

Ultra Van Motor Coach Club

Summer 1996

President: Gordon Harvey #'s 469, 518, 529
Vice Pres: Jean McMasters #330
Secretary: Maybel Griggs #334
Treasurer: Louis Griggs #334
1994 Newhouse Award: Dan Reinhardt
Tech Coordinator: Louis Griggs

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 a 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 save 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 name is last two digits of year thru which you dues are paid. Deadline for Newsletter inputs are: **February 15th, May 15th, August 1st, and November 15th.**

Upcoming Rallies

July 11-14, 1996, Western Summer Rally at 6,500 feet!, IDYLLWILD THOUSAND TRAILS PRESEVE, near Palm Springs, CA, See Flyer

September 24-29, 1996 National Rally, Kansas State Fairgrounds, Hutchinson, Kansas

March 20th - April 4th 1997, Florida Rally at Sebastian, See Flyer

June 1997, Eastern Summer Rally, Chattanooga, TN.

From the President's Desk- Gordon Harvey

Now that Spring has arrived all the world looks like a picture book. I am feeling the new life. I have gone through my 3rd chest operation. This time I am sure I will be fine. It has kept me confined for almost a year.

I am looking forward to Hutchinson with everyone else and sure want a good turn-out. This has been a lot of work for all our committees. For that - I say **Thank You**.

I hope you all have gotten through this horrible winter and have your Ultras in tip-top shape for the Journey to Kansas.

The restoration of 101 still needs your help. If you can spare any money, it sure will be appreciated. As this was the first Ultra, it is imperative to have it ready for display.

Both Ruth and I am looking forward to seeing all of you in Hutchinson in September.

Ultra Van Motor Coach Club, Inc.

Treasurer's Report: First Qtr. 1996

Balance 12/31/95	3,411.18
Receipts:	
Dues:	1,273.00
Benham:	8.09
Dividend Al-Gar:	29.76
Total Receipts:	1,310.85
Expenses:	
100 Postcards:	20.00
Secretary's 1995	
Expenses:	70.45
Postage:	48.46
Print/Mail Newsletter	300.00
Total Expenses:	438.91
Balance 03/31/96	4,283.12

Coming attractions

Western Summer Rally at 6,500 Feet!

Idyllwild Thousand Trails Preserve
Near Palm Springs, California
July 11-14, 1996

Facilities: Water & electrical hookups, dump station, heated pool, family lodge, adult lodge, horseshoes, shuffle board, laundry, propane, close by and clean rest rooms and showers, country store, billiards, stocked fishing pond, hiking trails, planned activities, hamburgers Friday evening, pancakes Saturday morning, small dinner Saturday evening, French toast Sunday morning, (these foods at reasonable cost), and housekeeping trailers available.

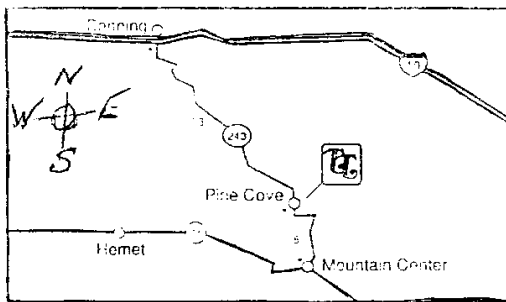
ULTRA Activities: Crafts, techs, cards, and hikes. Art and Millie Eller will show pictures and tell of their recent trip to Nepal and India. (Art is doing well following his bypass surgery one month ago).

Charges: \$20.00 per night and \$2.00 registration fee. Reservations are required, but no payments ahead. So, advise us NOW of your plans. Cancellations OK up to July 8th.

Directions: From I-10 take the Idyllwild turnoff highway 243 going south 22 miles to Pine Grove (this is designated 243 east), and look for Marion Ridge Drive and turn left (Pine Cove Fire Station is on your left). -- If you come to the Shell station, you have gone too far! Pine Cove may also be approached from I-15 to the West on Route 74 and from the East on Route 111, then 74.

Emergency Number: 1-800-335-0953

R.S.V.P. Robert & Roberta Franz
220 W. 4th Street
Antioch, CA 94509
(510) 757-3557



Easter Spring 1997 Rally

at Sebastian, Florida

When: March 20th, 1997 thru April 4th.

Why: To try to get more members to a rally.
Easter Break run from 3/28/97 to 4/4/97.
To have a more casual rally.

Cost: \$5.00 per day Water and Electricity.
Dump Near By!

Next issue of the Newsletter will have more detail and directions.

Eastern Summer Rally

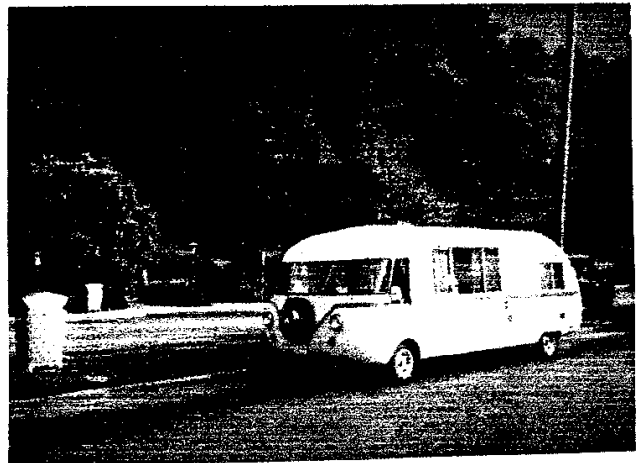
When: June 1997

Where: Chattanooga, Tennessee

Cost: Reasonable

Chattanooga has many things to do and many places to go. We will try to build a interesting Rally for all.

UV-216 at Rest Stop in NC after Waxhaw Rally.



UVMCC 30TH ANNIVERSARY, "HOME TO HUTCHINSON" SEPT. 24 - 29, 1996

For Charter and Founding Members, it's a milestone they could only dream of 30 years ago. It all began in 1966, a new club for their unique Ultra Vans and a new factory in the heart of America. If you've never attended an Ultra Van National Rally, this is the one you should not miss. Perhaps it's the last chance to talk with the people who built your Ultra Van. We plan crafts, tech sessions, visits to Reno County Museum in Hutchinson, the Amish Community at Yoder, the old Navy base (called the H.A.B.I.T. where Ultra Vans and Tiaras were built) and possibly the antique car restoration facility at McPherson College.

We need 35 pre-registered vehicles to meet our guarantees. The early-bird package is: Registration, 5 nights camping, 2 tickets to the Kansas Cosmosphere (most visited attraction in Kansas), 2 buffet banquet dinners and 2 Cosmosphere Omnimax Theatre tickets. A \$116 value, for just \$100, if your check reaches Marge Fitzgerald by July 31. Don't wait for a reminder in the August newsletter, as that will be too late.

After July 31, prices are: Registration \$10 per vehicle. Camping with electricity, \$14 a night.

Per person costs: Banquet Dinners \$11 each. Omnimax tickets \$5.00 each. Cosmosphere Tickets \$2. each.

Getting to Hutchison is easy. It's close to the center of the country.

From the North - Kansas Hwy 61 or 96

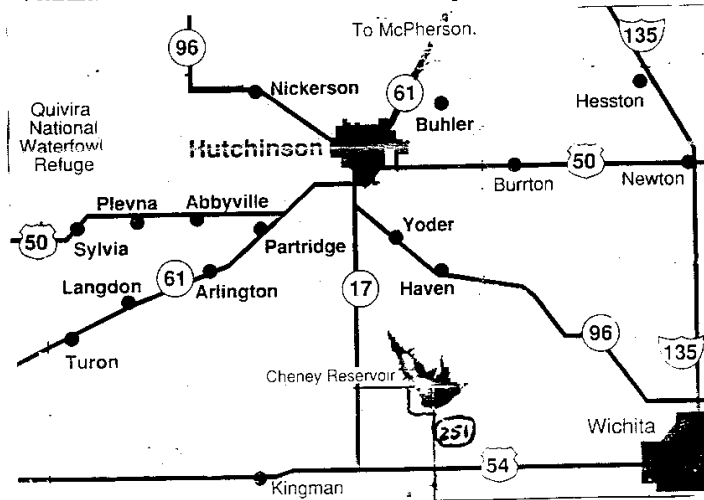
From the East or West - US Hwy 50

From the South - Kansas Hwy 17

Campsite - Kansas State Fairgrounds.

From Main Street in Hutchinson, take 20th Ave East to the Fairgrounds.

Watch for our ULTRA signs.



Come a day early, camp with us on September 23rd at the Cheney Reservoir Park. Cheney Park (with showers) is \$6 a night. We'll go together for Grand Entry into Hutchinson next day. Cheney Park, is north from US Hwy 54 on Hwy 251. Coming south on Hwy 17, watch for signs.

Enclosed is our check for \$100. Please pre-register us for Home To Hutchinson:

Name _____ Coach # _____
 Address _____ State _____ ZIP _____
 We plan to be at Cheney Park on Sept. 23 Yes ___ No ___

Send to: Marge Fitzgerald, 1079 Bay Shore Drive, Englewood, FL 34423 to arrive by July 31, 1996

Caravan from Florida to Kansas

for the "96 Home to Hutchinson" Rally

Wagonmaster - Jean McMasters

Phone - (407) 626-0388

Routes and Stop Overs

- Sept. 17th Stop Over at Union 76 Truck Stop at Wildwood, FL.
- Sept. 18th
(308 Miles) Leave Wildwood on I-75 to exit 70 (US27)
US27 to Williston, FL to ALT-27
ALT27 to Chiefland JCT US19/98 (also listed as ALT27)
US19/98 to Capps JCT I-10.
I-10 thru Tallahassee to JCT US90W to Quincy.
Stay on US90 thru Mariana to jct US231.
North on US231 to Dothan, Alabama.
Stop Over - Westside Church of Christ.
- Sept. 19th
(332 miles) Leave Dolton on US231 NW to Montgomery Alabama.
Take US82 thru Tuscaloosa, Alabama to Columbus, Miss.
North on US45 to Tupello, Mississippi.
Stop Over - Down Town Church of Christ on Old Hwy 45.
- Sept. 20th
(263 miles) Leave Tupello on US78 NW to Olivebranch, Mississippi
Take I-55 to West Memphis and JCT of I-40.
Take I-40 thru Little Rock, AR to Russellville.
Stop Over - I-40 Rest Area near Russellville.
- Sept. 21st
(236 miles) Leave Rest Area on I-40 thru Ft. Smith, AR to Exit 286
Go North on Muskogee Turn Pike thru Tulsa to Rest Area
70 miles West of Tulsa, near Hallet Motor Raceway (StopOver).
- Sept. 22nd
(181 miles) Leave Rest Area on US 412 to I-35N to Wichita, KS
Take I-235 to US54W to State Road 251N to Cheney State Park

Please feel free to join us along the way, at any point and let's make the journey to Hutchinson a memorable one. A '**Rolling Rally**' to get our coaches **HOME!**

We will be using CB channel #15 and driving between 50 & 55mph.

Mileage under Dates are estimates.

UltraVan 101 Spring Restoration Rally

By - Jim Craig

March first dawned bright and clear. Surely that was an omen that the next week or so would be great weather for the working rally. As it turned out that was true.

The first UltraVan pulled through the gate at midday. It was our project's electrical engineer John Shattuck and his wife Anita. Following them, arriving at different times, were the Harrisons, Suckows, Robert Craig and friend Marybeth, Franz, Snyders and a new couple from eastern Canada, Steven and Karen Langsberg and daughter Kassia and friend Katie.

This was the first trip for Mory Snyder since his stroke in mid 1995. He and Ester took turns driving down and back from Antioch, California. They are both doing real well. Mory took the task of organizing all of the hardware that I had gathered over the past couple of years. He put them in plastic boxes and a wall rack that I had installed.

Shattuck and Harrison finished up the 12 volt DC system, including wringing out each circuit and securing all of the wire bundles. Several different circuits were added such as: separate circuit and switch for the headlights by Davison, cylinder head temperature, oil temperature for transmission and engine, voltmeter, emergency flasher, propane gauge, fuel pump switch, water pump switch, and oil pressure. A new wiring terminal board was installed to the left of the instrument panel which included a new fuse panel. As a result of these new circuits the van now has about 98% new wiring throughout. (That should make Davison happy.)

Bob Franz sanded and prepared the two rear fiberglass panels for repainting. There is some fiberglass repair to do but that will happen at the next rally.

Warren Suckow and helpers ran the rebuilt 1960 engine, adjusted the valves, tuned the carbs and ignition. It is now ready to install, but some metal repairs have to be done in that area first.

Steve Landsberg and I serviced and bled the brake system. Only one small leak was noted in all of the new tubing. A twist of the wrench corrected that. Steve also cleaned all the debris from the bottom compartments of the van. Now it is ready for some corrosion treatment and then installing the insulation.

Due to having only two days with us, our son Robert didn't have time to work on the van. Instead, he had a motorcycle fairing to paint and take back home. He did give us some technical advice regarding installing the sliding windows, which we will follow up on.

Jane Harrison and Karen Landsberg applied several coats of gloss finish to the Danish style chairs that will be used in the van. New cushions will be made later. We are still looking for a round Danish style coffee table for the van. It should be about 36" in diameter, with four round tapered legs and about 18" - 20" high. Please keep your eyes open for one and advise me if you find one. Garage price would be about \$10-\$25. Also we need one of the ceiling pole lamps with three or four lamps on it. This would fit between the floor and ceiling. Please advise of cost and we will forward a check to include shipping.

During the rally we had a Desert Bingo game in which a lot of weird gifts were picked up. Bob Ballew was the caller and kept the game lively. Prior to the game, Marlene and the rest of the ladies provided all of us with a great turkey dinner.

The Ladies also enjoyed going to several garage sales and brought home several good buys. Of course there was a lot of game playing and a few crafts done.

Because of the small turnout of workers at this rally, we were not able to do as much work as we had planned. I encourage all of you to consider coming to the new working rally, which will be May 1st through the 12th. There are a lot of different jobs to do in order to be ready to depart for Hutchinson. Some are large ones and of course smaller ones that any of you can handle. I have completed all of the paint stripping so you don't have to worry about that.

Repairs that have to be accomplished:

- Install windshields & sliding windows
- Replace all others windows and screens
- Install automatic selector cable
- Install emergency brake cable
- Route accelerator cable
- Seal fuel tank & top plate
- Treat corrosion in all compartments
- Install insulation in coach
- Install front & rear bumpers
- Repair damaged lower skin areas
- Repair rear fiberglass panels
- Install engine
- Adjust brakes and foot pedal
- Install angle and shelf below dash
- Install support for steering column
- Install cover & door for fuse & wiring
- Modify new dash panel to ease removal
- Install tack strips for ceiling
- Install rear window
- Install new wood paneling

The UltraVan 101 Spring Restoration Rally

- Install new support angles and Polyfoam to front skin
- Install new rug
- Install new engine cover
- Install new covers over wheel wells
- Repair and Install fiberglass over front wheel wells
- Repair horn button for steering wheel
- Install new wheels and caps
- Finish installation of front suspension
- Sand complete van
- Acid etch and alodine
- Prime rear fiberglass panels after repairing cracks and holes.
- Straighten rear structure panel below door
- Sear all joints
- Prime and paint
- Spray on color strips
- Install trim and lights
- Finish other small items

You can see there is a lot to do. So join us when you can.

Several persons have inquired about the project's financial status. Here is how we stand as of March 1996:

Donations	3,718.00
Loans	2,000.00
Total Revenue:	<u>5,718.00</u>
Total spent to date;	<u>4,482.00</u>
Current balance:	<u>1,236.00</u>

Future Estimated expenses:

Paint materials:	500.00
Wood paneling:	175.00
Vinyl materials:	300.00
Sewing of vinyl:	150.00
Wheel alignment:	35.00
Insurance:	250.00
Hutchinson round trip exp.	250.00
Driver and pasenger seats:	200.00
Carpet and installation:	250.00
Advertisements:	75.00
Hardware and Misc.:	100.00
Mounting & balancing of tires:	70.00

Total future expenses: 2,355.00

Additional donations needed: 1,118.51

You can see that additional donations are required to complete the project. We really appreciate all of the donations and loans that you have so generously sent to implement the project, so as much as I dislike to , I have to ask for additional funds. If you would like to lend the project \$500 or 1,000, it will be paid back when 101 is sold. Perhaps you would like to donate \$50 or whatever amount you desire.

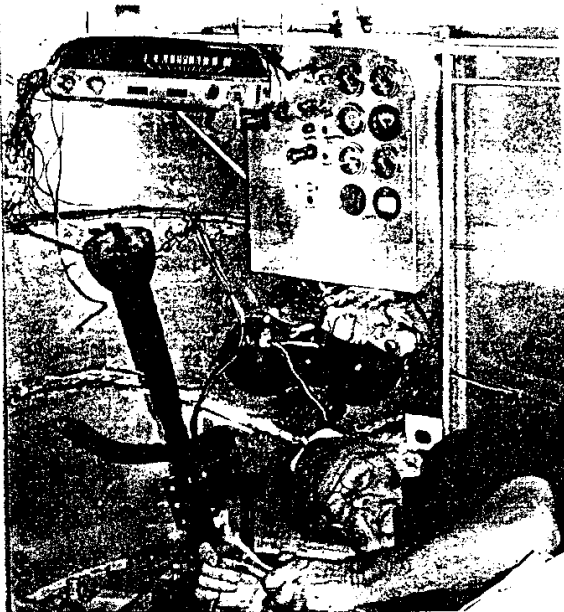
A video of all three rallys will be given to all persons that make new donations.

Make donation checks to:

Marlene Craig 101 Fund
7011 Sunny Vista Road
Joshua Tree, CA 92252
(619) 366-9104

I plan to start some advertisements prior to September 1996, list the 101 for sale. The selling price will be \$8,950. This will be like a brand new unit, complete reconditioned from bottom to top. It will be finished inside except for the cabinets.

See you in May and check the CORSA Classified section for our new "Home to Hutchinson" wrist watch.



Eastern Spring Rally, Airstream Park, Christmas, FL

* Notice this new design Ultra Van. See it at Hutchinson!



Get the spirit of Christmas

Our Florida Spring '96 Rally was held at Christmas Airstream RV Park, Christmas, Florida. Christmas is a small, unincorporated rural community in East Orange County, located about 23 miles East of Orlando, 14 miles West of Titusville, 30 miles North of Cocoa and 30 miles South of Sanford. For such a small community, it has much to offer.

Our rally started on Tuesday, the 19th of March. Our hosts and hostesses, Lou and Maybel Griggs and Bob and Arlene Ackerman has us all go up to the Santa Hall to discuss with us about the area and about upcoming activities. It was a good time to visit again with other Ultra friends.

On Wednesday, after coffee time at the pavilion, the men stayed there for their tech session and the ladies went back to Santa Hall for crafts. Maybel had some neat little Christmas plastic craft tree decorations that some of us did and others had their own craft to do but we all had nice fellowship.

In the afternoon, on Wednesday, there was about 9 or 10 that went on an Airboat ride. The Ackerman's Greyhound took the group and they all seemed to enjoy it. That evening we had a very nice Potluck dinner in Santa Hall.

After the dinner, we had some really neat games (Christmas oriented) and a video about Hutchinson and, of course, lots and lots of conversation.

On Thursday after the morning coffee, a very large group went to visit Fort Christmas Park and Museum which was only two miles north of where we were at. That evening we had a catered Bar-B-Q by "Fat Boy's Bar-B-Q", what a meal! After the meal we had a Yankee Swap - everyone brought a white elephant gift wrapped in Christmas paper. We picked a gift but could not unwrap it until everyone was able to swap if they wanted to - quite a few surprises.

Also, there was a game the hosts and hostesses had for all called "What did Santa bring Me?" They had gifts wrapped and we could feel them and write down what we thought they were. Earl Dunn was the one with the most correct. It was fun watching adults shaking, pinching, and squeezing packages trying to tell what was inside the Christmas wrap.

After coffee time and goodies on Friday, we went to Santa Hall for our General meeting and discussion of the National Rally. We had our wagon masters report at this time.

We had 21 units registered at our rally. 16 Ultras, 3 Associates and 1 Visitor with a Vixen and 1 drive-in from Washington State. There were: Florida = 8, Maryland = 1, Michigan = 1, Ontario = 1, Illinois = 1, Louisiana = 1, Ohio = 1, Pennsylvania = 2, Tennessee = 1, New Jersey = 1, North Carolina = 1, and Washington = 1.

After the General Meeting, we all left the campground again in Cars and the Greyhound to go to the Dixie Crossroads Seafood Restaurant in Titusville. That evening about 7:00 pm, a large group gathered at the fire-ring for a marshmallow and wiener roast, hot apple cider mixed in with singing, laughter and conversation.

Some of our members also went over to see the Space Shuttle go up on Friday AM. They went over on Thursday evening and found a spot to camp, then got up in the wee early hours (3am) to see the shuttle, then came back on Friday.

Saturday was time to say farewell to all. We hope to see all of you again at Hutchinson in September! We want to thank our hosts and hostesses for a good time and enjoyable rally. Kaye Stanton.

Ultra Van Rally at Waxhaw, NC

By: Pat Fitzgerald

The Summer Eastern Rally was held in Cane Creek Park, near Waxhaw, NC. The Rally site was on a beautiful lake. Cane Creek park is a county owned park.

The turnout for this Rally was light, but thoroughly enjoyed by those who did attend. Those that missed this Rally missed a good one.

The Rally was hosted by Pete & Rose Schuler, assisted by Maybel & Louis Griggs. The Club had exclusive use of a spacious shelter, with a large fireplace at one end. The fireplace was well used, as the temperature ranged from about 48 degrees in the morning to the mid 60's during the day.

In attendance were 3 Ultra Vans and 2 Brand-X vehicles. One of our Club members, Norris Houck came by auto. We also had a visitor from the local Corvair club, and a gentleman from Greenville, North Carolina; he was interested in seeing and buying an Ultra Van.

The Monday evening meal was furnished by the hosts, so no one had to cook after driving all day to get to the Rally site.

On Tuesday the group visited the JAARS organization, located in Waxhaw. JAARS stands for Jungle Aviation and Radio Services. This is an all volunteer organization that supports missions all over the world. Their primary mission is to assist the many different translators in developing their own written alphabet, so as to give them the Bible in their own language. Less than half of the known languages can be written or printed. The Wycliffe translators are working on this.

After lunch, which was eaten at the JAARS cafeteria, we visited the Mexico Museum, then their Alphabet Museum. This Museum demonstrated the sources of all known written languages.

After this fascinating tour, we returned to the campground for the great "Pot Luck" supper.

On Wednesday afternoon the group travelled to Monroe, North Carolina to shop and eat out at Mario's an Italian restaurant.

On Thursday morning after coffee & goodies and "Goodbyes" the group scattered in all directions.

Wagonmaster's report: 1-NC, 1-TN, 1-FL, 1-MD, 1-NJ, and 1-LA. Sheriff collected: \$1.25. We wish especially to thank Pete and Rose Schuler for transporting us in their 12 passenger Dodge Van.

Notes from the Secretary by: Maybel Griggs

I would like to remind the members of our Club to inform former members of the Club that they are especially invited to attend our "Home to Hutchinson" Rally in September. If you know of any of these, or any member that hasn't attended a Rally recently, please take a minute and personally invite them to attend this 30th National Rally. Please check the list of motels below and give them to any former members. Thank you for doing this. We would like to have the biggest rally ever.

Astro Motel - 15 E. 4th Street, Hutchinson KS 67501, 1-800-633-1168

Best Western - Sun Dome 11 Des Moines, S. Hutchinson, KS 67501, 1-800-530-5462

Comfort Inn at the Mall, K-61 & 17st 1621 Super Plaza, Hutchinson, KS, 1-800-4-CHOICE

Quality Inn City Center 15W. 4th, Hutchinson, KS 67501, 1-800-4-CHOICE

Ramada Inn 1400 N. Lorraine, Hutchinson, KS 67501, 1-800-669-9211

Scotsman, 322 East 4th, Hutchinson, KS 67501, 1-316-669-8281

Super 8 Motel 1315 East 11th, Hutchinson, KS 67501, 1-800-800-8000



ULTRA POSTSCRIPTS ★★★★★

DEAR ULTRA FRIENDS: Greetings from your Officers, Directors, and Committees. As everyone knows, this is the THIRTIETH YEAR of existence for Ultra Motor Coach Club, Incorporated. With gasoline prices somewhat higher, most owners of these rare monocoque aluminum vehicles will love the high mileage they are noted for. So--visit some of the Federal and State Parks this summer, and don't forget all the good Club Rallies that member hosts have planned especially for you. We thank everyone for your calls and letters. This is wishing good health to all members. Enjoy the great outdoors-- Happy traveling.

"Let us try to gain the wisdom and the talent to KNOW when to speak.... and when to remain silent."

THE RESTORATION: We just could not resist doing a quick cartoon sketch along with a few words of comment about the VERY FIRST Ultra Motorhome that inventor David Peterson built. At the May Western Rally members were sealing the gasoline tank, completing the front under-carriage, the steering assembly, replacing windows, etc. Personally, we were unable to be on hand long, but had the great pleasure of installing numerous aluminum rivets and orbital sanding some body side skin, and the like. The project to restore this early model is a tremendous idea. A lot of work remains to be done. Every able bodied Club Member who can, should RUN to friendly Desert Rendezvous Ranch to help get the inside wall paneling installed, and all the other easy but time-consuming detail accomplished. It is a real fun project with much potential benefit for our association and the benevolence recipient the gain will go to.



"Better IS open rebuke than hidden love. Wounds from a FRIEND can be trusted." -- Prov. 27-5-6 NIV

DEADLY HUMOR: A teacher was trying to instruct her class of 20 students on the subject of POISONS. She filled one clear bottle with whiskey. Then she filled a second clear bottle with plain water. Next - she dropped a few live wiggling worms into each bottle. In the whiskey bottle all the worms died almost immediately. In the water bottle, the worms were lively and continued to swim around. She asked the class, "What does this DEMONSTRATION prove?" One bright student piped up, "People who drink WHISKEY don't have worms."

FOR MEN ONLY: Some dealers will practically GIVE YOU a Cellular Phone for your car or coach, if you'll sign up and pay for a year of voice Service. That's called good MARKETING. It's about the same with most Electric Razors. A new set of Blades often COSTS MORE than the complete device set you back in the first place. That's marketing too; they make their profit from service parts you'll require. This leads us to HOW to double the life of razor heads and/or screens. Proper lubrication is just as important with Electric Shavers as it is for cars, trucks, or motor homes. Some men never lube the blades of their razor. That's a
(see over)

real NO, No! If the razor head gets warm or HOT, it is improperly lubed. This will anneal the temper of the Blade and Screen assembly, and it will fail rapidly. The Spray Type Lubricants do a good job for about half your face. Then you should re-spray the Head again. Or, you can use an Electric Shaver LOTION, such as "Lectric Shave" on your beard. Thus ALL your beard is lubed, so a fellow can do his entire face. The Shaver Head will last more than twice longer. This answers your ?

CORPORATE BUSINESS: The Ultra Liability Insurance Policy, obtained after looking into what a large Sports and Antique car organization here in California assured us was excellent, is now with Lou Griggs. The Club's address is now Lou's instead of mine. Since I am all ALONE now, that's as it should be. I must unload. NOW, another matter: With its founding in 1966, yours truly has been the designated agent or representative for Ultra Club, filling out the Secretary Of State forms for non-profit Corporations each year. This is a very necessary REQUIREMENT in state law. This position should also be transferred to a younger member. In order to make this change legal, it should be acted upon by the Club Directors at the Ultra National Convention in Kansas. The Corporation's agent must be a resident of the State of California. When mentioning the matter recently to past-President Jim Craig, he kindly agreed to accept this responsibility. This should be ratified by the Directors and placed in the minutes on the Club's books. Your Executive Director recommends a "yes" vote for Jim on this.

YEAR OF THE RAT: According to the ancient Oriental Calendar, the year 1996 has been designated to this rodent. Our government USA even issued a postage stamp in rat honor early this year (photocopy here). My friend had a lot of fun over this. He has the book in which each ANNUAL 12-months, carries prophetic meanings based on various animals or birds. Every year symbolic happenings are predicted. The year of the rat will probably be as un-predictable as the rodent itself. It can be sneaky, dirty, destructive, could even bite us. Frankly, do you know a single characteristic of a RAT that is pleasant? In fun, let's follow the trends this year as they develop and determine for ourselves if the Old World Almanac forecasts something that is meaningful.



MANY YEARS AGO: In Minnesota (Land of Lakes) I can still recall the HUGE MOSQUITOS. Many of them would sit on TREES and BARK all night. Sometimes stories such as this are a little hard to Swallow.

THE SILVER MEDAL AWARD: The position of Secretary has always been one of the most IMPORTANT, most exacting, and time-consuming of any elective Club office. During the early years of Club forming, Edna and I held that job...so she and I got to know first hand all about the work and detail involved. I'm going to ask a simple question: Should Secretary Maybel be voted the Newhouse Medal Award at the Convention this Fall? She now has professional assistance from volunteer member Jim Howell. Maybel and the entire membership are VERY grateful for Jim's help. Yes! We thank Jim! But---look at all the YEARS she did the work alone. Everyone should vote as each, personally, may decide. We do not wish to mis-influence any voter--we are only calling attention to the situation. When deciding, please keep your important Secretary in mind.

Until the next issue, keep well and ENJOY the Summer travel season.

A handwritten signature in black ink, appearing to be 'Edna', written in a cursive style.

ARCHIVE REPORT

by Norm HelmKay

Through the winter, between other activities, I worked on the next Tech Tip Reprint of tips published between 1991 and 1995. The update will include a total index covering all the tips from 1966 to the end of 1995.

Ultra Van articles appeared in several publications over the last year or so in: CORSA Communique, Family Motor Coach magazine, Motorhome magazine, Skinned Knuckles magazine, Special Interest Autos magazine, "Old Autos" newspaper and Hutchinson News. A book titled "Weird Cars" by John Gunnell included the Ultra Van in company with the Oscar Meyer Weinermobile and Stout Scarab. In addition, newspapers in towns where we have held our annual rallies, nearly always do an article while we are there.

Archive contributions since the last report came from: Neva Brining, Louis Griggs, Jim Craig, James Amos and John Shattuck. When cleaning your closets and come across anything to do with Ultra Vans that you don't want, don't throw it out. Send it to the Ultra Archives, c/o Norm HelmKay.

The items from Niva were the first significant factory literature on the Tiara. Most important is a 16 page brochure on how the Tiara came about. Last winter, James Amos called to offer some literature which included two of the original factory newsletters we were missing. In one newsletter, there was a cute dog story:

The McIntyres (Ultra #310) traveled with their dog Rin and were visiting Cape Coral, Florida friends who lived in a "No Pet" apartment. Rin stayed in the Ultra. Each morning, Lowe McIntyre took Rin for a walk. One day, as Rin was leaving the coach, another apartment dweller who had seen the morning ritual for several days, assumed Lowe also lived in the apartment and commented; "that's the most expensive dog house I've ever seen."

While in the Army, Lowe McIntyre ordered an Ultra Van (#310), but did not want a rear mounted generator. He convinced the factory to offer an optional front compartment, which became standard on the V-8. Lowe had an engineering background and suggested many changes, some of which Ultra implemented. After taking delivery in October, 1967, he was unhappy with the power and lobbied for a more powerful engine. He became an Ultra Distributor in Kent, Ohio where he sold three Ultra Vans and a Tiara. In July 1969, Ultra offered him the first experimental V-8 #510 (he didn't buy it). Ultra #510 was eventually sold to Ray Smith of Arlington, Texas in March 1970 and is now owned by a non-member in Canada. #511, also an experimental V-8 was not sold until April 1970, even though other V-8s up to #524 were delivered in 1969.

A bit more Ultra chronology comes from a factory newsletter dated April 11, 1969. It says the last coach with the reserve gas tank is #369 and as of May 22, 1969, all coaches (about # 470) will have the front mounted spare tire as standard equipment.

Steve & Karen Landsberg of North Bay, Ontario recently bought #252 in California. While out there, they worked on #101. Steve's father Egon who lived in Montreal, took delivery of #240 from the factory on November 17th, 1966. Steve recalls traveling to Mexico in the Ultra. Egon took #240 to Europe and eventually sold it to someone in Switzerland. I've asked the House of Corvairs in Zurich, to see if they can trace #240 through the Swiss DMV.

Favorite Roads

by Norm Helmkey

Jim Howell has expressed an interest in having a regular newsletter section, where members can tell about their favorite roads. I would really enjoy reading about the favorite roads of others, so we too can enjoy them when traveling in other parts of the country. To kick off Jim's new section, I've put down a few quick recollections.

As a general practice, we run secondary roads in daylight hours (with lights on) and only use the interstates if we have to travel at night. Over the years, we've found many so called "back roads" which are perfect for traveling around the country in an Ultra Van. Often these routes are four-lane roads that once were the main highways of America, before the interstate system was developed. Generally, these roads have a 55 mile per hour speed limit which I find comfortable in the Ultra.

Every year since 1986, we have migrated south to Florida for the winter and followed the geese north in the spring. At first, it was one road, I-75 all the way from Detroit to Fort Myers. Then in 1989, I-81 to I-77 to I-26 to I-95 to I-4, fifteen hundred miles of concrete and asphalt four-lane that was boring and predictable. Starting in 1990, with the Ultra, we ventured off the interstates and rediscovered the charm and beauty of the old highways, that for the most part are maintained and have been improved over the years to benefit local between town traffic. The greatest part of using these roads is in rural areas, they are nearly always uncrowded, which lets you enjoy the panoramic view that unfolds in front of the Ultra's big windows.

Old US Highway 11 is one of these really interesting roads. It crisscrosses I-81 all the way from the Canada-US border down to Knoxville. Then it parallels I-75 to Chattanooga before turning west to run beside I-59 through Alabama and Mississippi until it ends at I-10 in Louisiana. We often run US 11 from Ontario down to Virginia where we turn south on US 220 into North Carolina. US 220 is another interesting charming north/south route that people now bypass in their rush. It runs from the southern border of New York, through Pennsylvania, Virginia and North Carolina with many, many miles of hardly used four-lane road, in valleys beside rushing water or with mountain peaks on either side.

A really well kept secret is part of US 19 in West Virginia. This section of the road is just over 60 miles long running from the West Virginia Turnpike at Beckley up to I-79 near Sutton, but it has some of the most spectacular scenery one could imagine. Where you pass over the New River (which geologists say is the oldest river in North America) you're 900 feet above the valley floor. The bridge is the longest single arch span in the world. Every year, days are set aside to allow people to parachute and bungee jump from the bridge. You might remember a GM TV commercial a few years ago, where a Blazer did a bungee jump. That commercial was filmed at the New River bridge. So far, 35 of the 60 miles are four-lane and over 100 million dollars are being spent to complete the other 25 miles through the mountains.

On our way north this year, we rediscovered US 301, another forgotten road which is nearly all four-lane from Florida to Delaware. We traveled it for nearly 400 miles from Ocala, Florida to Orangeburg, South Carolina and loved every scenic mile.

We don't get out west nearly as often as we would like, but many years ago (1976), we drove the California coastline and marveled at the scenery there. One spot I wished we had recorded was near San Luis Obispo, where we drove along spectacular two-lane roads lined with trees, bigger than we had ever seen before.

At rallies, Walt Davison has often told us about some of the wonderful roads he has encountered on his travels, I hope he and others will take time to put them on paper for future newsletters.

Coachs For Sale

1967 Ultra Van #291, 110HP, PowerGlide, 56,000 Original Miles, New Tinted Windshields (Not Installed), \$3,750.00 - Stan Ozenbaugh, Poway, CA 92064, (619) 748-6695.

1968 Ultra Van #380, 110HP Engine, PowerGlide, 2 Carbs, Generator, 110v Roof Air, 5 Analog Gauges, with lights and Audio Alarms, 3 Windshield Wipers with Delay & Washers, Built in Tach & Dwell meters, Electronic Ignition, Transmission Oil Cooler, Cast Alum. oil pan and Valve covers, Coleman furnace with Thermostat, Propane Frig, Stove, Oven, Water Heater, Pressure water system, Bathroom with shower. New Exhaust. New Curtains. New upholstery and carpeted. Plus many extras. Asking \$6,000.00 negotiable. Ken Woiak, 4551 W. Abbott Avenue, Milwaukee, WI 53220, (414) 421-3872.

1968 Ultra Van #383, Corvair 110HP Engine, PowerGlide, 3:55 gears, Cherrywood interior, recent upholstery and carpet, 20,000 miles on engine ring and valve jobs. 5,000 miles on new tires. All glass good. Coleman furnace. Paint solid, but could use new overcoat or cleanup. Video available showing all details. Ultra ready to travel. Price - \$3,750.00 All offers considered. Owners have purchased another Ultra. Call Jim Craig at (619) 366-9104.

1969 Ultra Van #454, Second Owner, originally purchased by Dr. Fearing. 110HP engine, PowerGlide. Engine has less than 2000 miles on complete overhaul with all new parts. Newly rebuilt transmission. New roof air. New Michelin tires. Price Negotiable. Pictures upon request. Glann Lee, 137 Brooke Elyse Lane, Max Meadows, VA 24360. PH: (540) 637-6839.

1969 Ultra Van #413, Corvair, PowerGlide, 110HP, 3.89 gears, New tires, Paint 4 years old, excellent Cherrywood interior paneling, carpet, drapes and upholstery. Has bucket type seats for driver and passenger. (Orig. seats available). Also AM/FM radio & CB. All glass good. Recent complete engine overhaul (less than 2,000 miles). New Dometic 3-2ay refrigerator. This is one of the best Corvair Ultras now available. Video & Photos available. Ready to travel. Price: \$8,995.00. Call Jim Craig at (619) 366-9104.

1970 Ultra Van #513, Len & Edy Ryerson's FAMOUS Coach!

1. New Targetmaster 350 v-8 in 1989.
2. Turbo 350 Transmission Rebuilt in 1989.
3. Custom independent Rear Suspension.
4. New Roof Airconditioner
5. New Toilet 1995.
6. Beautiful ALL NEW Exterior 2-tone paint.
7. All NEW interior Upholstery and Carpet.
8. All glass is tinted.
9. Batteries (2) Under Front Seat.
10. Tool storage under Passengers Seat.
11. 50 gallon Water, Fuel and Sewage Tanks.
12. Powerful Sewage Disposal Ejection Pump.

Since Len passed on last year, Edy has had #513 on only a couple of trips and it has performed BEAUTIFULLY as always. She now feels that it is a little more than she can handle alone easily and that it is time to let #513 go. It's a jeweled find for someone new. \$15,000.00 Negotiable.

Parts and Other items FOR SALE

Commemorative Wrist Watch for the "Home to Hutchinson", 30th Anniversary 1996. This is a quality gold cased quartz watch with built in alarm and a picture of the 101 Ultra Van in three colors in the center and the words, "Home to Hutchinson", 30th Anniversary 1996 printed on its face plate. It has a quality leather band and comes in a nice case. Lifetime warranty. Only ten each have been ordered. Call to place your order now. Price: \$29.50 PPD. (\$10.00 goes to the Ultra 101 Fund!) Jim Craig (619) 366-9104.

New Ultra Van Parts:

Ultra Auto shift cables, \$85.00 each (for 22' Ultras)
Plastic "Ultra Coach" nameplates, \$20.00 each.
Windshields, full size, \$495.00 each (pickup here), \$550.00 delivered to next rally.
Chrome headlight bezels - \$85.00 pair exchange, \$25.00 core charge.
Rubber trim for headlight bezels, \$10.00 per pair.
Brake shoes, front or rear, 3845292, \$20.00 per set (2 wheels)
Latch, main door and rear hatch with keys, \$45.00 each.
Nameplates, "Ultra Van", Hutchinson, \$20.00, without town name, \$12.00.
Backup clear lens, \$5.00 each. , Front yellow lens, \$5.00.
Steering gear box with shaft, (Special price this ad only) \$75.00, \$25.00 core.
Shocks, front, Monroe 9027, \$15.00 each.
Wheel cylinders, 5462863 & 4562964, \$35.00 each (Fronts)
New foam Bumpers, \$40.00 a pair, Bumper covers \$15.00 each.

Hundreds more Ultra parts available. Send for NEW list. Jim Craig. 7011 Sunny Vista Road, Joshua Tree, CA 92252 (619) 366-9104.

Ultra Van Brake Hoses, New production front brake hoses. These are brand new DOT certified by a California Mfgr. They are 38" long and are priced at \$35.00 each plus shipping. (\$70.00 a pair plus \$6.00 UPS.) I have to order 26 each hoses to purchase at this price. Need to have 13 Ultra Orners order to purchase the 26 items. Send check for \$76.00 to me. I will return check if I don't get 13 orders. Jim Craig (Address & Phones is listed above!)

Warhau Rally 1996



Late breaking News Items

JEAN COFFEY: Passed away February 5th, 1996 of a massive Stroke and Heart attack. She and Verne (who passed away in April 1995) were near Charter Members of the Ultra Club and VERY active in the early years and were true friends to us all! Info given by - Edy Ryerson

HUTCHINSON EMERGENCY NUMBERS: to call during rally are (316) 669-3600 - Denny Stoecklein. FAX# (316) 669-3640. Cellular after hours - (316) 669-3630.

Ballots mailed late must reach the following address by September 25th, 1996. MRS. M. Griggs, C/O Mr. D. Stoecklein, KANSAS STATE FAIR, 2000 North Popular, Hutchinson, KS 67502-5598

The following 2 items are from John Allseits, #465:

For those who missed it, the February issue of "Special Interest Autos", from Hemmings Motor News, featured a 2-page article on the UltraVan, Pages 40-41. Back issues are available; call 1-800-227-4373, ext 550. Ask for issue #151.

While 'channel surfing' on my cable system about 2:00 AM on April 8th, I happened to pause on ESPN-2, and just happened to catch a video montage segment of a program called MW-2 (Motorcycle Week-2 ?)

Anyway, in the mist of this montage was a 5-sec image of what were unmistakably a pair of UltraVans, parked side by side! Does anyone have any idea who's Ultras there were and where this took place?

EDITOR'S Thoughts: by: Jim L. Howell

While traveling in UV216 I have seen alot of Interstates, but was always alittle apprehensive to get off the Big Concrete slabs onto some unknown road. I read maps pretty good, but they rarely tell whether the road is a 'wide 2-lane', good 4-lane, or 4-lane divided highway. They also don't tell us what condition the road is in. To this end, I would like to propose that a new section in the newsletter be: **FAVORITE ROADS**. Doing so, I am requesting one page articles on what roads are your favorite, what type road is it and its condition. Also tell us about what you find interesting along the way. Feel free to write about more than one road if you so choose. Else where in this newsletter, Norm Heimkay has started this series with some of his Favorite Roads.

It was time to replace the tanks and floor in 292. My design requirements were to keep the price down, stay light weight, have a solid floor, use a center pathway inside the floor for cables and brake line, use a material for the water tank that would not affect taste, easy to empty and easy to winterize.

From Boeing surplus I purchased five inch "I" beams with a 4 3/4" dimension inside the web for \$1.50/lb. Off the shelf plastic tanks (35 1/4" x 19" x 4 3/4") 14 gallons, that fit inside the web were purchased for \$100.00 each. Two to be used for fresh water and two to be used for gray water. Each pair was connected with 1 1/2" PVC. I decided to use a Porta-Potti instead of hauling sewage around in a tank.

A new 10 gauge aluminum fuel tank was fabricated with a center 1" raceway for the cables and brake line. The same reinforced construction on the top as the original design was used with 7 baffles spaced to add more reinforcement in the areas where walking takes place, particularly the first step in the door, and a two gallon reserve tank area at one end. Switching between fuel outlets is with an electric solenoid fuel valve.

The four tanks removed and assorted hoses and pumps weighed 105 pounds. The new tanks and bulk heads weigh 119 pounds.

The 3/8" marine plywood floor is glued and fastened with sheet metal screws both around the perimeter and across the bulkheads. The plastic tanks have 1/4" walls and provide support at the edges, but not in the middle as there are no internal baffles.

The tanks empty through 1 1/2" slide valves at the left rear of each tank area. Drive the front right wheel up on a curb or block and pull the valve.

Nova Kool Mfg. Inc. 1457 Barrow Street, North Vancouver, B.C. Canada makes a 3.42 cubic foot combination refrigerator/Freezer that operates on DC power only or you can order a AC/DC model.

Model R3800 fits a cut out of 28 3/8" x 20 1/4" x 18" and weighs 85 lbs. The German made Danfoss compressor consumes less power than a 60 watt light bulb. It removes almost twice the BTU's per watt of power consumed compared to its competitors and five times as many as most household refrigerators. It is covered by a 5 year warranty.

Compressor refrigeration has a much faster recovery rate than propane, cools better at higher ambient air temperatures, and doesn't need to be level.

PrecisionTemp , Inc., 1006 Kieley Place, Cincinnati, Ohio, makes a propane fired instantaneous water heater.

The unit flues like a RV tank water heater and is designed as a replacement unit without any additional plumbing required. It eliminates the pilot light and reduces total weight by some 50 pounds over a six gallon tank heater. It contains only one pint of water.

It starts automatically when the water is turned on and goes off when the faucet is closed. It delivers hot water continuously with no recovery period, 85 degree temperature rise/gallon/minute continuous flow.

Lighter, safer, fuel efficient, but a high initial cost of \$900.00.

Hopefully, you'll never have to find out, and if you're fortunate, you'll find it at home. Remember the old tip that Walt Davison wrote a few years ago, "While at home, get the biggest screwdriver you can find and try to move the pinion gear on its shaft, if either the shaft or pinion move more than a wink, REAR-END FAILURE is IMMINENT." The next best advice is to have a co-pilot with good ears who can tell if some sound is different than usual. Not too far into Georgia, Marion noticed a bit of a hum when I put power on which disappeared when I took my foot off the gas or was coasting.

In the next hundred or so miles, the hum became a little worse, but was not yet a howl, so we pushed on until dark. When we stopped for the night, I pulled to top off the rear-end and noticed a lot fore/aft play in the pinion shaft and some side play at the rear bearing. To make matters worse, the pinion gear was loose. I could live with a loose pinion, but not with the loose shaft. Also, the pinion gear had stopped in a spot where I could see a chip off the tip of a tooth. I had to drain the rear-end, to see if there was any other metal in the bottom, so in the morning, we headed for a store to get some grease and a better suction pump than I had with us. As the old grease was sucked out, there were glints of thin metal shims all over the place and a couple of good sized pieces. Clearly, these were the pinion depth spacer shims that are so important when setting up the pinion shaft.

We were a good 700 or more miles from home, and we likely could have made it, but the Schuler's were only a hundred miles away. Pete had replaced his Corvair power unit with a water pumper Buick, so I knew he would have a rear-end. We set course for Waxhaw, North Carolina. On arrival, the Schuler's were not to be found. Would you believe they were shopping, the first time in two weeks. Like a good Boy Scout, Pete was prepared, not only did he still have the whole power unit from #397, but also an extra spare rear-end, all ready to be put in service. I won't bore you with the installation details, but on completion, we did an autopsy on the old pinion shaft. The bearing was pulled off the shaft and it showed signs of being overheated. The pinion was so loose, it would drop off the shaft when turned on end. The total mileage on that particular rear-end was not much more than 50,000 and it had new grease when the complete power unit was transferred from #356 into #486 in the spring of 1995. I can't explain why the failure occurred, but am thankful my co-pilot noticed the unusual hum, that I had become accustomed to hearing.

TECH TIP NO. 96-9 SUBJECT: Running with a Powerglide Shift to Drive Failure

There's no need to be concerned about running the Powerglide in Low Range, even for long distances. Coming home from Florida, I down-shifted for a long hill on I-81 near Scranton, Pennsylvania. At the bottom, I shifted back to Drive, but nothing happened, it stayed in Low. We were in a construction zone with a lot of other traffic behind us, so there was nothing to do but continue on in Low range. I watched all the gauges and except for the higher engine sound, discovered we could easily run at 55 m.p.h.

At the first chance, I pulled off the highway to determine if it could be easily fixed on the road. Transmission fluid level was O.K. The governor was pulled and it too was good. I suspected the "E" clip in the valve body, but to check it, the transmission pan and valve body would have to come off and I didn't want to do that in the rest area.

As the coach ran so easily in Low Range and we were only 300 miles from home, we decided to carry on and switched over to US Hwy 11 (which parallels I-81) to the border. Once across, we took Ontario Hwy #2 the rest of the way home. The speed limits on these routes were 55 or less, so we didn't impede traffic. Gas mileage in Low was about 13 miles per gallon, much higher than I expected.

Oh! yes, the problem was the infamous "E" clip, except there is a mystery, No part of the "E" clip was found, either in the valve body or pan. If it was left out, how did the shift work till now? Someone had been into the valve body before as both valve body gaskets were stuck to either side of the thin steel plate with gasket goo. The hardest part of the repair was the nearly 2 hours it took (with solvent and razor blade) to clean off the old gaskets.

Ultra Van Motor Coach Club

Apparel Order Form:

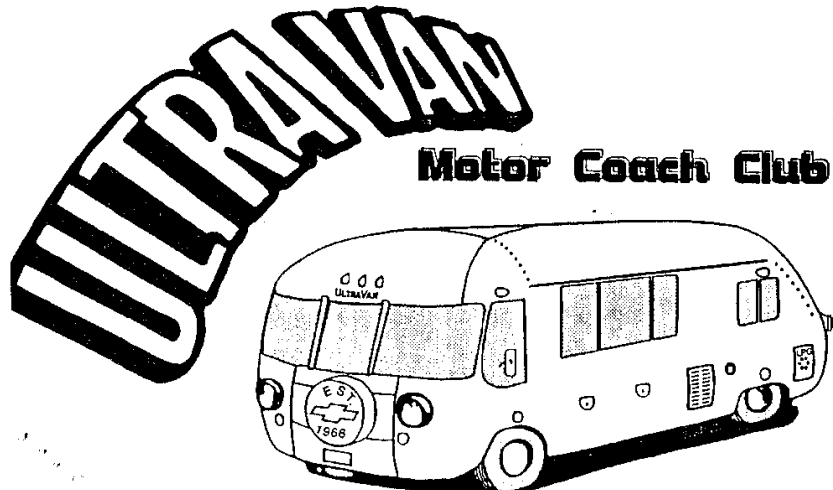
T-SHIRTS	CREW SWEAT SHIRT	HOODED SWEAT SHIRT	GOLF/POLO SHIRTS (PRINT ON BACK)	BASEBALL JACKET (PRINT ON BACK)
ANY color (Specify)	Ash, Navy or Green	Ash, Navy or Green	Ash, Navy or Green	Ash & Green, Ash & Navy
S - XL \$10.00 XXL - \$11.50	S - XL \$18.00 XXL - \$19.50	S - XL \$25.00 XXL - \$26.50	S - XL \$17.50 XXL - \$19.00	S - XL \$35.00 XXL - \$36.50

All items are Quality, Brand Name Apparel, 50/50 Blends;
(Baseball Jackets are 90/10 Blend)

All Orders must be placed no later than **AUGUST 15TH**; - FREE Delivery at the Hutchinson Rally,
for Mail/Ups Delivery, add \$2.00 per item. (Maximum \$5.00 per order)

Name & Address	Item	Color	Size	#	Total (\$)
Specify Mail <input type="checkbox"/> or UPS <input type="checkbox"/>					

SEND THIS ENTIRE FORM, along with Full Payment,
made out to **ULTRAVAN MOTOR COACH CLUB**, to:
John Allseits, #465, 800 E. Allanson Rd. Mundelein, IL 60060



Special Notice: Those terrific blue Air Force Jackets are no longer available. However, I've found 2 more, hiding in my closet, from the last order! (Size 46 & 48) I'm donating these to the Ultra #101 Project; they can be raffled or auctioned off, at the Hutchinson Rally, and proceeds go to the restoration.

Our design is a 4-color, silkscreen design (White, Black, Yellow and Red)

1984 GMC 313-8913

397-0091

DISCLAIMER: The contents 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.

Maybel Griggs, Secretary
626 Brookfield Avenue
Cumberland, Maryland 21502

FIRST CLASS

