passed like wildfire. It must be the fun we've had together. Certainly, the great number of true coast-to-coast friendships built up over those years helped make time pass so happily, kindly, and so rapidly. May Ultra Club keep being blessed.

"What are YOU saving in your memory bin as food for the restless soul when the WINTER of life arrives?" - Burr



OVERLOADING: Members who have had years of experience should know, but newer coach owners may not yet realize how important it is to NOT overload a motorhome. Improper loading can lead to all kinds of problems, such as axle/bearing failure, tire blowouts, steering/braking difficulties, roadworthiness, etc. There are a few of our good members who see weight as deadly poison. On the other hand, certain of us (such as myself) take

along everything that might remotely be needed. Can't we COMPROMISE a bit? Sure, it might rain in that other state you're headed for--- but will you really NEED complete rain-gear, boots and all? The weight-is-poison group have even considered removing the oven to reduce overall gravity-pull. Come on now, let's not hit so hard in the stomach. Let me be the first to admit that Edna and I carried things we never used in #228 and #603. All of us should be considerate of our vehicles, load evenly, and take along only essential items.

In the Los Angeles area what do you SEE? Why, of course, in addition to enjoying the beautiful weather, U.C.L.A.

CREDIT CARDS: When touring around the country by car, motorhome, or by air, a Credit Card is wonderful. You don't need to carry as much cash along, making travel much safer. On the other hand, dishonest use of Cards rang up a three-BILLION dollar loss last year. Here are a few TIPS from AT&T on how to avoid Credit Card schemes: (1) Sign your Card as soon as it arrives. Signature verification is one of the best weapons we have against fraud. (2) Always keep your Charge Receipts (destroying any carbons) so you can compare them with your monthly Statement. (3) Never release your Account Number, expiration date, etc., over the phone---unless you know the callers identity and reliability. (4) If your Card is lost or stolen, REPORT it at once. (5) Now add on this #5 tip, because it is IMPORTANT---keep a slip of paper in each of your vehicles (motorcoach especially), and in your home also, with your Card #, AND the phone # to call. Otherwise, if your Card is lost, would you know what Card # to report if you are traveling in another State? Or, where to call? Do this now.

THE O.J. TRIAL: Some of us are getting a little bit tired of seeing so much of it on TV. We do have a rather interesting direct quote regarding the early witness, Kato Kaelin: "I have to say his hair looked cleaner in person than it did on the cameras." - reporter Matt Fitzgibbons, Washington Post.

POSTSCRIPTS #2

"I'm too old to cry. But, it HURTS too much to laugh." --- Abraham Lincoln. He must have suffered from arthritis in his later years?

AGE OF DISCRETION: Have you reached it yet? Really-have I reached it? The Age of Discretion! This subject touches the tender soul of you and me. Am I----- completely free? As you read this, can you say (?) "Let's jump in the car or motorhome and head for the mountains - early this afternoon." Do obligations tie you down? Excuse me for repeating the following, but, I'll NEVER forget that summer day in 1958 when Al Hurst, a big robust, kindly, burley German guy, blustered into my office. He called on us every couple weeks, since in building the Newhouse Racing Engines, which we shipped all over the world, we used certain items he represented. He was a Manufacturer's Agent. Alexander almost shouted, "I've reached the age of discretion." He LOOKED much different too. In the highly competitive 1950s, Manufacturer's Reps always were dressed up, fit to kill, with color coordinated jacket, dress shirt and tie, when calling on their clients. But not Al, this day. He said, "I don't need to IMPRESS people any longer." He meant, including me. Al had hit 65 years of age---he was about to retire. He had reached that point in life where he could work or not work, and do as he pleased, dress more casually, more comfortably. He was now financially solid, could wear Sports Shirts, and really be "himself".

"To sin by SILENCE when they should PROTEST, makes cowards of men."
-- Abe Lincoln

PLATO AND ARISTOTLE: These two men, known as the greatest thinkers who ever lived, have, over the centuries, influenced virtually every aspect of human existence. Why should we even mention Aristotle and Plato here? What could they have had to do with Ultra Club? No one wants to be a member of an organization that is not incorporated----the liability risk is too high. Ultra Club members are thus protected. Any Corporation as such, was unknown in Aristotle's day. But--- Plato and he expounded "order amongst men". They, to an extent, with....a thousand other items, originated LAW, and order, and integrity. Even more importantly, would there have been internal combustion engines, or men on the moon, or the modern computer, or Ultra Van Motor Homes, had not Aristotle and Plato lived several hundred years before Christ? It is doubtful. Theirs were inquiring minds that influenced man's inventive progress for over 2,000 years. Their philosophy virtually lifted time off its hinges. Life in Athens was difficult those days. Plato delved into every aspect of human existence. Perhaps---Dave Peterson would never have conceived the spectacular idea of a Corvair propelled "home on wheels", if Plato (428 to 348 BC) had not expounded on the world of science, mechanical movements, or algebraic or ethical fundamentals. Plato's mind had to KNOW the "why" and woof of what men & women desired when striving to earn themselves a little more earthly meaning or betterment. This might be something to thaw out in our Microwave Ovens, no less.



Plato

WHERE SHOULD OUR SAVINGS BE NOW? People keep asking that question. Most of us want to be able to be financially secure enough to live comfortably and, of course, do some traveling. The U.S. dollar fell to an all time low last month. If it continues to fall, the safest investments should be fully-paid-for real things. One of the places to consider for your savings today, is FDIC insured Certificates of Deposit. By shopping around, one can get 6% to 7% yield on one-year CD maturities in most areas, Our opinion, stay out of Bonds and Stocks.

Ernest

Directory Changes

Page D-24 New Member Jack & Margaret Bates #T2020
P. O. Box 4308
East Lansing, MI 48826
Ph: 517 332 6631

Page D-34 Ed, Pamela & Sam Gurr #529
7100 Hites Cove Road
Mariposa, CA 95338
Ph: 209 742 7469

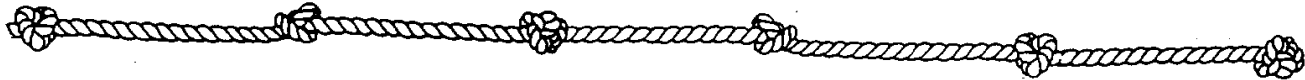
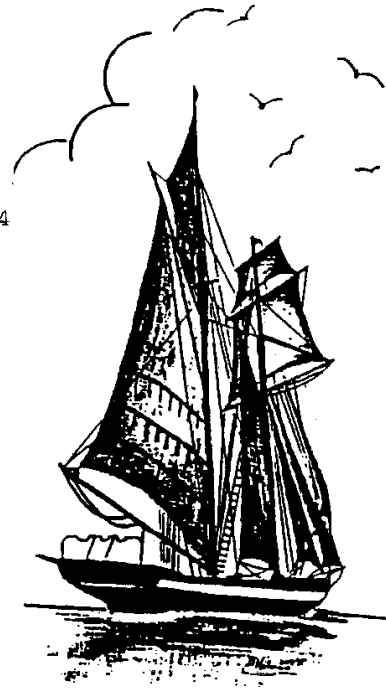
Page D-38 New Member Wallace & Isabel Hutson #404
584 Shawnee Lane
Bedford, OH 44146
Ph: 216 232 4745

Page D-40 Josephine Kollar (Ted K. Deceased)
P. O. Box 902047
Palmdale, CA 93590
Ph: 805 285 6028

Page D-46 Naumann new Phone Area Code 360

Page D-53 change address & add wife:
Roma & Luane Smith
4727 Kathleen Avenue
West Valley City, UT 84120

Page D-57 Welle Correct Zip code is 34275



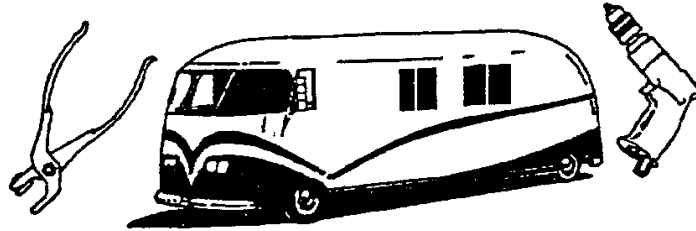
First Quarter Treasurer's Report Ultra Van Motor Coach Club, Inc.

<u>Balance, 12/31/94</u>	\$3580.99
<u>Expenses:</u>	
T. Vandersteeg-Memorial	87.88
Print Directories	739.44
Mail Directories	202.70
Advance deposit Silver City KOA	338.20
Print Newsletter	339.32
Mail Newsletter	156.00
<u>Total expenses:</u>	1863.54
<u>Receipts:</u>	
dues	1040.00
Interest-Benham Capital Mgmt. Fund	16.81
Dividend-Al-Gar Federal Credit Union	7.60
<u>Total receipts:</u>	1064.41
<u>Balance April 1, 1995:</u>	2781.86

Respectfully submitted, Louis C. Griggs, Treasurer



ULTRA VAN 101 RESTORATION



1995-96

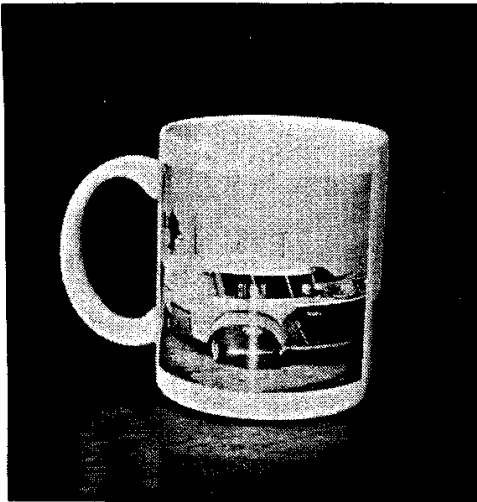
ULTRA VAN 101 PROJECT

It has come to my attention in reviewing the paperwork on the 101 project, that only three members of the eastern Ultra group have made contributions to "our" project. I use the word "our", because I want this to be a club project to include everyone. I am aware that it would be difficult for most of you in the east to travel here to help work on 101, but you know how you can contribute in your own way.

So o o make our day, let Marlene and I hear from you, even if its a note that you appreciate our efforts in this project.

A report on the May 1995 work rally will be in the next newsletter.

Jim Craig



For Sale: This is a full size cup, white in color; has picture of Ultra Van #101 in full colors (white, light and dark blue) on face side. \$20.00 postpaid. Profits on this cup sale will go toward the #101 restoration project.

Jim Craig #163 Ph: 619 366 9104





#286 Ultra Van. 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 aalso. \$7850.

#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, 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 Woiak, 4551 W. Abbott Avenue, Milwaukee, WI 53220 Ph: 414 421 3972.

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

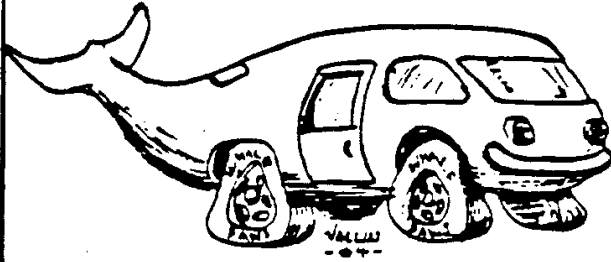
1970 Ultra Van #550, New 307 Chevrolet V-8. White Ash interior, new suspension, new tires, new roof air conditioner and three way refrigerator, color TV, new battery, plus too many other items to mention. Send SASE for color photos. Ready to go. Joseph P. Alvarez, 6628 Puerta de Lomas, Fallbrook, CA 92028. FAX & phone (619) 945 4451. Cancer forces sale. Was 9,990; reduced to \$7,990.

#T2020 Tiara Motor Home. All standard equipment plus air and two roof pods. 18 foot awning plus add-a-room with outdoor carpet. Best offer. Call Jack Bates, East Lansing, Michigan. Ph: Office 517 351 2990; Residence 517 332 6631.

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



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 Helmky, 73 Sargent St., Haines City, FL 33844

We have just completed our semi-annual 1,500 mile migration from Florida back to Ontario. For those who remember them, we visited a few days with the Joy's in Cortland, New York. Unfortunately, there is not much joy to report from them. The tumor in Bertie's head has returned but, she is coping with it valiantly, in fact, as things go, she is more mobile than Bob. Bob has lost the use of his legs and uses a walker to shuffle around in the house, outside he needs a wheel chair. They asked to be remembered to everyone.

Our first deadline after getting back to Canada at the end of April is our income tax. Up here, we have to file by April 30. Once the tax is done, the May Ultra newsletter takes top priority. I must apologize to Walt Davison, a tip he gave me for this newsletter was left in Florida, so I'll have to delay it to the November issue.

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

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 without a dual master cylinder installed. In the last newsletter, I asked if any of you had replaced the front hoses and how you did it.

Scott Pilkington (#350) called to say he did exactly what is written in the Ryerson Ultra Manual, Section 11, Page 13, DWG 11-0. Scott could not recall the part number of the flexible hose he found at a local auto parts store, but it was long enough to go from the new forward hose outlet location to the wheel cylinder (about 28 inches).

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

Ford has built 40 Aluminum Intensive Vehicles (AIVs) to test the use of light-weight metals. The structure is 47 percent lighter than if they used steel. This resulted in an overall reduction of vehicle weight by of over 12 percent. An engineering rule of thumb is a 10 percent weight reduction, is worth a 6 percent gain in fuel economy . . . over twice the benefit gained from a 10 percent reduction in aerodynamic drag. Ford engineers state vehicles designed from the ground-up with aluminum, can show weight savings much greater than 12 percent, even to the point where power steering and power brakes are not needed. Sound familiar? So what does this mean to us? Our Ultras are real AIVs, and reducing total vehicle weight brings significantly more benefit than streamlining. Need I say more?

TECH TIP NO. 95-13 SUBJECT Leveler Improvement
UV MANUAL SECTION 19 PAGE 19-06 AUTHOR Louis Griggs #334

As many may have noticed, I permanently installed four scissor jacks on the bottom of #334 so it is easy to level the coach without having to be bothered with ramps and extra pieces of board.

In the beginning, it took quite a long time to go around to each jack and crank it down with the long handle when we stopped. I modified each jack so I could use my reversible cordless electric drill to crank the jacks up and down rapidly with the drill.

TECH TIP NO. 95-14 SUBJECT: Brake Problem for Stored Vehicles
UV MANUAL SECTION 11 PAGE 11-21 AUTHOR Norm Helmkay #547

This tip addresses problems mainly on coaches with disc brakes, but the same condition can happen on drum brakes, if the brake shoes are held against the drum, as happens when the parking brake is applied.

For vehicles with drum brakes, make sure the parking brake is not left on when the vehicle is stored.

On coaches with disc brakes (#510 up) or a Corvair-powered rig converted to discs, be aware of a problem that happens if the coach is stored for any appreciable time. This tip also applies to any vehicle with disc brakes that is stored or not used regularly.

The problem is the disc pads cover just part of the rotor and the rest is exposed to the air. Brake rotors rust very easily (especially in high humidity areas) so the area that is not under the pads develop a heavily coating of rust. When the vehicle is put back in service, the first few times the brakes are applied cleans off the rust. This makes the rotor slightly thinner, except in the area where the pads rested. Where the pads rested is now thicker than the rest of the rotor. The result is a pulsing brake pedal as the pads follow the variations on the rotor. This can only be cured by having the rotors reground.

What can you do to prevent the problem?

When storing the vehicle, remove the wheel and push back the pads as far as they can go. This prevents any rust forming on the caliper piston if there happens to be any tiny leak in the rubber boot. When you push the pads back, you may have to take fluid out of the master cylinder reservoir. Actually, this is a good time to suck most of the old fluid out, just leaving enough to cover the ports in the bottom.

Next, lightly spray both sides of the rotor with the like of WD-40.

When the vehicle is put back in service, clean the rotors off using a spray can of brake cleaner that leaves no residue. Add new brake fluid to the master cylinder and pump the brakes a few times to bring the pads back in contact with the rotors.

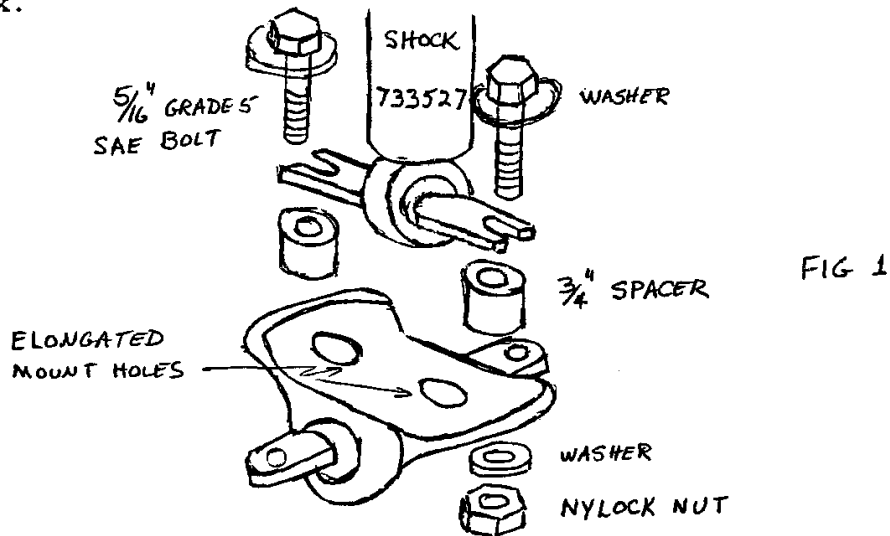
Make sure when you put the vehicle away, you leave a sign on the steering wheel that the master cylinder needs fluid and the pads are pushed back.

In several previous tips (83-12, 86-28, 87-17, 89-26 and 90-14), we learned the original Monroe 3027 shock is discontinued and there are several other numbers suggested as replacements. Most of these numbers are now also obsolete.

The old shocks on #486 were well worn and often the coach porpoised on bumpy roads, so it was time to replace the shocks.

The rear retrofit suggested in Tip 93-27 is the way to go on the rear. On the front, I wanted to keep the shock in the center of the spring. After looking at a few possibilities, I decided to use the Gabriel Gas Shock #733527 even though the stroke is slightly less. This shock has a different bottom mount method (see fig 1), and needs to be mounted with two 3/4 inch spacers and 5/16" grade 5, SAE bolts and nuts.

The distance between the two bolts is slightly wider than the pin bolts on the old 3027 shock, so the holes in the spring seat (see DWG 9-AM on page 9-26) were elongated a bit. The top mount is identical to the old 3027 shock.



If you cross the border between Canada and the US or the US and Mexico, be aware of the "Zero Tolerance" border position of our countries with regards to drugs and guns.

Anything controlled, like drugs, alcohol and guns has to be declared. The penalties for concealment are very severe. Immediate vehicle seizure is one of the possibilities along with heavy fines and even jail.

In case you are asked when crossing the border, make sure all prescribed medicines are in their original containers with the Doctor's name and drug store clearly visible. Don't under any circumstances transfer the pills to a daily dose box or some other bottle that fits in your purse or pocket better. Wait until you are safely across the border, to transfer the pills, but keep the original container.

It has been said that Liquified Propane Gas (LPG) was one of the most significant advances that allowed the RV lifestyle we know today.

LPG allows us to cook, cool our food, keep us warm, heat our water, in some cases provide light and even run our internal combustion engines.

There are two main kinds of compressed gas fuels available, propane and butane. If you know you are only going to be in warm areas (above 32°) butane is OK, otherwise only use propane. Even propane does not vaporize that well below freezing. As temperatures go down, the available BTU's per hour drops dramatically. Propane expands 1.5 percent for each 10°F rise in temperature. If there is any moisture in the propane tank the regulator can freeze-up, even up to 45°F. Ask your supplier to inject some anhydrous methanol to prevent regulator freeze-up.

Propane regulators deteriorate over time from the effects of propane. If the regulator in your coach has never been replaced, you may be in for a surprise at a most inconvenient time. Regulators are inexpensive. For the little they cost, treat yourself to a new one and be safe.

When replacing the regulator, consider installing an automatic flow restrictor which shuts off the propane at the tank if a supply line breaks. In an accident it could save your life.

Propane has a distinct trace odor which allows you to smell it. If you ever smell it, shut off all open flames and find the leak immediately.

Don't use soapy water, the ammonia in soaps can stress brass fittings and ingredients in some soaps can corrode copper lines. Use a commercial spray can leak detector or in a pinch, kids bubble-making solution.

Be aware, most propane dealers will not fill a rusty tank, so look at your tank. Clean it up and use a white rust type paint if necessary.

Use Teflon tape or paste on male threads when putting any connection together, making sure not to get any on the actual sealing surfaces.

When fueling with gasoline, make sure all open flames are out. Remember, the refrigerator is only a few feet from the gas tank vent. Make sure everyone is out of the coach when filling the propane tank. Some places may require you give the attendant your vehicle keys. Insist that your tank is only filled to the 85 percent mark. Open the little 85%-full valve and when it starts to spit, stop filling. If you are not allowed in the area when the tank is being filled, stop as soon as you can and check it yourself. Using a leather glove (the escaping propane is very cold and can cause frost bite), open the 85%-full valve to make sure the tank has not been overfilled.

The conversion number of "pounds of propane into gallons" is 4.24 pounds per gallon. An original Ultra Van LPG tank has a nominal capacity of 40 pounds or 10 gallons. It should never be filled to over 32 pounds or 8 gallons. If the tank was completely empty and the fill is over either of these amounts, it's too full. Bleed some off with the 85%-full valve.

In Tip 93-34 a list was published of those who could help you resolve your Ultra van problems. This list was revised in Tip 94-17 and is repeated here at the express request of some new members.

If you are not a CORSA member, the low cost of CORSA membership is very cheap insurance, to be able to call other CORSA members for help, if you have trouble when out on the road. It is very helpful to have a CORSA Member Roster listing phone numbers of Corvair enthusiasts who will help if you're stranded. Also, every other month, the back cover of the CORSA magazine lists over 50 businesses around the US who specialize in Corvair repair or parts supply. Carrying a CORSA Roster and magazine cover is well worth the tiny extra weight.

In the spirit of Ultra Vanning, the following will help or guide a caller to someone they feel can help. If I've overlooked anyone, please don't be offended, let me know, we need others on the list. The idea is to have help in most geographic areas so long-distance charges can be kept low. Also, if you want on or off the list, let us know. We will republish this list often. Let us know what other categories you want covered.

Match letter to name on list below

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

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

The following pages list some commercial locations specializing
in Corvair service or parts. Listing is in ZIP/STATE order.

| | | |
|--|---|--|
| Clark's Corvair
Rt2,
Shelburn Falls MA 01370
413-625-9776 | Reinert Garage
601 Farmington Ave
Pottstown PA 19464
215-326-1084 | Ted's Auto Shop
3862 Lawrenceville
Tucker GA 30084
404-491-9074 |
| Atlantic Corvair
24 Pennacook Road
Tewksbury MA 01876
508-851-6784 | Mike Callahan
1820 Old Schuykill Rd
Spring City PA 19475
215-495-5473 | Knecht's Auto Repair
516 Scott Lane
Ft Walton Bch FL 32547
904-862-3614 |
| Maplewood Motors
138 Ogunquit Road
Cape Neddick ME 03902
207-361-1340 | Yenser Corvair
634 Noble Street
Kutztown PA 19530
215-683-3231 | Chuck's Corvairs
602 Crazy Lane
Lutz FL 33549
813-949-4681 |
| Cider Hill Garage
Route 91
York ME 03909
207-363-5947 | Hot Air Enterprises
7410 K Westmore Road
Rockville MD 20850
301-384-6867 | Frank Ranelli
1725 Hendrix Drive
Birmingham AL 35214
205-798-3787 |
| Cotrofeld Corvair
Main Street
E Arlington VT 05252
802-375-6782 | European Auto Sport
RR 02 Box 532
Waynesboro VA 22980
703-943-5889 | Battenhouse Corvair
21942 Lorain Rd
Fairview Pk OH 44126
216-333-1270 |
| Dream Car Auto
417 29th St.
Coplague NY 11726
516-842-5367 | Quality Customs
1623 W Broad Street
Richmond VA 23220
804-358-5674 | Corvair Service
8533 Adams Rd
Huber Heights OH 45424
513-277-3268 |
| Dahquist Automotive
6850 Akron Road
Lockport NY 14094
716-434-5286 | Salem Motor Texaco
319 College Ave
Salem VA 24153
703-389-0729 | Hand(y) Car Care
6426 Harriet
Waterford MI 48327
810-666-5224 |
| Al's Corvairs
1320 West 39th Street
Erie PA 16509
814-866-7640 | Farm Garage & Parts
6025 Newtown Road
Waxhaw NC 28173
704-843-2576 | Norm King Garage
G-5167 N Dort Hwy
Flint MI 48505
313-238-4121 |
| Corvair Ranch
1079 Bon-Ox Road
Gettysburg PA 17325
717-624-2805 | J Jennings Garage
200 Forest Ave
Landrum SC 29356
803-457-2716 | Ehrenreich's Corvair
1728 Manor Parkway
Sheboygan WI 53083
414-458-1170 |
| R P Corvairs
711 Millersville
Lancaster PA 17603
717-392-1544 | Rob's Performance
4029 Andersen Farm Rd
Austell GA 30001
404-948-0345 | Jim's Corvairs
2826 Memorial Drive
Two Rivers WI 54241
414-793-1982 |

| | | |
|--|--|--|
| The Vair Shop
21403 s 80th Ave
Frankfort IL 60423
815-469-2936 | Howard Boso
1536 W Roundup St
Apache Jnct AZ 85220
602-982-1596 | The Corvair Man
1407A Angle Ave
Modesto CA 95351
209-521-8656 |
| K & K Automotive
1606 Bozza Ave
Alton IL 62002
618-465-4114 | Larry's Corvair
12831 Cerise Ave
Hawthorne CA 90250
310-970-9233 | Card's Corvair
14924 Meridian Road
Chico CA 95926
916-893-3103 |
| Bardings Garage
140 East Damon
Decatur IL 62526
217-877-1570 | Corvair Doctor
13727 Inglewood Ave
Hawthorne CA 90250
213-COR-VAIR | Corvair Underground
Box 339
Dundee OR 97115
800-825-VAIR |
| Small Car Shop
9006 Rosehill Road
Lenexa KS 66215
913-492-9333 | Marty's Corvair
12831 Cerise
Hawthorne CA 90250
310-970-1960 | Dale Manufacturing
3425 Fairhaven St NE
Salem OR 97303
503-364-8685 |
| Midwest VW-Corvair
10066 S 103rd St
Clearwater KS 67026
316-584-2218 | Don Lee Auto Service
9793 Foothill Blvd
Cucamonga CA 91730
714-989-1573 | Devecka Machine
64120 Pioneer Loop
Bend OR 97701
503-382-7590 |
| Red Stick Corvairs
3655 Capital Heights
Baton Rouge LA 70806
504-336-4803 | The Source
13975 Mira Montana
Del Mar CA 92014
619-259-1520 | D J Enterprises
35817 10th Ave SW
Federal Way WA 98023
206-927-0273 |
| Rear Engine Shop
3801 West Virginia
Denver CO 80219
303-934-8783 | Craig's Corvair
7011 Sunny Vista
Joshua Tree CA 92252
619-366-9104 | Steve McDaniel
18131 W Lk Desire SE
Renton WA 98058
206-255-6751 |
| The Shop
1445 N Pasadena Cir
Mesa AZ 85201
602-964-4996 | M & J's Vair Mart
2670 Pacer Lane
San Jose CA 95111
408-225-8164 | |

I suspect everyone with a V-8 or V-6 Ultra Van has seen the temperature gauge go higher than they would like it to be. A new product called The "Desert SuperCooler" is a unit that sprays water onto the radiator at pre-defined rates depending on the level of cooling needed for a given situation. The \$119 kit includes an automated control box, pump, 40 feet of tubing, spray heads, wiring, controls, etc. and instructions.

For more details, contact: Bidena Products, P.O. Box 7675,
Laguna Niguel, CA 92607 (714-661-9319)

Jim Craig had a similar idea in Tip 85-05. He used a windshield washer pump with spray nozzles over the blower fan. This let him to manually spray water in to cool the Corvair motor when climbing hills.

Upcoming Rallies

June 5-8--Lewis Farley Campground, Jackson, Ohio See Flyer

July 13-16 Brannon Island State Park, Antioch, Calif. See Flyer

September 19-24 KOA Kampground, Silver City, New Mexico
NATIONAL RALLY-- See Flyer

A Note from the Secretary: Our sympathy goes out to Josephine Kollar, whose husband Theodore J. Kollar (A475) passed away on April 5, 1995.



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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.