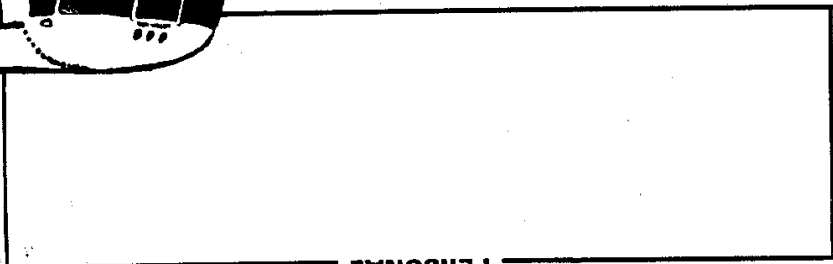


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PERSONAL

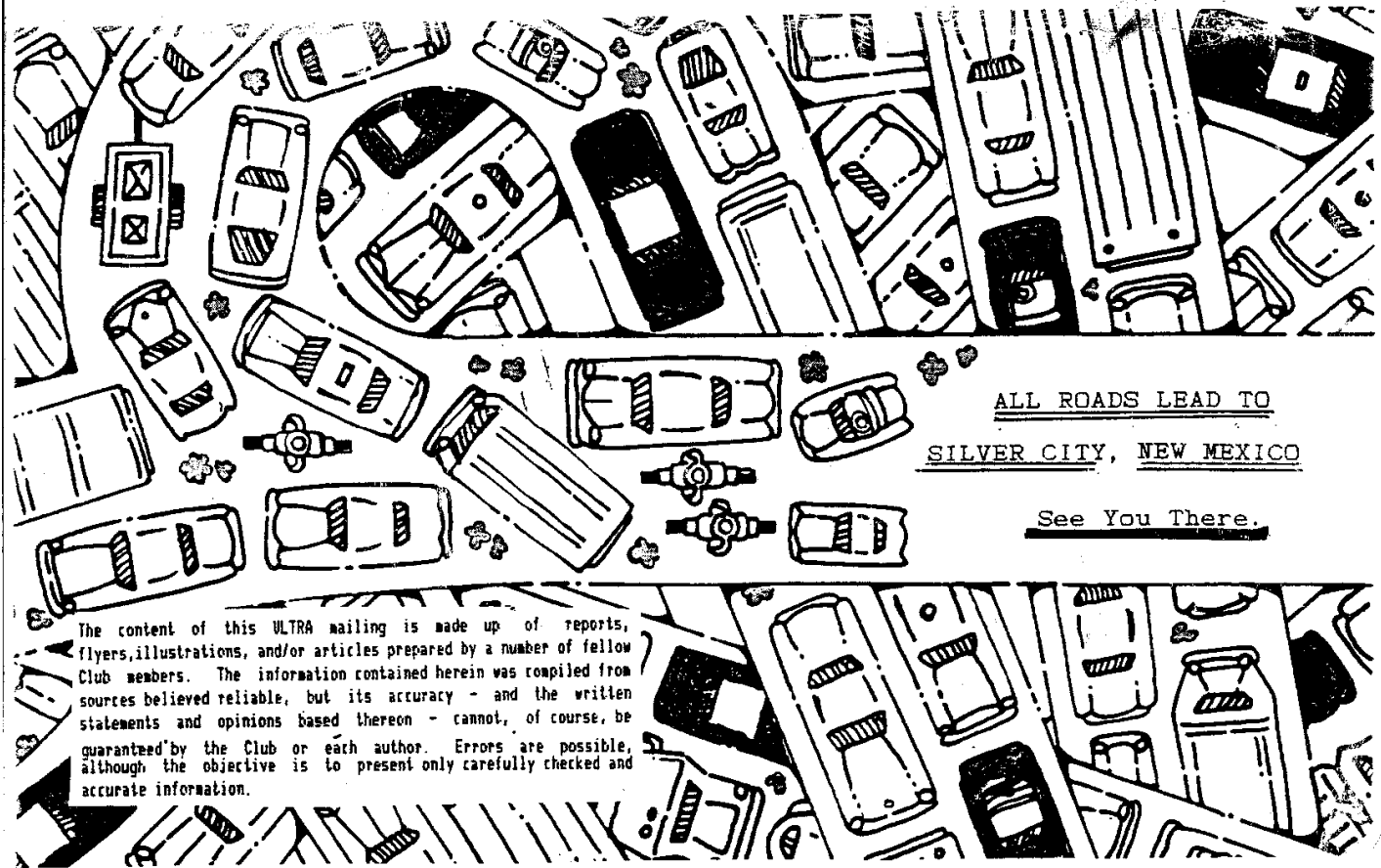
FIRST CLASS MAIL

Fall Newsletter 1995

Maybel Griggs, Secretary  
626 Brookfield Avenue  
Cumberland, Maryland 21502

PLEASE  
PLACE  
STAMP  
HERE

ULTRA VAN MOTOR COACH CLUB, INC.



ALL ROADS LEAD TO  
SILVER CITY, NEW MEXICO

See You There.

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

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



Officers, 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.

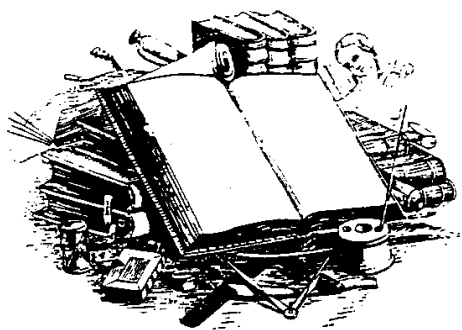


From The Presidents Desk



We view with concern the severe weather being experienced; high heat in both East and West, and the not quite savage hurricane in Florida. We hope to see many of you at the National Rally in Silver City, NM. and renew old friendships, as well as make new ones.

Planning is already under way for the 30th National Rally in Hutchinson, Kansas in 1996. A dedicated core of Ultra people are working to bring #101 (the first Ultra Van built) to new condition in time for that 30th anniversary. I am informed that more donations are needed and will be gratefully accepted. If you choose to donate to this great cause, make check payable to Marlene Craig, Ultra 101 Fund, and send to Marlene Craig, 7011 Sunny Vista Rd., Joshua Tree, CA 92252.



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

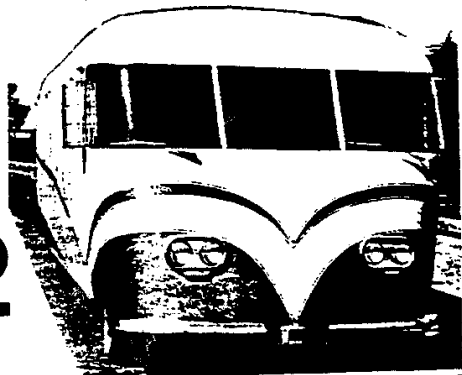
FROM: \_\_\_\_\_

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

(Refundable if you can't come)



# ULTRA VAN 101 RESTORATION RALLY 2



DATE; OCT. 25 THRU NOV. 2,1995

Location; DESERT RENDEZVOUS RANCH.

7011 Sunny Vista Rd., Joshua Tree, Ca., 92252 TEL.619 366 9104

HOSTS;

Jim & Marlene Craig

\*\*\* Registration Fee; \$5.00. (This will be a donation to the "Project Fund.") Rally fee;\$1.00 per day per person.

DETAILS; An attempt will be made to have 101 roadable and drive it forty five miles to the Corvair Palm Springs event on Nov. 3, 1995. There is a lot of work to be done to accomplish this, but with enough manpower it can be done. I have noted below what will be required in order to make this first planned drive.(Items 1 thru 14).

Repairs Required;

1. Install engine & transaxle, hook up, test run & make adjustments.
2. Repair fuel tank, reseal, test for leaks, install fuel sender & cover.
3. Install new fuel line, tank to engine. Install fuel filter.
4. Install new metal hyd. brake lines, bleed & adjust brakes, check hose
5. Replace plywood floor.
6. Replace rear bulkhead of L/H rear wheel well.
7. Install windshields & L/R frt. side windows & glide strips.
8. Install headlights, tail lights, licence plate, test & repair.
9. Install new tires & hub caps.
10. Install new dash assy., secure wiring, test & repair.
11. Install new battery box, battery & cables.
12. Install new auto shift cable.
13. Clean, inspect, drill rear axle bearing, grease & install shafts.
14. Install new rear brake shoes, cyls., hoses .
15. Install new alum. skin on entrance door and make new hinge fairing
16. Repair damaged rear fiberglass panels, sand & prime.
17. Strip remainder of paint from roof. Metal etch all roof areas.
18. Repair damaged skin on R/H aft side.
19. Replace old plastic in windows.
20. Install final 12v & 110v wiring.
21. Install stiffener angles inside front skin.
22. Install new headlight wiring.

PLUS---many other small items.

Hopefully with a little luck we can get all of the items repaired/installed that will allow us to drive it to Palm Springs, but if not that's ok too.

The rally will also include our usual bar-b-que, potlucks, games & a tech. & craft session by Bob & Grace Ballew & dinner out.

A dash plaque will be given to those that did not receive one in May '95.

Work will continue unofficially after the Palm Springs event.



GET THE SPIRIT OF CHRISTMAS

AT FLORIDA SPRING RALLY

AT AIRSTREAM PARK

DATE: March 19-23, 1996

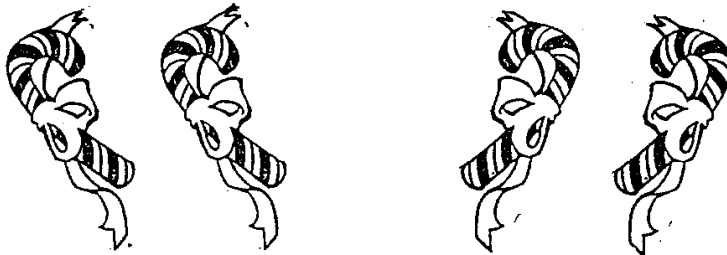
PLACE: Airstream Park, Christmas, FL  
25525 E. Colonial Drive  
(St. Rt. 50) Exit 79, I-95

COST: \$11.10 for 2 persons,  
\$2.20 for each extra person

PHONE 407 568 2507 (emergency phone)

ACTIVITIES: Goodies & Coffee each morning  
Tech sessions Pot Luck  
Craft Sessions Dinner out?

HOSTS: Ackermans, Griggs



Pre-Summer Rally Waxhaw, North Carolina

Date-- May 13-16, 1996

Place--Cane Creek Park- (a County Park)--see map.

Hosts--Pete & Rose Schuler, Louis & Maybel Griggs

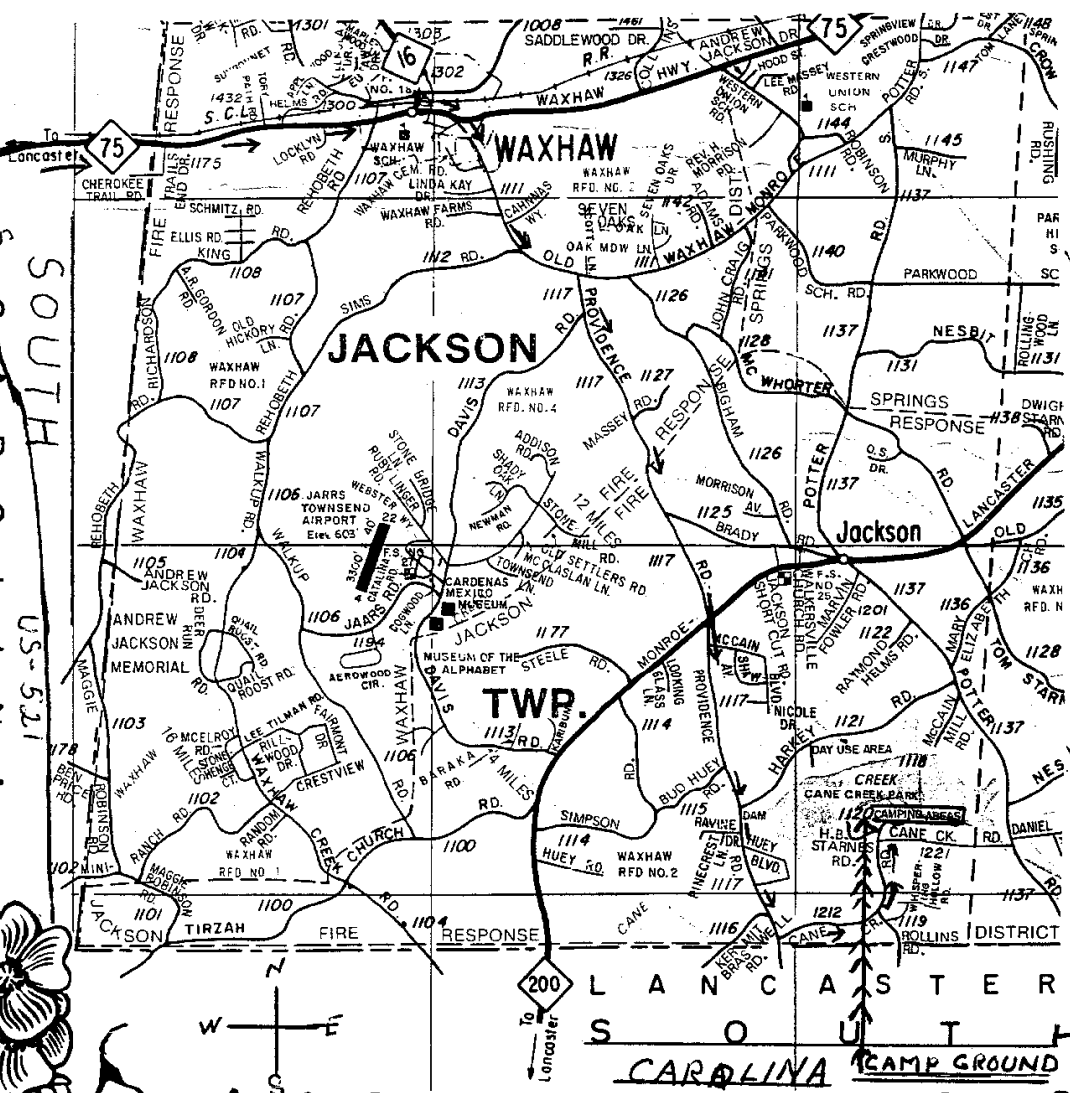
Cost--\$14 per day, payable to Campground on arrival

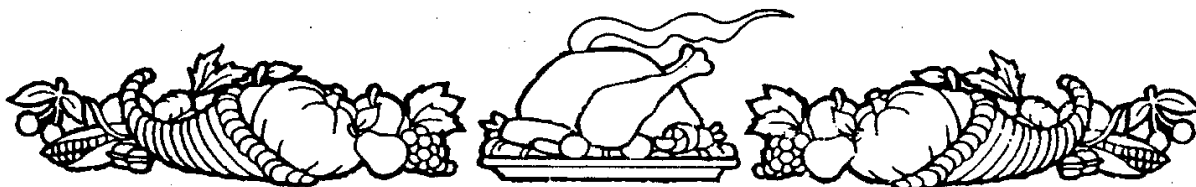
Phone--campstore 704 843 5909

campground pay phone 704 843 9145

Activities Goodies & Coffee each morning

Tech sessions, craft sessions, potluck





Thursday, June 8, 1995 Farley's Campground Resort, Jackson, Ohio  
Spring Rally.

The Regional general meeting began at 10AM. The latest Newsletters were delivered to all present--the rest have been mailed.

Bill Welle's letter about pictures was read. Norm Helmkey reported on the Hutchinson, Kansas National Rally, scheduled for 1996. Electricity and water will be available to each coach; showers and a building for meetings will be available. Rally site is one mile from downtown Hutchinson, with 50 restaurants available in a three mile radius. For a first night stop a camp for \$8.00 is available; this about 20 miles from Hutchinson. Date for this National Rally is September 24-29, 1996. Don't say that you didn't get enough advance notice!

The March, 1996 Florida Rally will be held on March 19-23 @ Airstream Park; Robert & Arlene Ackerman, hosts. A pavillion and hall are available there.

Jim Craig's letter about progress on the #101 project was read. L. Griggs made a motion, seconded by Norm Helmkey, to donate \$250 from the EMU Rally fund to this project. Motion passed.

Pat Fitzgerald brought up the subject that as he has sold his Ultra, he no longer is eligible to serve as a Director of UVMCC. Doug Pratt was nominated to finish Pat's term, subject to the election at the Silver City Rally.

Ken Wildman expressed a unanimous appreciation of Pat's work in support of the Club.

The Sheriff reported \$1.51 in fines--someone paid 26c in pennies. The Wagonmaster reported 17 vehicles, plus 2 cars. 4 from Ohio, 2 or 3 from Florida, 1 New Jersey, 3 Pennsylvania, 1 Ontario, 2 Michigan, 1 Maryland, 1 visitor. The group officially thanks Paul and Charlotte Rowland, Don & Mickey Richards for this nice Rally.

It was mentioned that Al Driggers may have the National Club Banner. Is this so, Al?

The Nominating Committee reported the following names: President, Gordon Harvey; Vice President, Jean McMasters, Secretary, no name; Treasurer, Louis Griggs, Director-East, Norm Helmkey; Director, East--one year term to replace Pat, Doug Pratt.

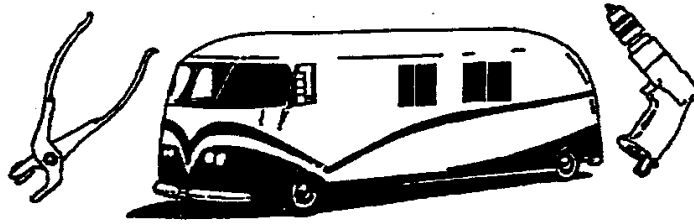
Walt Davison stated that Gladys Bell is not eligible to be a Director, as he stated that she is divorced from Lester Bell. President Harvey instructed Secretary Maybel Griggs to cover this subject in a letter to Gladys.

A Rally in North Carolina for late May was discussed. Hosts would be Schulers, Griggs.

Respectfully Submitted, Maybel Griggs



# ULTRA VAN 101 RESTORATION



## 1995-96

May 6th-20th, 1995 Rally.

### Ultra Van 101 Restoration Rally Report

On May 6th. we started twelve full days of work-work-work on the Ultra Van 101. Sixteen Ultras and four members in cars showed up to be assigned many different work tasks.

Mr. David Petersen, who is the original designer/build-er of 101, arrived with Christy Barden and they spent three days with us. Mr. Petersen jumped right into the repairs by drilling and fitting a full new aluminum front skin and then tackled another large skin on the left side.

This brought back many memories to him as he recalled building this prototype at his shop in Oakland, California in 1960-1961.

All members present enjoyed visiting with him. We all appreciated having him work with us. A big thank you to Christy for arranging to bring Mr. Petersen.

A lot of the repairs were started and completed during this work period. They are as follows; removed windshields, drivers and passengers window, replaced alum. skin of front, left side under and aft of the big window and below the drivers and passengers window. That amounted to 136 sq. ft. of alum. Installed new master brake cylinder, rebuild front suspension with new bushings, wheel cylinders, hoses, metallic brake shoes, repacked bearings, cleaned and painted. Rebuilt front steering linkage by rebushing, modified attach structure of bellcranks, cleaned, greased and painted. Also the same was done to the rear suspension cross member.

Two men disassembled the engine, checked everything, resealed it, did a valve job and reassembled it with new painted shrouds, fuel pump, rebuilt distributor, spark plugs, wiring set, rebuilt carbs., crank seals and exhaust manifold gaskets.

A new 110 volt wiring system was installed along with a circuit breaker panel and many outlets, in addition to several new 12 volt wiring runs. Some work remains, to complete this wiring task. Which includes a new battery box, mounting a battery charger and etc.

Some paint stripping remains to be done on the roof and rear fiberglass panels.

Page Seven

August 1995

CONT'D.



During the rework times the ladies prepared many lunches and potluck dinners for all of us. On one of the days that they had a potluck dinner, Mrs. Lucille Petersen, her daughter Patsy and son in law, Mr. Husman drove out from Los Angeles to spent the day with us and to check on Mr. Petersen. ( Of coarse he was having fun). We all had a good visit with them.

On the sixth day we all drove over to 29 Palms, Calif. for a techinal session at Bob & Grace Ballew's. Bob had all of his Corvair special, custom made engine tools displayed and gave us a two hour talk on what they were used for. That left us all spellbound, but very interesting.

During this time the ladies did some special crafts, helped by Grace. This was a day off from the work tasks and the men were ready to start again the next morning.

The amount of work we accomplished during the rally time could not have happened without the contributions of Corvair parts by the following venders; Cal Clark of Clark's Corvair Parts, Larry Shapiro of Larry's Corvair Parts, Lon Wall of Wall's Corvair Underground, Steven MC Daniels of Safari "O" Rings and Larry Claypool of The Vair Shop. Thank you very much gentleman.

Other donations by members include a newly rebuilt automatic transmission and torque converter from Art Eller, 2 ea. fresh water pumps from Paul Robinson and one pair of 1960 backup taillight assys. from Bob Galli.

The Steenbergs donated a large full size afghan that was raffled in a final drawing. Which Nobia Suckow won. \$125. was collected from the sale of the tickets and this was donated to the regional rally fund. Thank you Edna.

Also \$437. was donated by various attending members for the restoration fund. Again thank you all.

After the "OHIO SUMMER RALLY", the following donations were recieved from eastern Ultra members; \$250.00 from thier regional rally fund, and \$101. to \$60. from the Helmkey's, Brining, Mc Master's and Shuler's. Neva Brining said, "This donation (hers) was in memory of Gus". Because he would have wanted to be involved. Thank you Neva and all you other members that have contributed.

All in all it was a very successfull rally and one that we had fun doing.

Our next working rally will be OCT. 25-NOV. 2, 1995, just prior to the annual Fan Belt Toss, Corvair meet in Palm Springs, Calif.

In case you would like make a donation of parts, contact Jim Craig, (619) 366 9104. Make other donations payable to; Marlene Craig, Ultra 101 Fund.

In closing, we hope to have 101 at the Palm Springs event on display for your viewing. Also I want to say, "Thank You everyone for all your help".



Jim Craig



August 1995



WESTERN MID-SUMMER RALLY  
July 13-16, 1995 at Brannan State Park  
Rio Vista, Ca.



100 degree temperatures changed most of the program plans and caused an early break up of the group, but everyone remarked on the pleasantness of visiting with old long time friends. We did get in considerable talk, card playing, and pot-lucking under the large trees. Also, a peach picking expedition to the orchards near Antioch and some swimming. Art Eller entertained us one morning with stories of his teen age life with his missionary parents in India and their trip westward by car through the harsh country-sides of Pakistan, Iran, Iraq, Turkey, and into Europe. Art still has the 1932 Ford and is preparing notes for a book.

We were visited by Corvair enthusiast, Jim Chamot of Rochester, N.Y., and has his eye on an Ultra Van. He told us of his consulting work on our coast with the management of Bay Area Rapid Transit (BART), Cal Trans, and Morrison-Knudsen, builder of BART cars. Other visitors were relatives of Betty Reinhardt and Ultr Van member Robert Craig, who had helped with scouting for the rally site.

Those present were O'mearas, Greens, Ellers, Suckows, Shattucks, Reinhardts, Steenburgs, and Franzes. Mory and Esther Snyder were unable to come due to his recent stroke. He was able to return home on July 14th and is making very good progress. They had helped with planning for the rally. Everyone attending got to visit him either before or after the rally.

Bob Franz



DIRECTORY CHANGES

- Page D-23      Ackerman    new phone area code: 941
- Page D-28      New Member    Lewis & Betty Daly    #549  
2532 E. 19th Street  
Tucson, AZ 86716  
Ph: 520 323 2778
- Page D-32      J. Fitzgerald new phone area code: 941
- Page D-50      correct phone number-Richards 513 897 6546
- Page D-57      Welle new phone area code: 941
- Page D-58      New Member    George & Germaine Wolotka    #471  
13505 W. 161 St. Avenue  
Lowell, IN 46356  
Ph: 219 696 6151



We express our sympathy to Lester Bell, whose son James Bell passed away on June 30, 1995.

101 Restoration Project Review

By Jim Craig

July 11, '95

I have been advised by one eastern Ultra member that some persons at the "Ohio Summer Rally", believe that Marlene and I may or could sell the 101 after restoration and keep the money or that the owners certificate should be held someone else or that this is just "Jim Craig's Project". I don't know of anything farther from the truth. I have stated several different times in this newsletter and Whales on Wheels newsletter that I want this to be a club project and the majority of Ultra members understand it this way.

The profit after selling of 101 will be divided three ways and donated to Ultra Van Motor Coach Club, Group Ultra Van and Corvair Society Of America.

Marlene and I will furnish on request, statements as to monies, parts donated and parts furnished. (Persons name and amount of dollars they donated will not be noted.)

I realize that some of the eastern members do not know Marlene and I and perhaps that creates doubt in their mines. Hopefully those few can rely on the words of those that vouch for our integrity.

In my opinion 101 is very important to the history of the Ultra Van and our Ultra clubs. I do not know what the future holds for 101, but I hope that it will be driven to many of the Ultra rallies to be admired and to remind us where and how the Ultra Van was originated.

So--- if this letter of explanation has changed your mine regarding your supporting the project, we need your financial support now.

Perhaps there are a couple of members that would be interested in loaning the "Project" \$1000.00 each, that would be paid back, with interest (2.50%) after 101 is sold to a new owner. A notarized "Promissory Note", would be provided.

As of July 11, '95 the following named persons have donated financially to the "Project Fund", thirteen of which was \$100. or more; Mory & Esther Snyder, Walt Davison, Christy Barden, Steven Mc Daniel, Manual & Mary Foutes, Paul & Charlotte Rowland, Arnold & Edna Steenberg, Edy Ryerson, Graham Dell, Robert & Roberta Franz, Ed & Jane Harrison, John & Anita Shattack, Roy & Jane Muranaka, Ernest Newhouse, Leonard & Atol Takaat, Evy Shep herd, Warren & Nobia Suckow, Maurice & Peg Hemstreet, P. W. & Evelyn Donaldson, Norm & Marion Helmkay, Neva Brining, Jean & Bette McMasters, Pete & Rose Schuler, Dan & Betty Reinhardt, Lester Bell and \$250.00 from the Ultra eastern regional rally fund. Thank you all very much.

Currently (as of 7/11/95) we have \$712.16 in outstanding expenses. This is for parts & materials that have been purchased. The "Project Fund" account balance is \$181.28 at this time.

Some Major expenses that will be required prior to the Oct. 25, '95 working rally (Providing we have enought manpower to get ready for the Palm Spring event.) are as follows;

2ea. New tires, 6.50-13	\$230.00
5ea. Sheets of Plywood, 3/8" x 4' x 8'	100.00
4ea. Rechromed bumpers	185.00
5ea. Plastic windows	100.00
1ea. 12V battery	50.00
2ea. Glass panes, Drivers & Pass.	90.00

Future Expenses;

Exterior paint materials.	\$300.00
Vinyl upholstery for ceiling.	200.00
Wood paneling for interior.	300.00
Carpet	200.00
Curtains, rods & hardware	100.00

So there you have it, up to date, and as best as we can estimate it.

Send donations and make check to ; "Marlene Craig, Ultra 101 Fund" address to Marlene Craig, 7011 Sunny Vista Rd., Joshua Tree, Ca. 92252  
Thank You

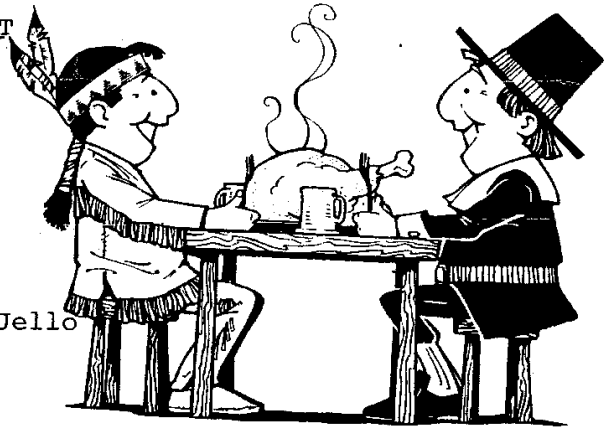


RHUBARB CRUMB TART

**Crust:** 1 cup flour  
1 tsp baking powder  
3 Tb conf. sugar  
1/3 cup butter  
1 egg, beaten  
4 tsp milk

**Filling:** 3 cups diced raw rhubarb  
1 pkg (3 oz) strawberry Jello

**Crumb  
Topping:** 1/2 cup flour  
1 cup sugar  
1/3 cup butter



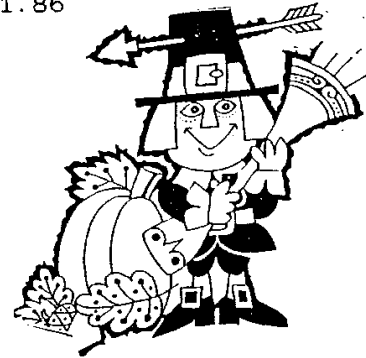
Preheat oven to 350°. Crust: Mix dry ingredients. Cut in butter until resembles coarse crumbs. Add milk & egg. Stir until ball forms. Pat into greased 11 x 7 baking pan. Place rhubarb on crust & sprinkle with Jello. In small bowl, mix topping together until crumbly. Sprinkle over rhubarb. Bake 45-50 min. Allow to cool until firm.

Substitutes: Use raspberry Jello & add fresh or frozen raspberries to rhubarb.

This requested recipe is submitted by Sandy Swick (VIXEN 004) who came to the Ohio rally in their Vixen with Doug & Nancy Pratt (#373).

Ultra Van Motor Coach Club, Inc. Treasurer's Report, Second Quarter, 1995.

<u>Balance April 1, 1995:</u>	2781.86
Receipts-dues	225.00
Dividend-Al-Gar FCU	15.03
Interest-Benham Capital Management Fund	25.69
Deposit returned from Wilderness Point	290.00
Merchandise sold	25.00
Total Receipts:	580.72
Expenses-Print Newsletter	205.57
Mail Newsletter	103.24
Advance to N.Helmkay for Hutchinson Rally	200.00
Total Expenses:	508.81



Balance July 1, 1995: 2853.81  
Respectfully Submitted, Louis C. Griggs, Treasurer



Some Notes from the Secretary and the Treasurer:

After several phone calls Wilderness Point Campground finally returned our deposit. We had heard that this campground had gone bankrupt; fortunately it hasn't done so yet.

A phone call from Gladys Bell reveals that she is not divorced from Lester, as was erroneously reported; she is still eligible to remain an officer in the Club.

The Nominating Committee has been unable to find a nominee for Secretary.

Regarding Maybel's desire to be relieved of the Secretary's burdens: the main burden of this office is editing the Newsletter. Member Jim Howell, of Knoxville, Tennessee has volunteered to edit the Newsletter. He has his own print shop. He does not want to be Secretary, as he is unable to come to most rallies. We believe that this can be arranged without any changes in the By-laws.

We have in stock some back issues of the UVMCC newsletter-so many that they are getting underfoot. These cost the Club at least \$1.25 each to print. The US Post Office will send up to two pounds of material by Priority Mail anywhere in the US for \$3, and furnishes a stout fiberglass envelope to send it in. This would be at least 8 Newsletters. The back issues that we have are as follows: Summer 1989; Summer, Fall & Winter, 1990; Summer & Winter, 1991; Winter, 1992; Summer & Winter, 1993; Summer & Winter, 1994; if you want some of these, let us know which, and send a check for \$3 made out to UVMCC. Sincerely, Maybel & Louis Griggs.

# ULTRA POSTSCRIPTS ★★★★★

August 1995

Dear Ultra Friends: Again...we are in the middle of the best "Travel Season" of each year for motorhomes on the go. I'm hopeful to be recovered enough to see all of you at the Silver City, NM, Ultra National Convention this Fall. In this issue of Postscripts a number of subjects are touched on. Perhaps some of the discussion will be of interest.... or it may only amuse. A couple items covered could be URGENT for some members to know about. It might be good to read those carefully.

CHILDHOOD is a time of life when you make funny faces in the mirror.  
MIDDLE AGE is a time of life when the mirror gets even.

BRAIN SCAN: This funny story should be told around a camp fire. I'll tell it on myself. OK? Many years ago I was having mild headaches and some neurotic problems in the area between-my-ears. The doctors got their-OWN HEADS together and finally--came up with the decision to give me a complete head examination and a brain scan. This is a deep X-Ray exploratory procedure. The result? You know what, they didn't FIND any thing up there. Ha! Ha! A laugh a day, helps keep the doctor away.

ULTRA CLUB PEOPLE: Freckles may not be overly beautiful, but she has tremendous confidence. She can twirl and spin-around so fast her braids swing straight-out. She is PROUD of her ability. Her ego shines. Her garters showing, her long stockings not a match, and that "repair" on Freckle's dress do not worry her one bit. Just like her, every one of us ENJOYS some ego or self confidence, and it is good we do. Many Ultra Club folks excel with numerous talents and special abilities. Like Freckles, they work hard to become better (or even the BEST). I'll not name any here. You KNOW who they are. But our THANKS go to those members who have taken "hold" beyond the call of duty. Each September all of us VOTE for new Officers and Directors. Also, we vote for ANOTHER OUTSTANDING PERSON to be awarded the annual Newhouse Silver Medal. Don't forget to mail your VOTE early. Every vote counts. Mail your's even though you plan to be at Silver City.



MARRIAGES are made in Heaven....so are THUNDER and LIGHTNING and HAIL.

A HORRIBLE STORY: Edna and I never talked about it after it happened. Should I tell it now....or NOT? That question crossed my thoughts. I don't even want to recall the details, but if it can save a life I'd better let people know. Sorry that I couldn't do it before. Late one evening a few years ago, we pulled our motorhome into a beautiful Roadside Reststop (don't recal what Freeway or State, but it was in mid-Nation somewhere). Since several other motorhomes were also staying there overnight, and it was late, we decided to do likewise. Edna cooked a delicious but quick dinner and we retired for the night. As briefly as possible, I'll finish the tale. We smelled a slight odor in the air, but passed it off as exhaust coming from passing cars or trucks. We slept very soundly all night (almost too soundly). In the morning, feeling a bit groggy, we arose. Walking up to the dash to turn on the Radio News, I smelled propane --- strong. Checked the Stove, and found one burner had been on all night. Edna had turned the Dial the wrong way, thinking she had turned it off....and, I had forgotten to turn the Sniffer Device on, as we always did. WHAT SAVED OUR LIVES? (see over)

Postscripts #2

Thank God I didn't turn the Radio on (one little spark could have blown our coach and us to bits). The evening before, it was late, it was getting dark, we had been driving long hours, we were tired. Those four reasons do not CORRECT the two errors we made (read them again). Never once did we discuss it. The subject was too terrible, too grisely to even think about. We realized we could have both been gassed to death that night. I hope Edna forgives me---- for telling what happened to us. Shortly after taking delivery of #603, and thinking of just this kind of situation, I cut a Vent (large trap-door with hinges) in the Coach floor. It was always raised open a few inches at night, for comfortable ventilation--together with an open ceiling vent. We never opened our side windows if there was: --noisy traffic nearby or if it was pouring rain outside. This makes for quiet and dry sleeping. Propane gas is heavier than air, and seeks to escape at the lowest levels (out the floor Vent I had made years earlier). Please double-check stove control valves. Gas appliances in any house present the same dangers. That is my story.

OFFICE VISIT: Man to doctor, "I think I'm pregnant!" Doctor to man, "Men don't get pregnant." Man to doctor, "Then why is there so much rustle in my stomach?".... "And, WHY do I like pickles?"

GOOD NEWS: Safety!!! A floor VENT can be installed in any motorhome. Questions (?) drop a note. I've LEARNED another truth I didn't know until recently. Talking with friends and neighbors the past few weeks, brought out the fact that very few people (maybe less than 10%) have heard about it. Perhaps some Ultra members are more knowledgable, I don't know. Since the result can mean so very much, I feel OBLIGATED to make certain all our Club members coast to coast are told the good news. As most of you know, Edna died of pneumonia. The virus invades the lungs when you are most vulnerable. It gets a toe-hold upon stress, such as the result of surgery, etc. Lately, Ja Ja Gabor's sister died from pneumonia after hip surgery, exactly as Edna did. It is DEADLY. It strikes HARD. It kills FAST. The common pneumonia strain has built up a resistance to the medications (the antibiotics) that doctors prescribe as a cure. Edna died 4-days after she was diagnosed as having double pneumonia. The GOOD NEWS....there is a simple "SHOT" in the upper arm that now protects AGAINST getting the common strain of this disease. One shot lasts a lifetime. Personally, I feel remorse that we were not enlightened when this protection became available. Edna would, no doubt, be alive and well today. They say it takes a few weeks, after your shot, before it becomes effective. I've HAD MINE. There was no pain, no side effects. The virus especially hits folks who are past age 40 or so. With an anti-pneumonia shot now available everywhere, this assures that more of us can enjoy our "Apartments-on-Wheels" longer. Better get your shot.

IT TAKES TWO TO TANGO: There are always some people in the world who like to discover mistakes, point out faults, or find errors. That is whysome authors insert a mis-spelled word, or other "grammy" into their writings now and then. They do this to keep these people, their critics, more satisfied and happy. Let me say, if I didn't have a good sense of humor, I wouldn't be alive today. It is FUNNY---some people love to find mistakes, while others thrill to see perfection. Critics are needed. Mistakes should be pointed out. It is said that if a finger is pointed at some other person, THREE FINGERS point back at the critic. Therefore critics are to be pitied. Just now, I pointed at an object in my office. Sure enough, three fingers pointed at me. Very interesting! Try it.

WE ENTER THE WORLD---THEN WHAT? "From the day we arrive on the Planet, and blinking, step into the sun....There's MORE to be seen than can ever be seen, MORE to do than can ever be done." -- Lion King

Don't forget to VOTE. Your servant, *Ernest*

Date \_\_\_\_\_

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.

Setty Reinhardt #474  
Lanni Reinhardt #404

Hilda Green  
Elga L. Green

Jan Doe #549

Howard E. Bow

Robin Luken #331

Arnold Steenburg

Warrn Luken #331

Edna Steenburg

P. H. Malden

Jane L. Harrison #324

...

Bob Reinhardt

Evy Ryerson

Harold Homer

Jeff Zeaman

Evelyn Donaldson

Shirley Vandersteeg

Mildred B. Dineen

...

...

Wm C. Dulles



# Gobble Up These Values



Recieve this beautiful CUP with a picture of ULTRA VAN 101 on it, along with a two hour video of the restoration progress up to JUNE '95. The video also includes a tech. session at Bob Ballew's. We previously asked for a donation of \$60.00 for these, but it cost us \$21.86 to purchase the cup,video and to mail them out. So---if you would like to support the "RESTORATION PROJECT", please forward a donation of \$75.00 or more. CUP only is now \$25.00 (profit \$6.50) This cancels advertizement in the May '95 Ultra newsletter.Make checks payable to Marlene Craig, Ultra 101 Fund. Send to ; Marlene Craig, 7011 Sunny Vista Rd., Joshua Tree, Ca. 92252.

#473 Ultra Van. --Completely restored, all new, ready to go. New tires, new paint, new upholstery.\$12,500. Jean McMasters, 916 Lighthouse Drive, North Palm Beach, FL 33408. Ph: 407 626 0388.

#497 1969 Ultra Van. 140 HP Corvair engine. 1784 miles on rebuilt engine, 50 miles on rebuilt Powerglide. New windshield. Needs body work on left side and rear. No structural damage. \$4900. Donald T. Elliott, 32 Weiss Hill Road, Oroville, CA. No phone.

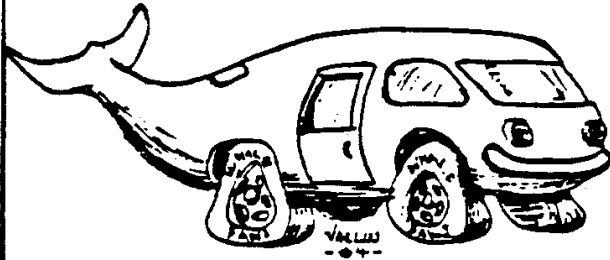
ULTRA VAN Parts (CORVAIR) Dan Reinhardt (602 846-6920  
NEW

185 R 14 Michelin XZX(Reinforced) &wheel	2 ea.	45.00ea.
Carb. kit & "u" Joint	2 ea.	5.00ea.

USED

Rear hub with backplate (rebuilt,new bearings)	45.00
Saginaw 4 speed transmission (late corvair)	80.00
Transmission,4 speed 3.65	40.00
Starter,Alternator & 2ea. Distributors	10.00ea.
Blower belts (Clarks) 2ea.	5.00ea.

# 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

Jackson, Ohio was an interesting rally for those of us who were there. We loved the video tape of the 101 Restoration and marvelled at how much had been accomplished. Hats Off, to all those who have worked so hard to make it a reality. For the rest of us, especially those in the east, who can't make it out west, we too can help with a little financial assistance. The baby (101) needs new shoes (tires) and many other items which have not yet been donated or purchased. Let's get behind Jim Craig and his restoration crew.

\* - \* - \* - \* - \* - \* - \* - \* - \* - \* - \* - \* - \*

Howard Boso arrived at the Jackson Rally with a new front-wheel drive conversion in his Ultra Van. It is similar to Gerry Duty's Toronado installation, except Howard did it with a Buick V-6 and extended the axles to make the front and rear track the same. Howard left the Buick hubs previously installed in the rear. For those who have not seen it, Howard also has air-bag suspension all round for a smoother ride. In the campground, he can level the coach from the driver seat.

\* - \* - \* - \* - \* - \* - \* - \* - \* - \* - \* - \* - \*

As many of you know, I've been the Technical Co-ordinator for the past four years and feel it's time to pass-on the responsibility. I'm not totally bailing out of the technical writing area, as I'd like to spend the next year or so working on a promise I made to Len Ryerson before he passed on. That is, to keep the Ryerson Ultra Manual updated as long as I have an Ultra Van.

When Len saw the Tech Tip Reprint Book, released by the club in 1991, he wrote me to say that until then, he thought the Ryerson Ultra Manual (which Edy and he had labored over so long), would never be updated. Len felt by providing an index of the Tech Tips both sequentially and by manual section, it provided Ultra owners with a way to read through each part of the Ryerson Manual and then check the Tech Tip Reprint Book for any updates to that section.

It's nearly five years since 125 copies of the first 25 years of UVMCC Tech Tips were reprinted. In November, there'll be five more years of tips to add. I'd like to work on a 1991 to 1995 Tech Tip Update and also catch up some work on the Ultra Archives which have been terribly neglected over the past four years.

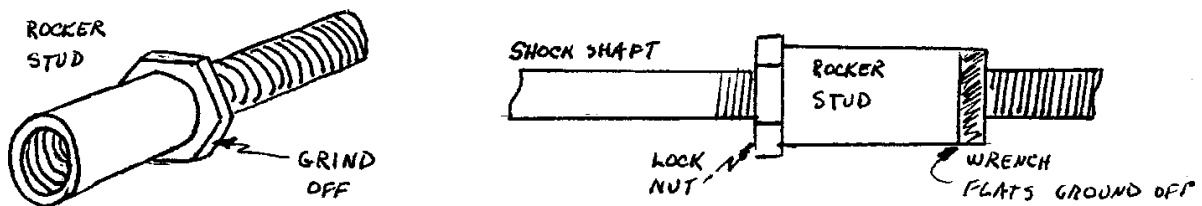
At Silver City, I'll ask the Board of Director for approval to do the 1991-1995 Tech-Tip Book update. Meanwhile, don't forget, the new Tech Coordinator can only do the job if there are Tech-Tips to coordinate. As you'll see in this issue, I've reached the bottom of the barrel.

In Tech-Tip No. 95-15, it was mentioned the replacement shock was a bit shorter than the original 3027/9027. This is not a problem in the rear, but in the front it may be a problem to get enough of the stem threads out through the rubber bumper, to fasten the shock at the top.

Some shock shops sell stem extenders, but often they are hard to find.

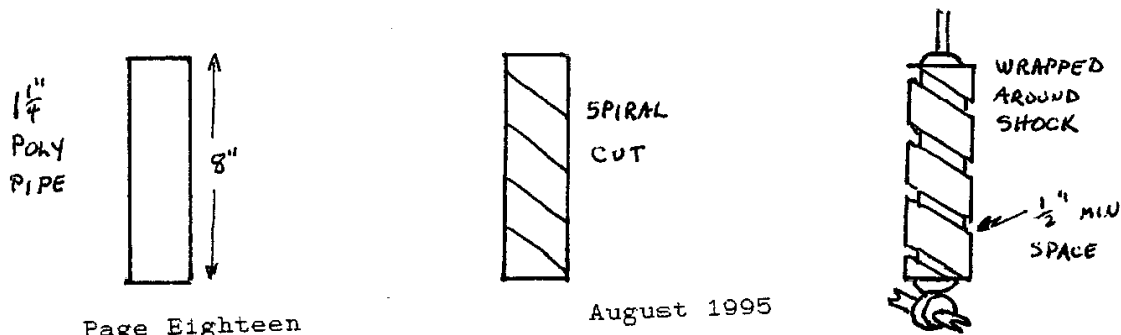
An adequate replacement is easily made using a modified Corvair rocker arm stud. It has the correct internal and external 3/8-24 threads to add about 1.25 inches of length to a shock stem. Remember, it does not make the shock stroke any longer, it just extends the length of the stem.

Grind off the 13/16" wrench flats, down to the barrel of the rocker stud. Use a 3/8-24 lock nut to secure the stem to the extender. The rocker stud barrel easily slides down through the large rubber bumper.



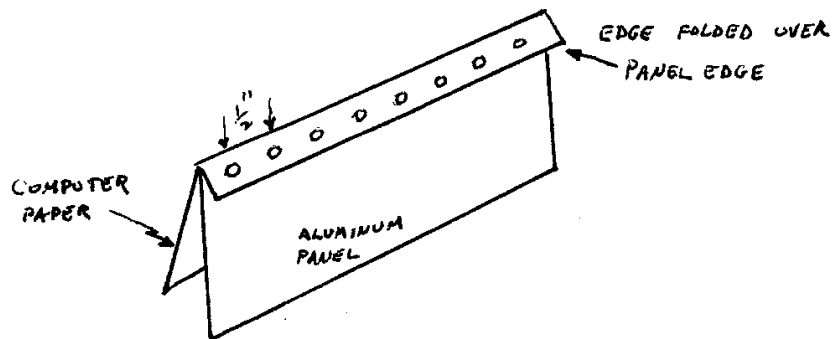
Most Ultra Vans have a double front spring. The outer main suspension spring and an inner coil assist spring over the shock absorber. A piece of radiator hose was used over the shock to prevent it from rattling against the assist spring. Using the rad hose was not a good idea as it acted as an insulator and prevented the outer case of the shock from radiating the heat from the oil inside the shock.

A more modern solution is to use an 8" long piece of 1 1/4" polyethylene pipe which is cut in a spiral fashion. When the pipe is wrapped around the shock, it exposes the shock case to the air, yet still provides the protection from rattles. If necessary, cut the spiral so the opening is at least a half inch wide for cooling.



If it is necessary to replace aluminum panels, a simple drill template can be made from strips of computer paper. The holes along each edge of computer paper are spaced exactly a half inch apart. This makes it easy to select the spacing you need, be it one, one and a half or two inch.

The computer paper edge holes in the tear-off strip are also usually one quarter inch in from the edge. When setting up to drill the panel, slit the computer paper down the middle, fold the tear-off edge so it hangs down over the edge of the aluminum panel and tape it in place. The larger piece of paper is folded over on the back. Now you can use the holes in the paper at the edge of the aluminum panel to be a guide for drilling evenly spaced holes at whatever spacing you chose.



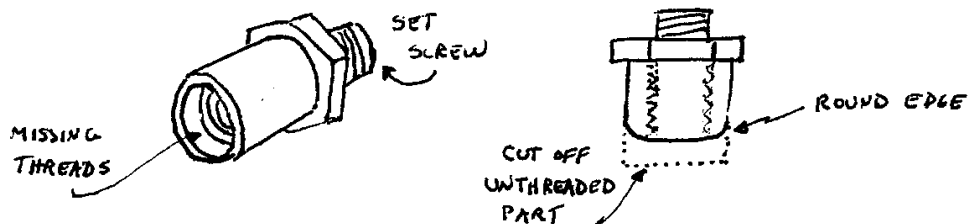
If you have ever had to pull a valve rocker stud on the road and the head stud pulled out of the block, you know what a problem it is to get the head stud back in.

The problem is there is no easy way to grip the stud and thread it down into the block, with the head still on the other studs.

A standard stud installer/remover won't help because several of the internal threads have been removed so the top of the stud is still above the head when the installer bottoms out against the head.

You can modify the install tool, by cutting the tool off about a quarter inch from the bottom. Now the tool is threaded all the way to the bottom. Next, round off the bottom edge to fit into the "O" ring groove in the top of the head.

With this change, you can grab the stud with at least four threads, lock it with the Allen set screw and screw the stud down low enough to let the rocker stud go all the way down when setting the torque on the head studs.

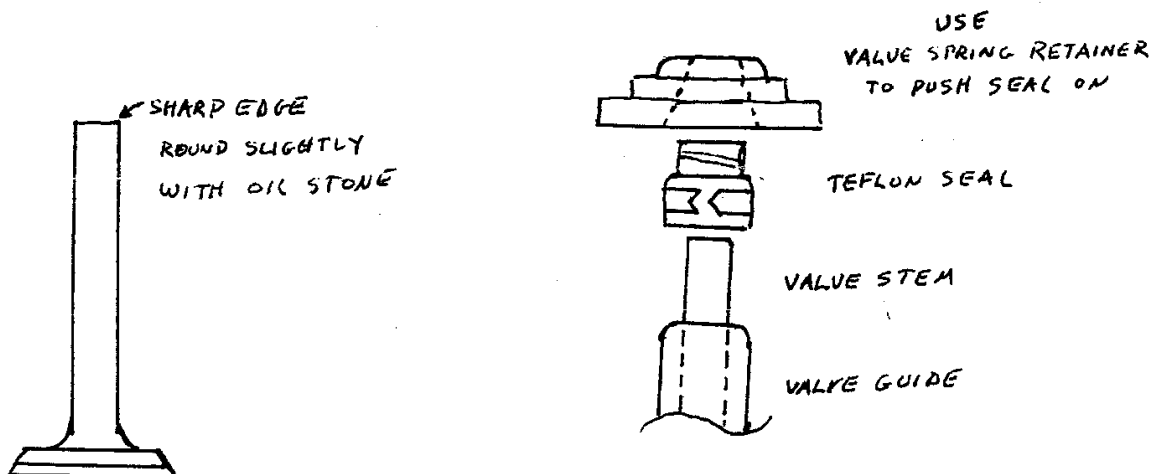


When doing your next valve job, consider using the new all Teflon valve stem seals. These new Teflon seals can handle temperatures well over the 450°F that burns up and hardens the old rubber style seals.

There is a small installation problem with these new seals because they fit the valve stem so tightly. Care must be taken when the seals are being pushed over the end of the valve stem as the stem end of most valves are so sharp they can cut through the Teflon seal.

The first step is to very slightly remove the sharp edge of the valve stem by hand, on an oil stone. Just round it enough so it feels smooth. Lubricate the inside of the new Teflon seal. Next, take a valve spring retainer, with the open end of the valve keeper taper toward the new seal and use the valve spring retainer as a tool to press evenly on the Teflon seal, until the seal slides over the end of the valve stem. The seal is now easily pushed down over the end of the valve guide.

Many new modern engines use these new Teflon seals on both intake and exhaust valves. I'm not sure what the extra seal on the exhaust valve does, but it must be worthwhile or they would not go for the cost of the extra seal on the exhaust valve and expense of putting them in.



If you need a new automatic battery charger, you might want to look at a new unit made by Exide. It has automatic sensing which begins charging at 10 amps when the voltage drops to 12.4 volts and tapers the charge down until the battery voltage reaches 13 volts at which point the charge is shut off. The battery is protected from being over-charged, even if it is continuously left on the charger.

This charger, called Exide "Gold" has settings for Deep Cycle, as well as for regular starting batteries. I've seen it at Farm stores and K-Mart for \$39.95.

ULTRA VAN MOTOR COACH CLUB INC. OFFICIAL BALLOT 1995 ELECTION

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

Completed ballots should be mailed to the Secretary to be received by September 20, 1995; do not mail ballots to Cumberland:

Ultra Van Motor Coach Club, Inc.  
 c/o Maybel Griggs, Secretary  
 KOA Kampgrounds  
 11824 Highway 180 E  
 Silver City, New Mexico 880611

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

His Vote	nominee	Her Vote	nominee
President	Gordon Harvey	President	Gordon Harvey
Vice President	Jean McMasters	Vice President	Jean McMasters
Secretary	Maybel Griggs	Secretary	Maybel Griggs
Treasurer	Louis Griggs	Treasurer	Louis Griggs
Director, West	Robert Franz	Director, West	Robert Franz
Director, East	Norm Helmkey	Director, East	Norm Helmkey
Director, East*	Doug Pratt	Director, East*	Doug Pratt
Newhouse Award		Newhouse Award	
His choice		Her Choice	

\*two year term to replace Pat Fitzgerald

Upcoming Rallies

September 19-24, 1995 Silver City, NM. NATIONAL RALLY

Upcoming Rallies for 1996

January 1996 sometime, somewhere in Arizona

March 23-29, 1996 Airstream Park at Christmas, Florida

May 13-16, 1996 Cane Creek Park, Waxhaw, North Carolina

September 24-29, 1996 Kansas State Fairgrounds, Hutchinson, Kansas NATIONAL RALLY



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**MOTOR COACH CLUB, INC.**  
NON-PROFIT ORGANIZATION



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

Date Application mailed \_\_\_\_\_

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

NAME \_\_\_\_\_ husband \_\_\_\_\_ wife \_\_\_\_\_ PHONE \_\_\_\_\_

ADDRESS \_\_\_\_\_ (PLEASE PRINT) \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

Alternate Address: Summer  Winter  (Check one)

ADDRESS \_\_\_\_\_ (PLEASE PRINT) \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

Membership:  New  Renewal (Check one)  
Make of Coach:  Ultra  Tiara  Travelon  Associate: Make \_\_\_\_\_  
Coach Number/s \_\_\_\_\_

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