

Ultra Van Motor Coach Club

Winter 1996

President: Gordon Harvey #'s 469, 518, 529
Vice Pres: Jim Craig #163
Secretary: Jim L. Howell #216
Treasurer: Louis Griggs #334
1994 Newhouse Award: Maybel Griggs #334
Tech Coordinator: Jim Craig #163

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 two weeks before the deadline.

All dues are to be forwarded to the Treasurer. Look at your address label – the number after your name is the last two digits of year thru which you are paid. Material for the Newsletter can be folded.

Technical tips are to be sent to the Technical Coordinator. Amendments to the By-laws are to be sent to the President. Deadline for Newsletter inputs are: **February 15th, May 15th, July 1st, and November 15th.**

Upcoming Rallies

January 16-19, 1996 UltraRally, Black Canyon City, Arizona ** See enclosed Flyer **

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

June 12th - 15th, 1997, Eastern Summer Rally, Chattanooga, TN, ** See enclosed Flyer **

From the President's Desk- Gordon Harvey

What a joy to see so many **Ultras** in Hutchinson, Kansas! The work that Norm Helmkey and his committees did sure paid off. It was a Rally worth our 30 years! Our days and nights were full and I'm sure everyone did enjoy themselves. It was a grand affair which will be long remembered.

We started our trip west and only got as far as Colorado. Due to circumstances beyond our control, "2 root canals", we had to return to Florida.

Now is the time to push ahead to the future. We all should think about bringing new members into our club, and increase the participation from our younger members.

Keep those **Ultras** rolling and we hope to see you down the road.

Ultra Van Motor Coach Club, Inc.

Treasurer's Report: Third Qtr. 1996

Balance 06/30/96 4,332.23

Receipts:

Dues:	135.00
Benham:	15.20
Dividend Al-Gar:	29.58
Tech Tips sold:	8.50
Merchandise sold:	94.00
Total Receipts:	282.28

Expenses:

Newsletter:	326.25
Postage:	12.08
Directory Printing	717.15

Nat. Rally Expenses:

Plaques:	415.50
T-Shirts (Richards)	538.50
Phone Bills:	22.52
Crafts supplies	91.07
Camping & Admiss Fees	1294.00
Computer Paper/Labels	33.99
Merchandise (Allseits)	121.55
#101 Project (Allseits)	92.45
Filing Fee - California	10.00
Total Expenses:	3675.06

Balance 09/30/96 \$939.49

Respectfully Submitted, Louis C. Griggs, Treasurer.

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Minutes of General Business Meeting:

Hutchinson, Kansas State Fairgrounds
Friday, September 27, 1996

The General Meeting opened at 1:45 PM, with President Gordon Harvey presiding. Secretary Maybel Griggs read the minutes of the 1995 General Meeting at Silver City, New Mexico. The minutes were approved as read.

Treasurer Louis Griggs read an interim Treasurer's report; this was approved.

Wagonmaster Clyde Stanton presented his report: There were 34 Ultra Vans, 8 Brand-x's, 3 cars, and Evelyn Sheppard came with Lester & Gladys Bell, plus one van with registered guests, sisters of Mary Foust.

In attendance by location: Alabama: 1, Arizona: 2, California: 10, Colorado: 1, Florida: 5, Illinois: 1, Iowa: 1, Indiana: 1, Kansas: 1, Maryland: 1, Michigan: 3, Nevada: 1, North Carolina: 1, North Dakota: 1, Ohio: 6, Province of Ontario: 2, Pennsylvania: 4, Texas: 2, Washington: 1.

Agenda Item #1 was approved by a majority voice vote. See page 51 in the new Membership Director--Article XI, Section 4. Change September 10 to August 15. Page 53, Article XVII, Section 3-- Change August 1 to July 1.

Under new business; Western members requested, and were granted, a deviation in the requirements for location of the next National Rally. It may be as much as 50 miles West of the Continental Divide. (Durango, Colorado was mentioned.)

A committee was established to set out guidelines for content in the Membership Directory. Jim Craig, Norm Helmkey are members of this Committee.

The members present gave a rising vote of thanks to the Helmkeys and the J. Fitzgeralds for their outstanding efforts in organizing the Hutchinson National Rally.

The following were elected for 1997:

President: Gordon Harvey
Vice President: Jim Craig
Secretary: Jim L. Howell
Treasurer: Louis Griggs
Western Director: Warren Suckow
Eastern Director: Dennis Radford

The Ernest Newhouse Medallion was awarded to Maybel Griggs, retiring Club Secretary.

The meeting adjourned at 3:44 PM - Maybel Griggs

Notes from the retiring Secretary:

First of all I want to thank our new Secretary for coming to my aid for the last year in publishing our Newsletter. Thank you, Jim, and keep up the good work.

Second, I want to thank everyone that had anything to do in making our Club Newsletter what it has been for the many years that I was your Secretary. I decided that it was time for me to give the reins of the job over to a younger person, and give the Newsletter a different point of view. Thank all of you for letting me be the Club's Secretary for so many years. It's time for me to step down and let someone else do the job. Thanks again. Maybel

To the members of our Club: I want to let all of you know how much I appreciated your seeing to it that I received the Ernie Award at the Hutchinson Rally. Maybel

New Members:

Jack Irwin #213
5962 Pea Ridge Road
Huntington, WV 25705
Phone: (304) 738-2340

Letitia Napolitano #536
c/o T. Sheppard
100 Haines Road, Apt# 1904
Bedford Hills, NY 10507

Phil & Margaret Bartholomew #407
Rt. 2 Box 11
Great Bend, KS 67530

Stas Yascolt T2020
422 Kitchen Road
Pinconning, MI 48650
Phone: (517) 879-4504

Member Passed Away:

Muriel Kimball #A431 reports that her husband, Fred passed away February 10th, 1996. She has our sincere sympathy.

Ultra #101 Restoration Rally Number Six!

The "sixth" re-work rally was completed on November 6, 1996. A lot of work was accomplished, and it is now closer to be road tested. The weather was really great during the event. Sunny and warm. Most of the crew had to work in the shade of the workshop, which was a little cooler, but not bad.

Twenty-one members attended: John & Anita Shattuck, Alan Shattuck, Warren & Nobia Suckrow, Dan & Betty Reinhardt, Lester & Gladys Bell, Arnold & Edna Steenburg, Ed & Jane Harrison, Walt Davison, Jim & Derrick Bents, Bob & Diane Galli, and of course the hosts, Jim & Marlene Craig. A record of sorts was set during this rally when Derrick Bents came and worked on the #101's ceiling strips. He is 16 yrs. old. So at this time he is the youngest "restoration worker". The oldest member is Ernie Newhouse. Thank you both!

As is usual, the ladies took care of all the workers by preparing and furnishing the outstanding meals and potlucks. Grace Ballew entertained the ladies with her effluent social grace. Bob & Marlene Ballew presented a "Desert Bingo Game" one evening, and gave away some weird gifts. Bob had to ask our forgiveness for not being able to bring the "Dancing Girls" show that he had promised. Anyway, it was a nice social evening. Great job to you both!

One day was set aside for a great Corvair Automatic test session, presented by Bob Ballew of 29 Palms, California. He kept us spellbound for two hours telling and showing us parts and operational functions of the "bullet proof" Corvair Automatic that we didn't know about, and/or were afraid to ask. **Great job Bob!** Maybe someday you will be recognized by CORSA. I know, you won't hold your breath!

Oh yeah, we did do some work. The engine and transaxle assembly were installed, and the axles and wheels attached. The fuel tank filler and vent were installed, and ten gallons of regular gas poured in. Leaks? Heavens No!!! The ignition key was turned to the start position, and the engine started right up. A few tippy tappys and then she ran good. But, then the Gen/Fan red light did not go out. After a quick multimeter check it was determined that the generator and regulator were at fault. A new regulator and rebuilt generator were installed, and the problem was solved. **John Shattuck** gave a sigh of relief that his electrical system had worked as his design had predicted. My hat off to John for his outstanding job in his re-design and installation of the 12 and 110 Volt complete systems. I requested some unusual design changes of him, and he implemented them all. Thanks John!

The ceiling wood strips were installed, which will give the same overhead style that the "600" Ultra's have, after installing the vinyl panels over them.

Bob Ballew made a special automatic shift cable assembly, which worked perfect. (Have you ever shortened or lengthened one of those cable assemblies? No small tasks!) Thanks Bob! The accelerator wire had to be routed under the fuel sender electric connector by installing a small pulley, and elongating the holes in the aluminum ribs to allow a smooth operation.

Then the day came to repair the rear fiberglass panels. With the rear in the total shade of the work shop it was determined that if I wanted **Alan Shattuck** to continue the repairs on that section, he would have to have it in the sun. Heck, no problem! We jacked up #101, let her down on all six wheels, started the 80 horse engine, drove it out of the barn, turned it around, and put it back in the barn with the tail in the sun. Alan went right to work. Alan did a beautiful job on the rear panels. Such a nasty job! Thanks Alan!

The new chrome bumpers were installed in front along with the new beefed up structure to hold them in place. A boot was added to the steering arm that extends through the lower structure. Also, a section of the new 1/8" oak interior paneling was installed to see how it will look. Going to look great!

So there you are folks. She runs, she moves, she looks like an Ultra Van, and by golly she is the "prototype Ultra Van #101". A lot more detail jobs were accomplished by the attending members. You all know I know without mentioning the details here. Thanks again guys! By the time I have to report to you next, I hope to have it painted, and be able to show you a picture of it. It is going to be a "knockout", believe me!

Ultra Van "Home To Hutchinson" Rally Report

Our pre-rally gathering point was on September 23rd at the Cheney Reservoir State Park about 25 miles south of Hutchinson. As evening drew near, it was apparent there would be more than the 16 coaches we expected from the the pre-registration information.

Tuesday, September 24, 1996 by Olive Hunter

By the morning driver meeting at 9:30 am, there were 27 Ultra coaches and 5 SOBs (Some Other Brand) lined up for the trip into Hutchinson. The coaches were arranged in a "V" formation at two joining roads for picture taking, before leaving Cheney State Park. At 10:00 am, the caravan headed for Hutchinson. Part-way north on Highway 17, we gathered in a lay-by so the stragglers could catch-up.

Our parade through town was right up Main Street. Many people came out of their businesses to wave and take pictures. There were TV crews taking video and news photographers with tripods set up in the middle of the road.

Everyone seemed happy to see so many Ultras back in their birthplace, especially as they turned into the Reno County Museum parking lot. We were greeted by Jay Smith, Director of the Reno County Historical Society and several workers who helped build the Ultra Vans that still live in the area. Extra archive items like advertizing, name plates, sales brochures and old rosters from our Ultra Archives were presented to Mr. Smith by various members of the Ultra Van Club. These are to be used as the basis for a permanent Ultra Van display in the museum.

Ultra Van Club members were greeted at the museum door by staff from the Hutchinson Convention Bureau and each coach was given a key to the City of Hutchinson. After a brief tour of the museum, we left the museum for another drive up Main Street to the Kansas State Fairground. Clyde Stanton, our Rallymaster directed the coaches into their spots and everyone settled down for an exciting and interesting rally.

Wednesday September 25, 1996 by Ruth Harvey

We began each day with the usual coffee and goodies. At 9am, names were drawn for "being there" prizes. Maybel and Louis Griggs donated all the morning prizes (which they collected all the past year). At the morning meeting a number of ladies volunteered to provide an account of what happened each day. Norm Helmkey gave us a brief outline of the activities lined-up for us during the week. Jim Craig read a letter from Ernie Newhouse who could not attend. Several former Ultra Van workers joined us for morning coffee and began a "Ultra Employee Honor Roll" list (over the five days, 71 names were gathered).

At 10 am, the ladies began their crafts by making a pretty hanging. The men went to a tech session on the Internet.

The Internet Seminar was conducted by Ken Wildman. In watching how Ken kept forty people spellbound for over an hour and a half, it is easy to see how good a teacher he is, and how interested people are in learning more about this new way of communicating. It proves you can teach an old dog new tricks.

After lunch, the ladies finished their crafts for the day and the men attended another tech session. Pat Fitzgerald made a presentation on how to tune a Corvair engine using four vacuum gauges. He gave out a write-up so the technique could be tried at home.

At 5:30 pm, we gathered for one of our famous Ultra Pot-Luck dinners and all were well fed. One of the workers (Wiley Heltzer, the first Ultra Employee, Badge #3) joined us for dinner..

A wonderful Yankee Swap was held in the evening with nuts being the most sought after goody. When Ruth Harvey opened here surprise gift, it brought the house down. It turned out to be a baby pacifier. Everyone left for their coach with a smile on their face.

Thursday, September 26, 1996 by Nancy Pratt

We woke up to a chilly, overcast morning. As soon as we went in for the 9 am coffee and drawing, the rain started. Names were called and prizes handed out. Announcements were made about the agenda for the day. Norm Helmkey presented Bob Reinhart with a 100,000 mile plaque. Christy Barden was always around taking pictures from every angle imaginable, even from the tabletops.

The East and West groups held separate business meetings prior to the scheduled craft and tech sessions. The men heard from Dick Granger about how he changed the shape of the rear of his Ultra. They also had a visit from Mr. Doty, an Ultra factory worker. He worked on the rear engine compartment and gave insight on how the production line operated. During this time, the ladies worked on a beaded dragon fly craft directed by Margaret Bozeman. Jean McMasters entertained the ladies when the crafts were finished with his remote controlled Ultra model.

After a short break for lunch, we loaded up in Ultras and went to Yoder. The first stop was to the Dutch Bakery where we bought lots of goodies. Then, on to the Sunflower Buggy Shop where we had an interesting talk interspersed with bits of humor by the owner, Sam Yoder from Yoder. From the buggy shop, some went to the Cross Roads Restaurant for coffee and specialty of the house goodies. Others toured the local hardware store and craft shop. The Pratts and Zoutendams met a bearded Mennonite gentleman named William Bortrager who eagerly looked forward to the return of the Ultras. He was a cabinet maker who worked on the Ultra and was interested in seeing the inside Ultra again. Much to our delight, he explained how the doors and cabinets were made.

We regrouped again with the other Ultras for a trip to Collins Industries at the site where Ultra Vans were made. Due to a fire (in 1979), a new steel building was built on the site, but the floor size was the same. Bob Robbins, now Research and Development Coordinator for Collins told us how the Ultra Vans were produced (he was Production Manager at Ultra from the beginning in 1965). Bob described each step of how and where in the building the Ultra Van was put together. One particularly funny story concerned a lady who was working on the inside and sat down on a wheel well for her coffee break. Unfortunately for her, a fellow worker who was working underneath did not stop for his break and proceeded to drill a rivet hole up through the wheel well into a very strategic part of the resting lady's anatomy. She walked into the Lew Edinger's office (the Personnel Manager) to announce she had been drilled. "Where, asked Lew." With this, the lady dropped her overalls to show him where! After the tour, we left in bright sunshine and headed back to the fairgrounds for supper on our own.

Later in the evening, Jim Craig showed videos of the 101 restoration project. Some ladies skipped the video and played a card game of Sequence. We said our goodnights and looked forward to another day.

Friday, September 27, 1996 by Gladys Bell

We awoke to a beautiful sunshine day which put a smile on every face. Coffee Klatch was from 9:00 to 10:00 am. Names were drawn and prizes were given out. Norm gave a talk on what was happening for the day and we had two birthdays, Chance Fitzgerald and John Hoffman.

The Ultra General Meeting was moved ahead from Saturday to Friday as many men wanted to go to the Salt City Car Show in Hutchinson on Saturday. The details of the annual meeting will be in the Secretary's Report. One special part of the meeting was the awarding of the "Ernie" to Maybel Griggs. Well done Maybel, you deserved it.

After the meeting, a group picture was taken by Christy Barden. Then the men went to their tech session and the ladies to crafts (the crafts were by Maybel Griggs). We did spider weaving.

Friday afternoon was free to do crafts, play cards and visit until it was time to leave for the Cosmosphere. There was a lot to see, a real Vanguard Satellite, the space suit worn by Wally Schirra, Titan engines used to power America's largest missiles and Gemini spacecraft, an authentic Gemini capsule, a flight-ready Apollo Command capsule, a real moon rock, the Surveyor III scoop that Apollo 12 retrieved from the Moon surface, and many many more things like space foods and toilet arrangements.

The Kansas Cosmosphere and Space center is the largest of its kind in the world, has the second largest collection of space related collectibles, only the Smithsonian is bigger and it houses the largest collection of Russian space items outside of Moscow. We were invited to tour two sections of the Cosmosphere not usually open to the public. First, on the upper level is a training center for Space Camps where school children can attend a week-long training session very much like is covered by astronaut trainees. This training center has a passenger-centrifuge, gravity-free cradles and flight simulators. The second section is the new entrance to the Cosmosphere where a real SR-71 Blackbird has been put on permanent loan to the Cosmosphere along with a T-38 jet trainer used by Astronauts for flight training and transportation between Houston and Cape Kennedy.

At 6:00 pm, we assembled for the Ultra banquet in the Planetarium Restaurant where we were served a lovely roast beef and turkey dinner with all the trimmings. Various kinds of pie were served for desert.

Following the dinner, three guests who had a lot to do with building the Ultra Vans spoke to us. Lew Edinger, the Ultra Personnel Manager told about the start-up and general operation. Lew also told us the details of the change to BELCO, which was a partnership of Ken Bircher, Lew Edinger and Bob Lind who purchased Ultra from Tillotson and described how the fire in 1979 destroyed the old Navy hanger where the Ultra Vans were built and how they were back in production just 39 days later by redistributing the work to other BELCO buildings on the Navy base. Norm Helmkey was given a copy of the newspaper in which fire is described for the archives. Heidi Vogt was at various times a riveter, test driver and inspector. She told us a few stories of funny things that happened on the line. Each of the Ultra Vans were driven about 75 miles for a shake-down run. Bob Robbins who gave us such a great tour of the Collins facility on Thursday concluded the evening by giving the Ultra Archives a photo album with many pictures of Ultra Vans being delivered to folk we recognize and other pictures of the production line.

After the dinner, we went into the IMAX theater at the Cosmosphere to see a presentation on "Special Effects." This showed how computers and models can be used in movies to make you believe things are really happening. It was very interesting.

Saturday, September 28, 1996 by Kay Stanton.

The day started with the usual morning coffee get-to-gather and drawing for prizes. There was a good size group despite the fact that many of the coaches had left to return home. A special drawing was held for the last 101 Ultra watch and Tom Bogardus was the lucky winner.

It was announced that the Reno County Museum was sponsoring an antique car meet in downtown Hutchinson and though the meet was for vehicles 1902 to 1949, they especially wanted the Ultra Vans to come. This would also give the ladies a chance to shop the downtown stores if they desired. (At least four Ultra Vans, #330, 379, 397 & 486 were there). Marion Helmkey and Rose Schuler visited the Chili Cook-off and craft sale on Main Street and tasted 18 different kinds of Chili for lunch. Bet they had a long drink to cool their mouths.

The Silent Auction results were announced at 2pm to let people know what they had bought and the prices paid. Also at 2, the Cushman Motor Scooter Club arrived to let us see their machines and give them a chance to see our motorhomes. Clyde Stanton and Robert Franz brought watermelons to the 4H Hall where our activities took place and a slurping good time was had by all who shared. It was discovered that #503 had a U-joint that was going bad, so an impromptu tech session was held to help Ron Hodges replace the offending joint on their coach.

Saturday evening was a time of fellowship at the 4H Hall and several table games were played. A general conversation went on until a late hour. Many wanted an early start on Sunday morning, so it was decided to hold the final prize drawings on Saturday night and cancel the morning coffee hour.

Everyone said what a good time was had by all and hoped to meet again down the road. Those who didn't come will never know what a great time they missed.

Final Note from Norm.

I sincerely appreciated all the help and especially thank those who volunteered to do special jobs prior to the rally and all during the week. All I had to do was ask and people sprang to help. Finally, thanks to those who came, without you, it never would have been the success you said it was.

Ultra Archive Report by Norm Helmkey

Our Home to Hutchinson Rally was a great success as far as the Ultra Archives were concerned. As some of you know, Collins Industries took over BELCO which was a company formed to take over Ultra Inc. in 1970. The name BELCO was derived from the first letter of the last name of three men, Ken Belkher, Lew Edinger and Bob Lind. Collins saved a photo album from the Ultra days which was given to the club at our 30th Anniversary Rally Banquet. This album has pictures taken as Ultras were delivered to their new owners. In many cases, there is a caption as to who the people are. One of our aims in the next few years is to try and identify those people in the uncaptioned photos.

The first stop on our parade through Hutchinson was the Reno County Museum in Downtown Hutchinson. In preliminary visits, we discovered they had no record of the Ultra era in the museum. We established contact with Jay Smith, Executive Director of the Reno County Historical Society who has responsibility for the overall operation of the museum. Jay is not from the Hutchinson area and was unaware of the Ultra Van until we talked to him. Immediately, he wanted to develop a permanent display. Over the last year, I looked at the duplicate material we had in the archive. When we visited the museum, the duplicate material was given to the museum by eleven of our members.

Hutchinson Museum Looks For An Ultra Van

Over the week we were in Hutchinson, an idea emerged that the museum would like to have an Ultra Van which could be modified to take museum exhibits to the various schools and events around Reno County. Hutchinson is the hub of Reno County, so the Ultra Van would get much exposure to the people of Hutchinson and the school age children of the whole county.

The idea of the museum having an Ultra Van was discussed by the Reno County Museum Board of Directors and they have endorsed the idea. A place to garage the vehicle has already been found and an antique car restoration shop in Hutchinson has agreed to maintain the Ultra. What is left is to find a suitable Ultra Van.

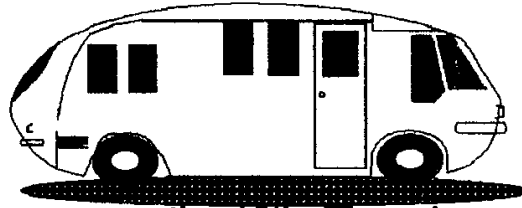
The museum does not have cash to buy a unit, but can issue a charitable tax receipt if someone would like to donate an Ultra Van. If you have been trying to sell your Ultra with little success, and could use a tax deduction, consider donating your Ultra to the Reno County Museum. If you are interested, contact:

Mr. Jay Smith,
Executive Director
Reno County Historical Society,
Box 664, Hutchinson, KS 67504-0664

UltraRally

Black Canyon City, Arizona

January 16 - 19, 1997



Dates: arrive noon on the 16th - Thursday
depart noon on the 19th - Sunday

Place: Filthy Five Community Park

Emergency Phone: (602)374-5262

Directions: North of Phoenix - Exit I-17 On Exit 242. Take
west access road, turn west at park sign.

Rally Fee: \$25.00 per Ultra

Hookups: none - water & dump located on property

Shelter: Meeting Hall with kitchen and restrooms - no shower
Nice fireplace, so bring wood.

Schedule: 16th - arrive, visit & Hobo Stew. Please bring
something to add to the stew pot.

17th - Potluck; 18th - Eat Out;

19th - Services and Goodbye.

(Of course we plan to have our regular events such as crafts,
Tech. sessions, Yankee Swap - approx. \$5.00)

Main Activities: Visiting, Eating, and the Telling of Tall Tales

For Information: Call Hosts - Reinhardtts - (602)846-6920

Suckons - (602)841-0911

Vandersteeg - (602)979-4358

March into Florida

Rally at Sebastian, Florida
March 20th, 1997 to April 3rd, 1997
Come and Go Anytime

Offical Meetings
March 24th - March 28th
Pot Luck - March 25th (Tuesday)
Eat Out - March 27th (Thursday)
Business Meeting - March 28th (Friday)

Activities Posted Daily
Crafts & Tours
Maintenance Seminars

Many site seeing trips and things to do:

Sebastian State Park on the Atlantic Ocean: Fish for Shrimp, Flounder, Snapper Etc. Walk on the Beach, look for sea shells or Gold Coins from Spanish Fleet Shipwrecks.

In Sebastian: Mel Fisher Museum
Braves Spring Training Camp
In Vero Beach: New Disney World Family Resort

Or you can just loaf around enjoying the warm spring sunshine and ocean beaches.

Place: Church of Christ parking lot (level!)
at Main Street & US Hwy #1
Sebastian, Florida.

Cost: \$5.00 per day with electricity & water.
Showers and rest rooms on site.
Dump station near by.

Emergency Phone: (561) 388-5876 - Bob Winton

Hosts: Jean and Betty McMasters - (561) 626-0388

Eastern Summer Rally

Chattanooga, Tennessee
June 12th-15th, 1996

Place: Shipp's RV Park and Campground

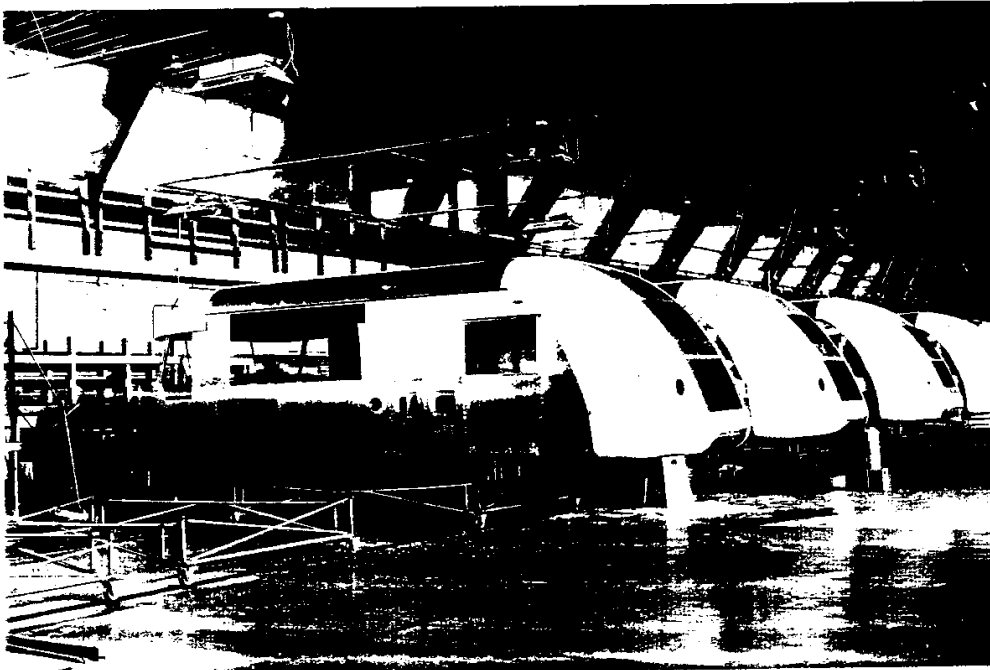
Pot Luck: Friday, June 13, 1996

Emergency Phone 1-800-300-9644

Hosts: Jim L. Howell #216
Jim & Ann Guider #201
Jean & Betty McMasters #330

Complete flyer in the Spring Newsletter!!!!!!

Chattanooga is a fine small city of 300,000 population with much history and many things to do and see. Shipp's is right on I-75 just a mile from the TN-GA state line. This rally is a early summer rally, with easy access and hopefully lots of Ultra's.



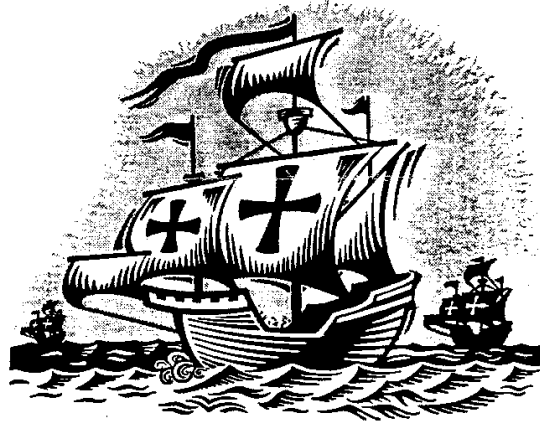
ULTRA POSTSCRIPTS ★★★★★

DEAR FRIENDS: Greetings to Ultra Members all across America's fruited plains (Rush). The Club's fine 30th Anniversary "Get Together" in Kansas is now history. Let me say that if it were not for dedicated members like all of you, there never would have been such a great national organization. YOU ARE THE CLUB. Pouring contempt and humility on our pride, all Edna and I did was start and incorporate it..thirty years ago. You, the members, made and still make it the interesting association it is. No one needs to CHALLENGE a single one of you good people to get behind the past and newly-elected Officers or Directors. They do welcome volunteer hosts and other committee positions to help achieve another year of Club excellence. Thank you for all your calls and letters. We wish each member a Merry Holiday Season and a Happy New Year.

Sincerely, Ernest Newhouse, Executive Director

THE SEASONS: As long as the earth remains, there will be springtime and harvest, heat and cold, summer and winter, day and night. -Gen 8-22 The seasons of each year help maintain our energy and our interest in living.....allows prolific vines and fruit trees well-deserved vacation time. Let's hope everyone had a good harvest and a prosperous 1996.

THE WORLD WASN'T FLAT AFTER ALL: Way back in 1492, Columbus declared to all scholars and patrons that the world was round. He knew he was correct. THEY SCOFFED. To prove he was right, Chris set sail for a trip around it. There were no airplanes or engines of any kind those days, but the sails of his ships carried painted propeller-crosses (did he vision the wonders of air flight?). He came upon land that is now called America. And...500-plus years later we Ultra folks travel and enjoy its vast beauty. I'd guess some Ultra members have gone around the world. As most of you know, we zig-zagged 32,000 miles (in 1964) around it. It didn't seem very big. To some HISTORY is facinating!!!



My brother, Larry, says, "I FEEL myself all over every morning when I wake up. If I'm WARM I know that I'm alive; then I get up."

MOTORHOME ON FIRE: More than a year ago I was asked to REPEAT experience that Edna and I had with a major coach fire. I wrote it up once shortly after the adventure; I thought that would be enough. Since motorhome fires are rarer than house fires, I was reluctant to recall the terrible event. Lately, two other members mentioned that it might help save someone else's rig in a similar situation. Here, briefly, are some details: We were headed north out of LA for Riverbend Ranch in Oregon---- on Interstate 5 freeway, at the Grapevine. #603 was in second-gear up the incline. Engine temperature, manifold vacuum, oil pressure, charging rate, etc., all vital signs were normal. We needed a little vacation; we both felt great. The Olds V-8 engine purred like a big pussy cat. SUDDENLY, in the rear-view mirror there appeared heavy BLACK smoke erupting from the back. To me, that indicated rubber on fire, or plastic. We rolled to the side of the freeway--yelled "Get out", turned off the ignition and switched off the big coach batteries. Grabbed the fire extinguisher from the wall ahead of the driver's seat, exited. (overleaf)

POSTSCRIPTS #2

MOTORHOME ON FIRE: continued--Readers should note: we turned off the main BATTERIES; just in case a defective wire ignited the fire (it didn't). NEXT, the Propane Valve was CLOSED; the smoke was so black and thick, the source of fire was still not certain. Rushed around to the left of coach, opened the ENGINE Service Door----INSIDE all ablaze. Emptied the 3½ pound extinguisher end-to-end across the engine (the average extinguisher will empty in under 2-minutes---CAUTION: in a motorhome carry at least TWO). I closed the Engine Door to help cut off air to the flames. A huge 18-wheeler Truck pulled around ahead. The driver ran up with, I'm guessing, at least a 3-gallon extinguisher. He pointed the hose-nozzle up under the coach---into the engine compartment, emptied it. Nothing seemed to reduce the intensity of the flames. Through Edna's side window, I grabbed the Extinguisher mounted ahead of her seat. The coach was filled with dense black smoke, it was difficult to see inside. I took a deep breath, opened the Entrance Door, rushed in, opened the Engine Doors, saw the rubber hoses and belts and distributor, even the flywheel housing on fire. Emptied my unit at the base of the flames, closed the Doors and exited. That was the longest time I had ever held my breath. Correction: I did EXHALE; if I had inhaled that would have been the end...smoke inhalation kills fast. The fire was still not out. So we repeated the deep-breath of outside air, rushed in again, got the Extinguisher from under the Kitchen Sink, applied it to the area above the Transmission (wood on fire), and all the ignition Wiring that was still blazing. The truck driver and Edna were at his rig 20-feet ahead; he kept yelling "Get him out of there!" The 3rd Extinguisher (used inside) finally had subdued the blaze. Police pulled up, a Fire Truck arrived. They checked, the flames were out. I just hope this writing will not scare any timid soul. Motorhome fires are very rare. Next Postscripts we'll complete the story plus all about what caused it; my own stupid mistake. Learn from this true "ACTUAL" tale.

THE NATIONAL DIRECTORY: Here is expressing our appreciation for the new 1997 Membership Directory recently received. It is a fine sharply-printed book. Even the photo on the cover was screened and detail-clear. It again included the "Code of Ethics" which was prepared when founding the Club, plus listing of all Past Presidents, all annual Award Recipients, the Organization's By Laws, all past Official Rallies, and our "Spirit of Ultra" song. Every member should appreciate the labor that went into this fine book. We owe our gratitude to Maybel Griggs, past Secretary, for her work, and to Lou for his major participation. Maybel was voted for Distinguished Service at the National, and received the Newhouse SILVER MEDAL. No one could be more deserving. Thanks to all outgoing Officers and Directors for past good work --- and welcome to the new.

CROOKED LAWYERS: This short discussion MIGHT alert or help remind some of our membership. Please let me be personal again, though it is something we dislike doing. When forming the Walbef Investment Corporation years ago, it was felt it would be best to hire an outside attorney to write the Articles of Incorporation. The new company would be handling other people's money, so we wanted to be certain everything would be up-to-date and absolutely correct. The attorney did a fine job for us. Then, about a year later, headlines in the Newspapers reported that this SAME attorney had been arrested for absconding money from a Widow's estate that he was handling. Although well paid through her will, he cashed in some of her holdings, but instead of writing checks to the beneficiaries as her will specified, he had slipped off a portion for his own benefit. The POINT is: No matter how sincere and honest any attorney may appear to be, a copy of one's will (or Trust), PLUS a list of one's ASSETS, should be Recorded with your County at your Local Court House. If not done, a disgruntled heir, or the lawyer or Executor might even destroy your will, saying there wasn't any. Recording one's assets can be of major assistance, too, in case of burglary or fire loss. Later, Newspaper reports announced that our attorney was spending time in Prison. Are discussions like this helpful? Again, GREETINGS to all,

Subscribers as of 10/7/96:

Paul M Cicchetti #556
#2A Boxwood Mall
Old Bridge, NJ 08857
Phone: (908) 679 2715

Gerald & Kathryn Crawford
1625 Highway 263
Yreka, CA 96097

George & Marie Falter
1601 W. Wilshire Drive
Phoenix, AZ 85007

William Goodman (DMV)
P.O. Box 1431
Millbrook, NY 12545
Phone: (914) 677 3993

Frank & Libby Hinkle
3918 Neresis Drive
La Mesa, CA 91941
Phone: (619) 460 1920

Ed & Gina Lynch
5835 N. Camino Esplendor
Tucson, AZ 85718
Phone: (520) 299 3368

James & Wavil McAviney
908 321 Place NE
Redmond, WA 98053
Phone: (???) 868 2663

Norman & Cynthia Pheil
5703 NE 91st Ct.
Vancouver, WA 98053
Phone: (206) 253 9359

Paul Roland
Suite 205
859 N. June Street
Hollywood, CA 90038
Phone: (213) 465 8809

Emila J. Zowada
12075 Gage Road
Holly, MI 48442
Phone: (810) 750 7794

Ron Papsdorf
10620 NE Hwy 121
Cameron, MO 64429

Corrections to New Directory:

Page 4: Jim Craig now owns #101, #163, #300, #384
Page 24: Indiana-McCordsville Silvey Lowell Wolotka
Page 32: Fitzgerald area code is 941
Page 34: Helmkey's Phone# is (941) 422 4555
Page 39: Reiff hasn't moved, but address has:
11811 Brownsville Hwy NE
Page 44: 1st Column delete 383 Wolotka
Page 44: Jim Craig change 165 to 163; add #300
to Jim Craig, add #384 to J. Craig
Page 45: Change Bozeman to #530
Page 45: 1st column - delete 421 Wolotka
Page 45: 2nd column - insert 471 Wolotka
Page 45: insert #408 Helmkey

Extra Copies of Directory:

Extra copies of the new Directory may be purchased for **\$4.00**, postpaid - Send check made out to UVMCC, to the Treasurer.

Dues Status:

Information as to your dues status as marked on your mailing label may be a bit out of date; the mailing labels were printed in Cumberland, MD in September. This Newsletter was printed and mailed in Knoxville, TN in late November.

Stars: by Jean McMasters

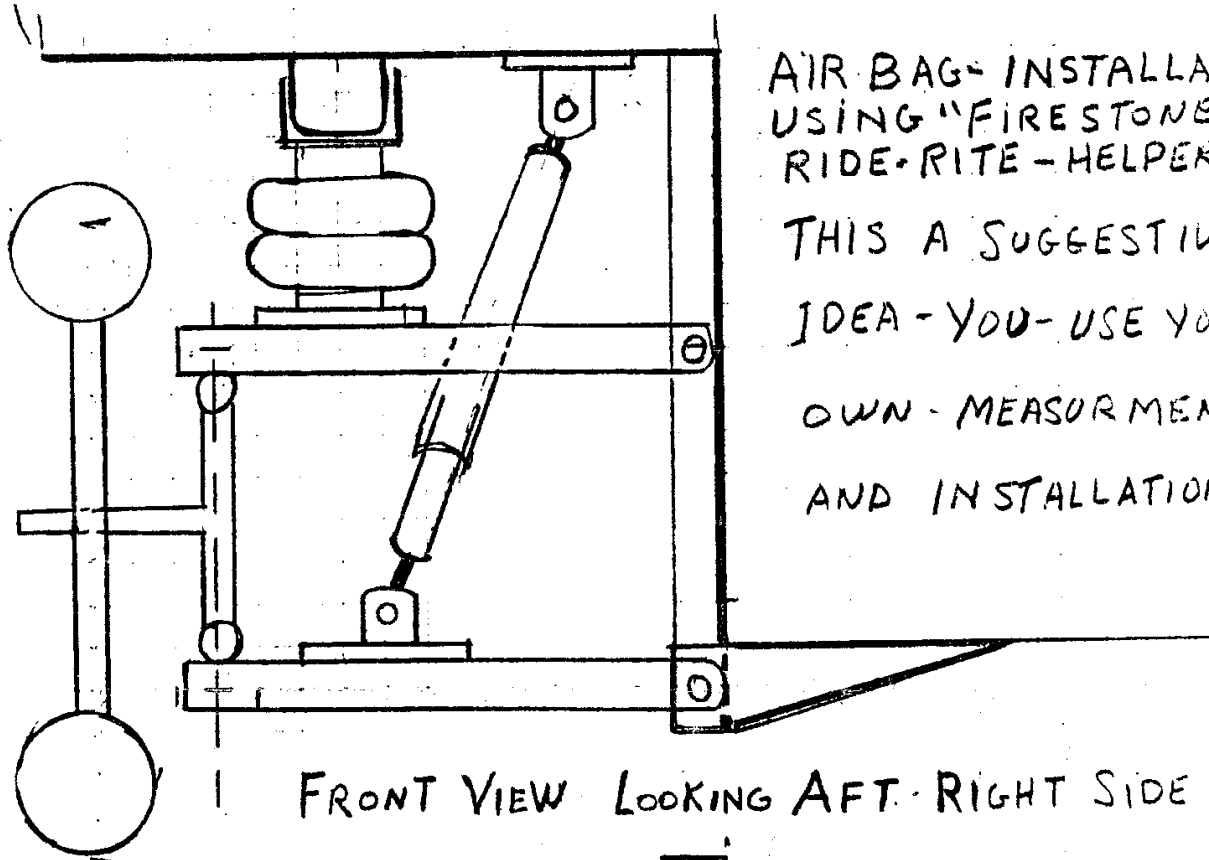
Each star is for 100,000 miles on the vehicle since it was sold at the factory. This is a volunteer project by **Jean McMasters #330**. If your Ultra Coach has 100,000 or more miles on it, send the facts and coach number with a SASE to Jean McMasters. Jean will send your stars with instructions. (Note: This is separate from your Oakleaf for the badge)

Request for Hutchinson VHS tapes:

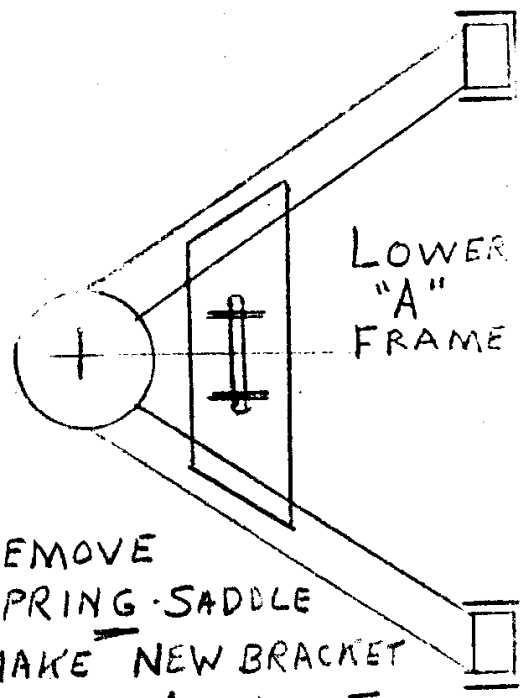
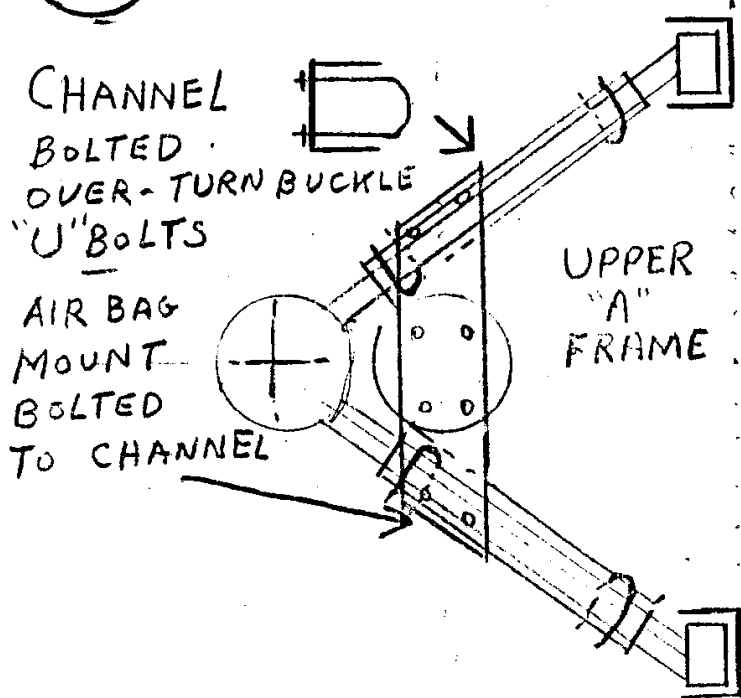
I am putting together a tape of the 30th National Hutchinson Rally and I would like to include more tapes. If you have a tape please send it to me and I will include return it with the other tapes put on it. Jim Howell #216

Air Bag Suspension for our Ultras

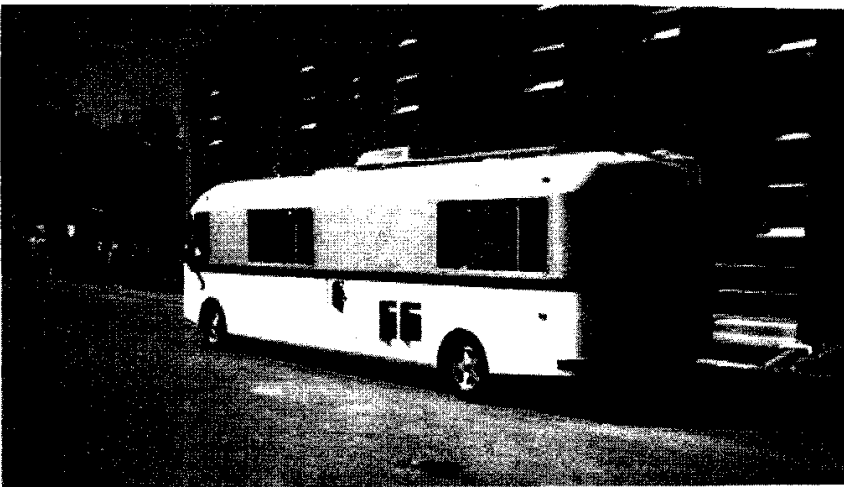
Last summer Jean McMasters sent these drawings along to your editor with a note to include them in a future newsletter with a request for comments from the general membership. Knowing that some of our members have installed such a suspension, how about sending your editor some information on how it works.

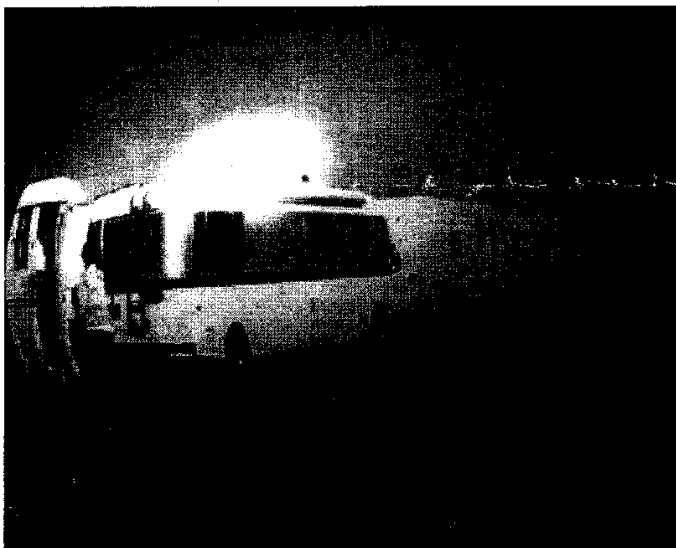


AIR BAG - INSTALLATION
USING "FIRESTONE"
RIDE-RITE - HELPER SPRING
THIS A SUGGESTIVE
IDEA - YOU - USE YOUR
OWN - MEASUREMENTS
AND INSTALLATION











Coaches For Sale

Ultra Van #412 Corvair Powered, PowerGlide, A/C, 24 foot long, \$13,000.00 Jean McMasters - see address below.

Ultra Van #435 1968 model. Corvair Powered, PowerGlide, A/C, \$6,000.00. Jean McMasters - see address below.

Ultra Van #482 1969 model. Corvair Powered, PowerGlide, A/C, \$8,000.00. Jean McMasters - see address below.

Ultra Van #487 1969 model. Corvair Powered, PowerGlide, A/C, \$7,000.00. Jean McMasters - see address below.

Jean McMasters, 916 Lite House Drive, N. Palm Beach, FL 33408 (407) 626-0388.

Ultra Van #466, 1969 model. Corvair Powered, 140 HP engine, with PowerGlide and 3.89 gears (w/4 gear spiders). Very clean and in excellent condition. Ready to travel. All gauges for engine, external Oil cooler with electric fan. 8900 miles on complete engine overhaul. 15 MPG at 65MPH. "Danish" style interior with exterior 'Off white' with brown stripes. New batteries & Goodyear 'Vector' tires. Cruise control & trip computer. Ultra requires no work. Drive away to New York today. Video and photos available \$6.00. Price \$7,995.00. Jim Craig (see below)

Ultra Van #489, 1969 model. Corvair Powered, 110HP engine with 2sp PowerGlide, 3:55 gears. Exceptionally clean and in excellent condition and ready to travel. No work needed on this well maintained Ultra. Has 'Danish' style paneling, pressure water system. All glass in excellent condition. Recent new radial tires and exterior paint. Engine has had recent cylinder assemblies and heads rebuilt. Drive this Ultra home today. Video and photos - \$6.00. Price - \$7,995.00 Call Jim Craig (see below)

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

Parts and Other Items FOR SALE

Left-side Windshield, uncut, laminated. \$400.00 - Jean McMasters.

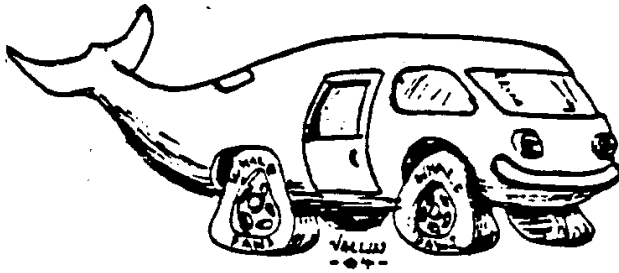
New Ultra Van Parts:

"Helander" steel bellcrank set, includes all bolts and bearings \$150.00
Covair Mechanical fuel pumps, New Source items - \$34.95 each.
New bellcrank steel shoulder bolts 1/2" x 4 1/2", \$6.00 each.
Corvair Ultra New "U" joints, Lifetime Warranty, \$15.50.
New Bosch Platinum Spark Plugs #WR7BP, \$1.90 each.
Newhouse 'Moly' oil additive (for engines) 1 Pt. \$10.00/ 1 Qt. \$18.00
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.
New Ultra Lower Alum. 'A' Arm - \$160.00, Used Early 'A' Arm - \$120.00
New Ultra steering gear boxes - \$90.00 each.
New Ultra headlight bezels - \$75.00 pair exchange
Rubber trim for headlight bezels, \$12.00 per pair.
Brake shoes, front or rear, 3845292, \$20.00 per set (2 wheels)
Latch, main door and rear hatch with keys, \$40.00 each.
Latch handle return springs, 1 pair, \$2.00.
Nameplates, "Ultra Van", Hutchinson, \$20.00, without town name, \$12.00.
Backup clear lens, \$5.00 each. , Front yellow lens, \$5.00.
Shocks, front, Monroe 9027, \$15.00 each.
Wheel cylinders, 5462863 & 4562964, \$35.00 each (Fronts)
New extended length speedometer cable assys. (2 pieces) for Ultra. accept no cheapys. Price \$30.00 plus shipping. (Ref tech tip 89-11, 92-29, Ultra Man. pg. 15-72)

WANTED - "Ross" Steering gear box Assy. for Ultra #101 and round 'Danish' Coffee table. Has 4 legs and stands approximately 18" to 20" high.

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

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: Jim Craig, 7011 Sunny Vista Rd., Joshua Tree, Ca.92252
• FAX:(619)366-3029. E MAIL (Avail. next newsletter)

November 07, 1996

HELLO ALL MY ULTRA FRIENDS. I OVERHEARD THE FOLLOWING COMMENT FROM PRESIDENT HARVEY AT THE BANQUET IN HUTCHINSON, "HE' BACK". I HOPE THAT WAS A COMPLIMENT? ANYWAY GORDON ASKED IF I WOULD BE INTERESTED IN THE TECH. CHAIR FOR THE NEXT YEAR AND AFTER A NEAR BREAKAGE OF MY LEFT ARM I SAID "OK-OK". (NOTICE HE WAS CAREFUL NOT TO ABUSE MY WRITING ARM .HMM?

HEY, WHY DIDN'T YOU ATTEND THE KANSAS NATIONAL? WE MISSED A LOT OF YOU. THE ULTRA WASN'T READY FOR THE TRIP? THATS A GOOD ENOUGH REASON . THER WAS SOME GOOD TECH. STUFF TALKED ABOUT, BUT UNFORTUNATELY I DON'T BELEIVE ANY OF IT WAS RECORDED.

IF ANY OF YOU RECORD FUTURE TECH. SESSIONS BY VIDEO OR CASSETTE, FORWARD ME A COPY AND PERHAPS I CAN REPRINT SOME OF IT HERE.

AS YOU ARE AWARE, IT SEEMS THAT MOST OF THE TIPS THAT HAVE BEEN PRINTED ON THESE PAGES COME FROM THE TECH. CHAIRMAN THAT HAS THE RESPONSIBILITY AT THAT TIME. THAT IS OK, BUT THERE IS SO MUCH MORE THAT COULD BE MADE AVAILABLE IF EACH OF YOU WOULD FORWARD TO ME YOUR LATEST IMPROVEMENTS,UPGRADES,NEW GISMOS OR WHATEVER. THEN THERE ARE A VERY FEW THAT ONLY PASS ON INFO TO THEIR SELECTED FRIENDS. NOTHING CAN BE DONE WITH THOSE.

SO— LETS EXTEND OUR FRIENDLYNESS AND COMPANIONSHIP BEYOND OUR PERSONAL MEETINGS AT THE RALLY AND SHARE OUR EXPERIENCES HERE ON THESE PAGES.

SPECIAL NOTES;

FRONT BRAKES HOSES. I AM STILL GETTING EXCUSES WHY THE LAST HALF OF THE ORDER OF BRAKE HOSES ARE NOT AVAILABLE YET. THOSE OF YOU THAT HAVE PAID, BUT NOT RECIEVED YUOR ORDER, PLEASE BE PATIENCE AND PERHAPS I WILL HAVE THEM BY THE END OF NOV.96. IF NOT I WILL CANCEL THE ORDER AND REFUND YUOR MONEY.

LON WALL OF CORVAIR UNDERGROUND HAS INDICATED TO NORM HELMKAY THAT HE MAY CONSIDER HAVING THE FRONT HOSES MADE AND STOCK THEM FOR US ULTRAS OWNERS. LON OWNS ULTRA #420. HE SELLS ALL THE PARTS YOU MAY NEED IN REBUILDING ANS MAINTAINING THE MECHANICALS ON YOUR ULTRA VAN. HIS ADDRESS IS; WALL'S CORVAIR UNDERGROUND, P.O. BOX 339, DUNDEE, OR. 97115. (503) 434 1648. ASK FOR HIS CURRENT CATALOGS,PRICE SHEETS AND SELL BROCHURES. ADVISE HIM THAT YOU WOULD LIKE TO GET ON HIS MAILING LIST AND YOU WILL AUTOMATICALLY RECIEVE HIS UPDATED NEWSLETTER AND SALES BROCHURES.

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ELECTRONIC IGNITION; SEVERAL ULTRA MEMBERS WITH CORVAIR AND V/8 POWER PLANTS HAVE DIFFERENT MAKES OF ELECTRONIC IGNITIONS AND SEEM TO BE HAPPY WITH THEM. A FAIRLY NEW UPDATED IGNITION SYSTEM IS ON THE MARKET AND IS BEING SOLD BY MOST OF THE CORVAIR PARTS VENDORS. IT IS MANUFACTURED BY PERTRONICS HERE CALIFORNIA AND IS BEING SOLD BY THE TRADE NAME "IGNITOR".

THE CURRENT PRODUCT HAS BEEN UPGRADED TO MAKE IT HEAT TOLERANT THAN THE ORIG. ITEM. THE KIT REPLACES THE POINTS, ROTOR AND CONDENSER. IT CAN BE INSTALLED IN MINUTES AND IT HOLDS THE TIMING WITHIN .25 DEGREES. HAS A 30 MONTH WARRANTY. IT IS A MAGNETIC TRIGGERED DEVICE. I NOW HAVE THESE FOR SALE TO ULTRA MEMBERS ONLY, AT A SPECIAL PRICE THRU JAN. 97 AT \$70. EACH PLUS \$6. UPS. (V/8 & CORVAIR ARE SAME PRICE.

CORVAIR ENGINES FOR THE ULTRA; WHICH ONE IS BETTER? WHY? WHAT TO DO WHEN YOU REBUILD IT. WHERE TO GET THE PARTS . THIS WAS DISCUSSED AT THE KANSAS NATIONAL AND MOST US OF CAME AWAY CONFUSED AFTER THE DISCUSSION. THIS IS A VERY IMPORTANT SUBJECT, SO SEND IN YOUR LETTER AND DISCRIBE YOUR EXPERIENCES WITH YOUR PARTICULAR ENGINE REBUILD. I WILL WRITE ABOUT MY EXPERIENCES WITH THE 140 HP ENGINE REBUILDS WHICH I HAVE HAD EXTREMELY GOOD RESULTS WITH IN THE NEXT NEWSLETTER.

VIDEOS; I HAVE TWO VIDEOS YOU MIGHT LIKE TO HAVE IN YOUR LIBARAY, "THE BARE ESSENTIALS", AN INTERVIEW OF WALT DAVISION AND HIS ULTRA BY A TV STATION REPORTER IN DENVER, CO. V/G- 30 MINTUES. ALSO, "CORVAIR AUTOMATIC TRANSMISSIONS a la BALLEW". 2 HOURS, BY BOB BALLEW, \$8. EA. PPD.

V.I.N. TAGS; " VEHICLE IDENTIFICATION NUMBER". WE ALL KNOW OUR V.I.N. IS A THREE DIGIT NUMBER LOCATED ON THE FORWARD FRAME OF THE MAIN ENTRANCE DOOR. BUT WHAT IF YOURS IS MISSING? HOW DO YOU PROVE TO YOUR MOTOR VEHICLE DEPT. WHAT YOUR NUMBER IS? THE BEST WAY IS TO HAVE ONE OF THE CLUBS REPRODUCED V.I.N. TAGS STAMPED WITH YOUR CORRECT NUMBERS AND ATTACHED TO THR L/H POST OF THE WINDSHIELD. THIS NEW TAG IS 1 7/8 " X 3 1/2". IT WAS MADE AVAIL. A COUPLE YAERS AGO BY NORM HELMKAY. ON THIS NEW TAG YOUR V.I.N. WILL BE A "SERIAL NUMBER" STAMPED ON IT SHOWING SEVEN DIGITS SUCH AS 0000232. THE COMPUTER AT YOUR DMV WILL ACCEPT THIS FULL NUMBER WITHOUT ANY QUESTION. THE NEW V.I.N. TAGS CAN BE PURCHASED FROM NANCY & DOUG PRATT #373 OR MYSELF. \$3. EA.PPD. IF YOU WOULD LIKE FOOR ME TO STAMP YOUR INFO ON THE TAG, ADVISE ME OF THE FOLLOWING; MONTH SOLD (IF KNOWN), YEAR MODEL & COACH NUMBER (3 DIGITS).

Speaking of the Pratts, have you seen the inside of their Ultra? Wow! It is nice. Marlene and I Visited with them at Kansas and Nancy is proud as punch with her new Ultra. she has used a very colorful, simple theme that just shows how nice and comfortablean Ultra can be. Doug is still working on the outside and will soon have is looking just as nice. Great show you guys.

TECH. TIPS? Right! Iam suppose to print something here. It is short this time because I have taken up enought of the editors pages already.

SO HERE T'IS!

**TECH TIP NO. 96-12 , SUBJECT; #3027 Shock Absorber Replacement.
UV MANUAL SECTION 09, PAGE 09-10 & 09-52. AUTHOR; Norm Helmky #486**

NAPA has come out with a new series if shock absorbers to replace obsolete shocks for popular cars that people are restoring. These are called "CLASSIC RIDER", and are gas filled. They are special order and can only be bought in pairs.

The specific number that is an exact replacement for the 3027 is NAPA p/n 82070.

When I first asked at the NAPA store, the number was not listed in any catalog they had in the store. Only after calling in to their locating center were they able to verify it was a good number.

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**TECH TIP NO.96-13, SUBJECT;Engine Oil Test Report.(Consumers Reports)
UV MANUAL , SECTION 12, PAGE 12-7. AUTHOR; Dan & Bob Reinhardt.**

Dan has advised me of an article on oils, in the July 1996 Consumers Reports. He also sent me a copy of it and it reports on a test of 75 New York City taxicabs. This was a 22 month program in which they tested 20 popular motor oils.Slick 50 Engine Treatment, STP Engine & Oil Treatment was tested in addition to two synthetic oils, Mobil 1 and Pennszoil Performax and one synthetic-and-conventional blend, Valvoline Dura-Blend. This is a very good article and one you should read. I have copies avail.

Some their quotes; "Modern motors oils needn't be changed as often as oils did years ago." Member Fred Leary says, "Bah-hum-bug, change it as often as you change your shorts". But Fred , let me continue. They say, "More frequent oil changes won't hurt your car, but you could be spending money unnessarily and adding to the nations energy and oil-disposal problems.

And,"We don't recommend leaving an oil in an engine for 12000 miles, because of accumulating contaminants and bla-bla-bla. I can hear Don Reed #275 saying, "Why heck I haven't changed oil in over 80000 miles. My Franz Filter takes care of all that stuff.

Also, "Even the expensive synthetics (typically,\$3.to \$4. a quart) worked no better than conventional motor oils in our taxi tests, but they are worth considering for extreme driving conditions-high ambient temperatures and high engine load or very cold temperatures." Can't you hear member Walt (Lighter than Air) Davision saying,"Gee's guys ,what can I tell ya".

**TECH TIP NO. 96-14, SUBJECT; Emergence Corvair Service.
UV MANUAL SECTION 21, PAGE 21-5. AUTHOR; Chuck Lenhart #304**

Chuck reports that the following noted shop has a mechanic that is very familiar with the Corvair engine.
"Earl's C &O Service, 2531 N. Blackstone. Fresno, Ca. (209) 226 2227".

**TECH TIP NO. 96-15, SUBJECT; Aluminum Propane Tanks.
UV MANUAL SECTION 7, PAGE 7-3,4 & 5. AUTHOR; Jim Craig #163
Ref. Tech. Tips #76-03 & 81-15 for updates.**

Tip 76-03 is now invalid. I recently spoke to the manufacture and they only sell alum. tanks by the pallet. 24 per. Use the listed telephone number for reference only. They are now the prime manufacture and their tanks are avail thru their distributors on a single purchase. One of their West coast distributors is ; TCL, Corona Ca. (909)279-8054. Tech. Tip 81-15 advises that,"Propane tanks by law, must be inspected periodically——". That is true but which tanks? Here is what Manchester Tank & Equipment Co. says, "The steel horizontal tank that is stamped ASME is not required to have any kind of pressure or water test annually or otherwise." The alum. tanks that are stamped "DOT 4E240" are required a pressure retest ever 12 years and are to certified by stamping the test date on them. As the Tech. Tip 81-15 suggests, it is wise to examine your tanks for corrosion, dents and possible leaks around all fittings.

**TECH TIP NO. 96-16,SUBJECT; Muffler-V/8 & Corvair.
UV MANUAL SECTION 12, PAGE 12-10 & SECTION 13, PAGE 13-28.
AUTHOR; Robert Craig #285**

The name is, "Dyno-Max, Super Turbo Muffler #17-730. It us a high performance unit. Size is, 14" x 9 3/4" oval with 2" inlet & outlet. At 3000 rpm it has a 7% gain in hp over a stock muffler. It has a throaty sound at idle ,but can hardly be heard at highway speeds. Its all aluminized for superior rust protection. Approx. cost is \$25. ea

Winter 1996 Page 22

Application for Membership

UltraVan Motor Coach Club, Inc. a non-profit organization

The Officers and Board Cordially Invite you
to enjoy the benefits of **Membership!**

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

Name(s): _____ Phone: _____

Address: _____ City: _____ State: ___ Zip: _____

Alternate Address: Summer ___ Winter ___ (Check One)

Address: _____ City: _____ State: ___ Zip: _____

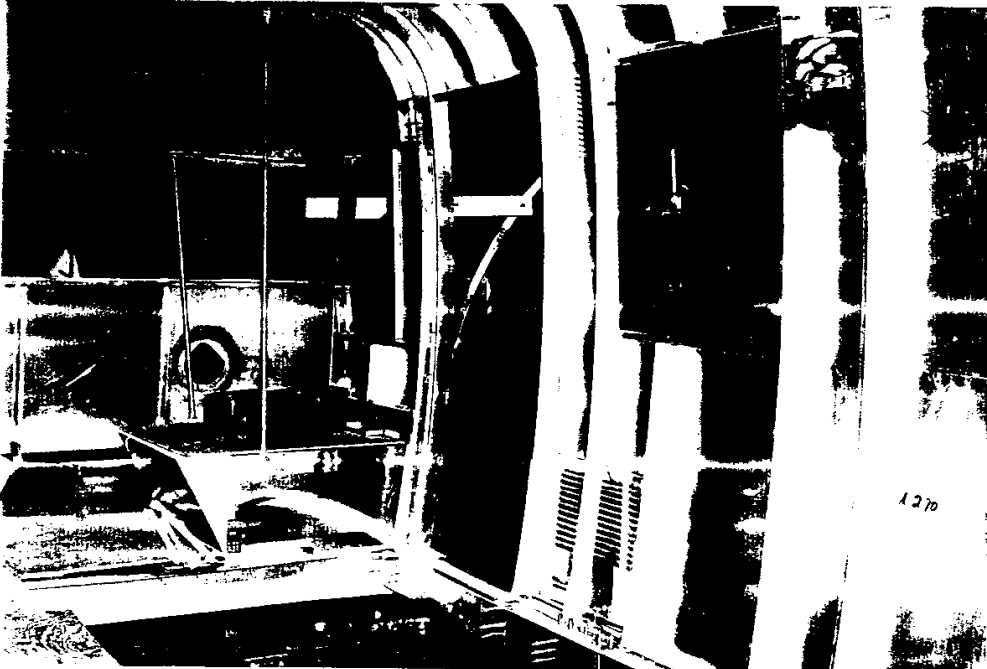
Membership: New ___ Renewal ___ (Check One)

Make of Coach: Ultra ___ Tiara ___ Travelon ___ Coach #(s) _____

Associate ___ Make: _____

Make check payable to: Ultra Van Motor Coach Club, Inc.

Mail it to: Louis Griggs, Treasurer,
626 Bookfield Avenue
Cumberland, Md. 21502.



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.

Jim L. Howell, Secretary
P.O. Box 5942
Knoxville, Tennessee 37928-0942

First Class

