

# Ultra Van Motor Coach Club

Spring 1997

President: Gordon Harvey #'s 469, 518, 529  
Vice Pres: Jim Craig #163  
Secretary: Jim L. Howell #216  
Treasurer: Louis Griggs #334  
1996 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 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

March 20th - April 4th 1997, Florida Rally at Sebastian, \*\*  
See flyer \*\*

April 17th - April 27th 1997, Ultra 101 Rally, Joshua Tree,  
\*\* See flyer \*\*

June 11th - 14th 1997, Southern Oregon Regional Rally,  
Rogue State Park \*\* See flyer \*\*

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

August 26th - 31st, 1997, 1997 Ultra National Rally,  
Durango, Colorado, \*\* See flyer \*\*

## From the President's Desk- Gordon Harvey

I hope that all the bad weather has finally disappeared and things will be back to normal for all our friends out west and in the northeast.

We have had a very good winter and are looking forward to the summer so we can be on the road again.

Our Ultra Club membership is falling fast. We all must remember we are the club and should all do our best to bring new blood into our club. It would be a shame to break-up this very happy relationship after all this time. The friendships we have made in our club are among the finest and lasting ones. This has been a joy to us. Hope to see all of you during the year at our Rallies.

## In Memory of Mildred B. Dinesen #200

She was a dedicated wife, business companion, traveler and homemaker with her husband Melvin for more than sixty years. She and Melvin met during the mid thirties and were married for over sixty years. When Melvin joined the Merchant Marine Service, to do his part in WWII, Millie went to work for a defense contractor as a machinist. Mel tells the story about her, being such a good and fast worker, that her supervisor had to tell her to slow down, because she was making the men look bad. Those of us that knew her well, acknowledge that she set her own pace. She was an avid fisherwoman and enjoyed any kind of game with cards. She and Mel both enjoyed riding motorcycles for many years. In their early married life they owned an Indian Chief motorcycle that Mel had special tuned and it was Millie's to ride in drag races and beat the men. During this time they operated their motorcycle business in Oceanside and Bakersfield, California. Millie managed the books and parts sale. During the time of their business operation, Mel was away from her many times with his race team, they were promoting at that time. Millie was the person that kept the shop running during those times. We will all miss her a lot and wish her good fishing in the great beyond.

She passed away on February 17, 1997 in Overton, NV. She was eighty-two years young. Services will be in Harlan, Iowa. Letters and cards of condolence can be sent to: Mr. Melvin Dinesen, P.O. Box 1485, Overton, NV, 89040. **With Love, Jim & Marlene Craig**

Art & Millie Eller  
3873 Shannon Road  
Los Angeles, CA 90027  
(213) 660-3883

Dear Ultra Van Friends:

We're going to have another (our seventh and perhaps last) Corvair Powerglide Transmission session at our home on April 13, 14, 15, and 16th. You could then continue out to Jim Craig's to finish up the Ultra #101 project with him from April 17 - 27th.

As per last sessions, we have made arrangements for 6 to 8 Ultras at the Breakfast Club parking lot for these days. These will be dry sites. You may bring your own transmission or I can provide you with one for \$50.00. You can bring your own rubber/paper sets, bearing, clutches, and band or I can furnish same. There will be a \$7.00 lab fee for misc. supplies. If you wish, you can test your rebuilt transmission on my test engine.

The ladies will help provide typical Ultra breakfasts and lunches at our place. We will go to nearby restaurants. On Wednesday (the 16th) you will be our guests at the Los Angeles Breakfast Club for breakfast and we will put on the half hour program.

If you want to come by car, you can stay at our house or a nearby motel/hotel. We will have two bedrooms and plenty of couch and sleeping bag space.

If you want to come, please fill out the tear sheet below and return it to us as soon as possible. First come, best served!!

----- Cut along this line Please -----

I plan to attend the Eller Transmission  
Session, April 13-16, 1997.

Art & Millie Eller  
3873 Shannon Road  
Los Angeles, CA 90027  
(213) 660-3883

Name: \_\_\_\_\_

Coach# \_\_\_\_\_ Arrival Date \_\_\_\_\_

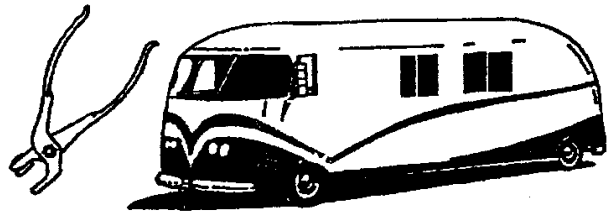
I will:

Provide my own transmission \_\_\_\_\_, Need one of yours \_\_\_\_\_,  
Bring my own tools \_\_\_\_\_, Bring my own rebuilding parts \_\_\_\_\_,  
Need all rebuilding components \_\_\_\_\_, Need a rebuilt converter \_\_\_\_\_,  
Be accompanied by my mate \_\_\_\_\_, My Ultra number is \_\_\_\_\_, Coming by  
car and will return 'home' each night \_\_\_\_\_, Stay at your place \_\_\_\_\_.

We will provide further information and directions to our place to those who send us this tear sheet.  
See you all!!

②

# ULTRA VAN 101 RESTORATION RALLY #6



1995-96

**Date; April 17th. thru 27th.,1997**

**Location; Desert Rendezvous Ranch**

**7011 Sunny Vista Rd., Joshua Tree, CA. 92252**

**Host; Jim & Marlene Craig (619) 366 9104**

**\*\*\*The rally that was noted as Lake Cahuilla ,for this time frame is now canceled.**

**\*\*\*Registration/Rally Fee; \$7. \$5. of that will be a donation to the "101 Project Fund". Camp fee; \$1. per day per person.**

**Details; We thought that the last work rally would be possibly our last one, but I have not been able to work on it because of other commitments. I am as interested as you in seeing the project finished, so it appears that we may have more than just this one.**

**This rally is being held following Art Eller's Corvair automatic transmission clinic, which is being held at his home. This is always a fun time along with the opportunity to rebuild your transmission under the guidance of an expert. So after we all attend that meeting we will convoy to Joshua Tree.**

**On Saturday April 19th. we will close up shop and spend the day in Palm Springs attending the "Cruise-In Downtown Palm Springs" and the new Aircraft Museum. There will be many things to do for both the men & women. Such as shopping the ritzy boutiques and other stores. There will be lots of Vendors on the street selling many different products. The aircraft museum is full of restored planes & is excellant.**

**The usual pot lucks, bar-b- ques, games and a super technical session will be hosted by "The Corvair Nut", Bob Ballew. If we have any spare time left, I hope we can get some work done on 101. Ya Ya.**

**Jobs to be completed; Mount C. B. antenna & wire to dash. Install all insulation, ceiling vinyl, wood paneling, stiffener angles, repairs on fiberglass rear panels, new glass on instr. panel, dual wheels, tail lts. assys., w/ shield supports, dash shelf & roof vent. Also need someone to sort & store our hardware. Lots of other small jobs. So load up that Ultra or the car and join us for some good fun times. we have extra sleeping spaces if you bring your bed roll or bedding. Call in advance to reserve your sleeping spaces. See you soon.**

## 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

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

Cost: \$5.00 per day  
Water available  
Electric like VA rally (Bring long cords)  
Showers and rest rooms on site.  
Dump station near by.

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

Hosts: Jean and Betty McMasters #330 - (561) 626-0388  
Jim and Mary Foust #491

Speaker: Glann Lee - After dinner speaker.

Sunday: Non-denominational Worship service.  
\*\*\*\* See Attached Map \*\*\*\*

---

## Eastern Rally

Chattanooga, Tennessee  
June 12th-15th, 1997

Place: **Holiday TRAV-L-PARK** on Mack Smity Road

Pot Luck: Friday, June 13, 1997

Emergency Phone (706) 891-9766

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

We have moved to the Rally from Shippe's to Holiday TRAV-L-PARK for various reasons.(one being prices)  
Take the same Exit off I-75 and head West on Ringo Road. Mack Smith Road will be on your left less than 1/2  
mile. **SEE attached MAP!**

# MARCH INTO FLORIDA

MICO

ROSELAND

N

FROM US HWY-1  
TO MAIN ST. TURN WEST

↑  
N

I  
95

US  
HWY  
#1

CHURCH-  
CHRIST

MAIN ST.

MAIN ST  
HOWRE

X

EXIT 69  
EAST  
FELSMERE RD

SEBASTIAN →

HWY 512 →

S  
↓

EXIT 69 EAST

I-95 EXIT EAST TO US HWY-1.  
TURN NO. TO STOP LITE AT MAIN  
ST. (HARDWARE) TURN WEST  
2 BLKS TO CHURCH TURN IN NO.  
1045 MAIN ST.  
PH. 561-589-5140

VERO

⑤

**BUY ANY LARGE SANDWICH  
GET ONE FREE (With this Coupon)**  
Offer Good at the Following Locations

**-CHATTANOOGA-**  
6401 Ringgold Rd. Exit 1  
2017 Gunbarrel Rd.  
**-GEORGIA-**  
329 Lafayette Rd. • Hwy 27  
McDonald's in Walmart • Hwy 2  
Ringgold, GA - Exit 140  
Walnut Ave. - Exit 138

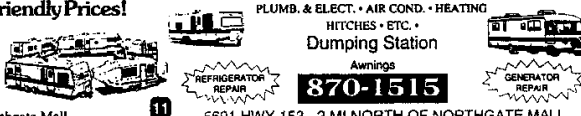


**NORTHGATE** Friendly RV's, Friendly Service and Friendly Prices!

RV • MOBILE HOME • MARINE SUPPLIES  
R.V. REPAIRS - REASONABLE RATES  
PLUMB. & ELECT. • AIR COND. • HEATING  
HITCHES • ETC. •  
Dumping Station  
Awnings

SALES **877-5558**  
2 mi. North of Northgate Mall

**870-1515**  
5691 HWY 153 - 2 MI NORTH OF NORTHGATE MALL



**UNCLE BUD'S CATFISH**  
CHICKEN/SUCH  
OPEN FOR LUNCH AND DINNER

A TRUE SOUTHERN TRADITION!!  
Uncle Bud's Specializes in Southern Fried Catfish, Chicken & Seafood!!

This Coupon is Good for a Free Beverage with All Adult Meal Purchases!  
6303 Ringgold Rd. • East Ridge, TN • (615) 855-0900

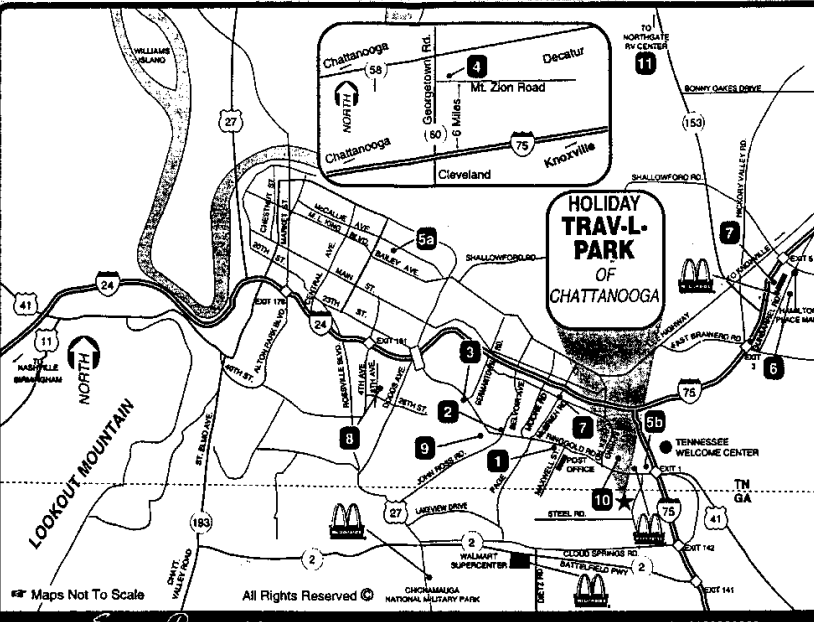
**GOODYEAR**

**EAST RIDGE AUTO ALIGNMENT, INC.**  
5506 Ringgold Rd. • Chattanooga

**894-8221** All Types RV Repairs

Goodyear Tires • Computer Alignment • Shocks & Struts  
Electronic Tune Up • Electrical Repair • Brake Repairs  
Road Service & Wrecker Available

**HOLIDAY TRAV-L-PARK OF CHATTANOOGA**



Map includes locations like Chattanooga, Decatur, Knoxville, Cleveland, and various services like McDonald's, Walmart, and a generator repair shop.

**NOBODY KNOWS LIKE DOMINO'S**  
FREE Delivery To You!  
**622-4186**  
3920 RINGGOLD RD.  
How You Like Pizza At Home. Call and ask about our daily Special.

**BROOME'S WRECKER SERVICE**  
24 HOUR

(615) 629-0253  
EAST RIDGE AUTO ELECTRIC  
(615) 629-7951  
4003 RINGGOLD RD.  
(15 MINUTES FROM HOLIDAY)

**STEAK-OUT**  
STEAKS, BURGERS, CHICKEN DELIVERED

Ribeyes • Sirloin Steak  
Chicken Breast Filet  
Dinners Served with Crisp Salad, Baked Potato, Roll, Butter and Sour Cream

**629-8834**  
3507 Ringgold Rd. Chattanooga, Tenn.

**RV SERVICE • REPAIR**  
Present this ad for 10% Discount (Labor Only)

REPAIR SPECIALIST  
ENGINE • BRAKE • CHASSIS • RADIATORS  
ELECTRICAL • AIR CONDITIONING

24 Hour Emergency Service

**LEE SMITH**  
OSHKOSH • SPARTAN • GILLIG  
**622-4161**  
2600 8th AVE. CHATT. TN

Think Globally  
Act Locally  
**RECYCLE!**

**Physicians Care**  
MEDICAL WALK-IN CENTERS

When an injury or illness just can't wait.

Hamilton Place • 899-6222  
1-75 North • Exit 4A • On Right  
Mon - Fri 9 a.m. - 6 p.m.  
Saturday Closed  
Sunday Closed

East Ridge • 894-3580  
McBrien Rd. & I-24 Terrace East  
Mon - Fri 9 a.m. - 6 p.m.  
Saturday 9 a.m. - 4 p.m.  
Sunday 10 a.m. - 4 p.m.

**Benton RV Center**  
1-800-779-2810 • (423) 614-7800

EXPRESS  
CAMPERSHIPS

North of Cleveland, Hwy 60 N (6 miles from I-75 Exit 25)

**Clean Your RV Without Water**  
**Like-Nu**

The quick & easy cream cleanser/de-oxidizer that safely cleans all hard surfaces, removes stains, oxidation, soil and tarnish.

Why spend long hours cleaning your RV?  
Easy-On • Easy-Off  
Like-Nu cleans any surface on your RV without harsh chemicals or scrubbing. Use it anywhere, even on paint • fiberglass • steel • rubber • vinyl.

4 oz. .... \$7.95 plus  
16 oz. .. \$17.95 shipping  
32 oz. .. \$29.95 shipping

Order Today!  
**1-800-832-3292**

**DAILY SPECIALS**

Visit the Location on your way to the Aquarium

Closed Sundays  
1600 McCallie Ave.  
698-4643

**Wally's**  
"A Family Dining Restaurant"  
For Over 50 Years in the Chattanooga Area.

Present Coupon for 10% Discount

Breakfast Buffet  
Hot Food Bar & Menu

East Ridge Open 7 Days a Week  
Catfish  
Fri. Evening  
BBQ Buffet Sat. Evening  
Corner of I-75 & Ringgold Road  
899-6151

**WAL \* MART**  
Always The Low Price

- Fabrics & Crafts
- Electronics
- Cameras & Accessories
- Pharmacy
- Clothing for the Entire Family
- Sporting Goods
- Hunting - Fishing

Quality RV and Automotive Products  
Featuring  
**PROTECT ALL** (Logo)

899-7021 • 2020 Gunbarrel Rd. • Chattanooga

**Protect Our Planet**  
"Please Don't Litter"

Eastern Summer Rally  
Chattanooga, TN  
June 12th - 15th

(Holiday Trav-L-Park)



**SOUTHERN OREGON REGIONAL RALLY**  
 ★-WHEN: JUNE 11TH THROUGH JUNE 14TH  
 LOCATION: VALLEY OF THE ROGUE STATE PARK  
 (I-5 EXIT 45B)  
 RESERVED CAMPSITES F-12 TO F-21

REGISTER BY MAY 15TH:

RALLY FEE: 5.00

SITE FEE: 17.00 PER NIGHT

RESERVATION FEE: 6.00 FIRST NIGHT ONLY

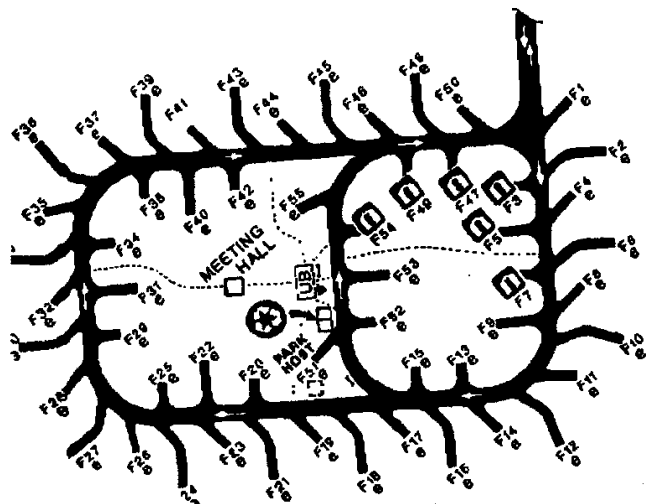
★-PRE REGISTRATION TOTAL: 28.00

HOST: STEVE AND BONNIE FARRELL

3391 WELLINGTON DRIVE

MEDFORD, OREGON 97504

(541-772-8729)



**ACTIVITIES:**

WEDNESDAY POT LUCK

TOUR HOUSE OF MYSTERY

ROGUE RIVER HELLGATE EXCURSION

CRATER LAKE

OREGON CAVES

SHAKESPEARE FESTIVAL

MEDFORD CLASSIC CAR SHOW

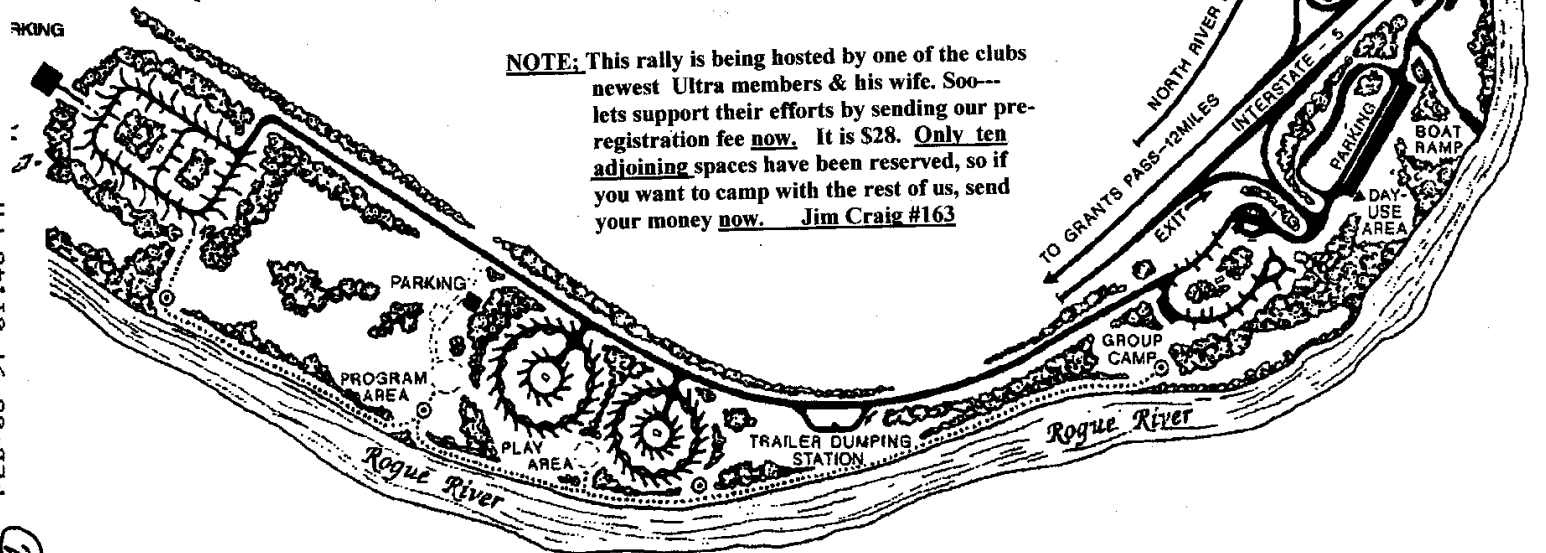
SUNDAY TOUR DOWN TO YREKA

FATHERS DAY PANCAKE BREAKFAST

AND CLASSIC CAR SHOW

FREE: DUMP STATION  
 HOT SHOWERS  
 ELEC. HOOKUPS  
 WATER

**NOTE:** This rally is being hosted by one of the clubs newest Ultra members & his wife. So--- lets support their efforts by sending our pre-registration fee now. It is \$28. Only ten adjoining spaces have been reserved, so if you want to camp with the rest of us, send your money now. Jim Craig #163



FEB-08-97 01:46 PM

①

# DURANGO

COLORADO

## 1997 ULTRA NATIONAL RALLY "ULTRA WEEK"

AUGUST 26th. thru 31st., 1997

Location; La Palata County Fairgrounds. (Downtown Durango)

Emergency telephone; 970 247 2308

Arrival Date; August 25, 1997. (Park, hook up & visit your Ultra friends.)

Chairpersons; Jim & Marlene Craig, 619 366 9104, FAX/Voice; 619 366 3026,  
"E" mail; jrcraig1@juno.com

### Details;

1. We have reserved camp spaces with & without water & electrical. Dump station is off site, but on fairgrounds. ( Reserve your water & electrical spaces, (see "Mail in Slip")
2. "Event", sweat shirts will be available. Color; Light turquoise.(see "Mail in Slip")
3. One evening out will be at the famous "Bar-D- Ranch."Which puts on a real cowboy dinner served on tin plates and provides some real knee slapping western music.(Similar to the Sons of The Pioneers.) This is a "Must See". Also they have a Corvair powered train that you can take a ten minute ride on.
4. One day will be for local sighting. Your choices;
  - A. The narrow gauge Durango to Silverton train. Stays in Silverton about an hour for lunch, sight seeing & shopping before returning to Durango. NOTE; You must make your own reservations for this tour. Call; 970 247 2733
  - B. The Mesa Verde Indian Cliff Dwellings at Cortez, CO. This is some of the most well preserved cliff dwellings in the world that you can actually walk into and observe first hand. The national park service provides ranger guided tours into all areas. This is another "Must See" place.
  - C. Place of your own choosing. (Fishing available in near by lakes & streams. White water rafting is available.)

Reservations; We need your input to plan these events and make reservations ahead of time so that we can make arrangements before the other tourists do. Mail the reservation card to us promptly, before MARCH 30th.

### Events;

Coffee, social/free gift hour, ladies crafts, tech. sessions each day. Chuck wagon stew,(tues), pot luck (wed.), B-D- Ranch(thurs), sight seeing ( fri), Western rodeo championships(sat) church(sun.), Yankee swap & silent auction. We will have a "Western Theme" for this event and you must wear something "Western" each day or you might get fined by the sheriff. Maurice Hemstreet may be our "Sheriff", so watch out.



# ULTRA POSTSCRIPTS ★★★★★

Dear Fellow Members: Greetings to everyone. February 1997

Here in the West we have experienced record rainfall, with much flooding up in the North West. Some of our Eastern and our Northern (mid-nation) families have suffered extreme cold and three-times normal snowfall. Our wish is that all members have been able to cope with the unusually severe weather. Perhaps it will turn more normal from now on as Spring arrives. Postscripts this month includes short discussions on several asked-for subjects. Thank you for writing. President Bush once said, each citizen should help make this a "Kinder, gentler Nation". If you have a special suggestion or idea, why not drop a note to your Club Officers or Directors, or your Congressman. The experts say, "Keep talking; it's what makes America great."

Your ULTRA Friend, Ernest Newhouse

Most people KNOW the Formula for Success----and they profit from it. A few do NOT know the Formula for Failure (and thus are unable to avoid it). ULTRA families are successful or they'd not be driving motorhomes.

DEATH AND TAXES: Eventually both will touch every one of us. BOTH are certain, both are absolute! It will soon be April 15th again. Yes, to those who asked, you can still, I'm told, DELAY filing your #1040 until August 15th by sending the IRS a Form #4868 filled out, with a check covering your 1996 tax. You are angry with the present taxing system. So are millions of other Americans. Abe Lincoln's "Gettysburg Address" was only about 200 words. The Declaration of Independence runs some 1,300 words. The entire Bible comprises 773,000 words. But our Federal Income Tax Code, per reports, consists of SEVEN MILLION WORDS and is getting longer every year. Few really understand it. Tax Experts interpret it, each one, differently. Even the IRS itself comes up with several opinions on many of its own rules. Maybe we need a SIMPLER Flat Tax to replace the cumbersome and costly Internal Revenue Service. How many agree? Read this discussion again. You may wish to make copies to send to the President, Congress, and all Senators. Most will thank you.



"He who finds no FAULT in himself---needs a second opinion." -- Khayyam

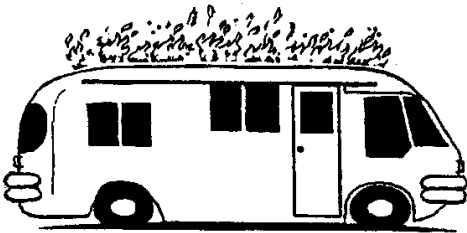
SOME GOOD NEWS: Now that we have survived and disposed of the year of the RAT, let's all welcome and enjoy the year of the OX. You asked for it, yes, 1997 is the Ox year per my friend's Ancient Calendar. The unpredictable rodent has gone away, and our gentle, friendly, slow-to-move Ox will forge the future...the road bright and the year tame and healthful for all of us. 1997 should be a fine year, come Spring, to crank up our Motorhomes to tour the beauty of America, and visit friends and rallies nationwide. Now is the time to make our plans.

"Are you LONELY, O my brother? Share your little with another! Stretch a hand to one unfriended, and your LONELINESS is ended."

ECONOMIC HISTORY: Members must be very interested in the national economy or there would not be all the inquiries. Our country has wobbled through a number of ups and downs the past couple decades (20 yrs). We've had the S & L crisis, annoying inflation, tax increases, wide-spread downsizing, heavy layoffs, illegal-alien invasion, Whitewater, Paula Jones, Vince Foster, and other goings-on, the trillion-dollar national debt,  
(continued over)

NAFTA, drugs, the dollar weakness, thousands of our manufacturing firms moving to foreign lands, the recent wild up-and-down Stock Market, etc. Our great U.S. of America is a resilient nation. It has survived all it's problems to date. What will NEXT be piled on it? Let's check history: Going back only to the Fall of 1928----at NWSA (University of Minnesota), the courses in Economics and Business Administration, under Delmer H. La Voi, perked the study all that year. Professor La Voi made every student aware of the extremely ERRATIC Stock and Bond markets that year, and all the other danger signals, like government debt, the Smoot-Hawley bill, Politicians spouting how SOUND the economy was, etc. It seems almost like TODAY. Well, as everyone knows, the following year (1929) the entire economy crashed. 1929 saw the bottom drop out. The Great Depression did not end for 12-plus years (late 1942). Let us compare 1928 with 1996 and early 1997: Today (our 1928 study indicates) the business climate is almost EXACTLY the same, or worse, than during 1927-28. Will HISTORY repeat? Your guess is as good as ours. Humbly, I'm not qualified to even guess the answer. America may be more resourceful today. Let's hope so.

"Blessed are those who expect NOTHING, for they will never be disappointed."



MOTORHOME ON FIRE: Here is the "Rest of the story", as Paul Harvey would say. Ultra Motor Coach #603 was saved from a flaming death by perseverance, or divine assistance, or maybe just sheer luck. It should be emphasized how much we APPRECIATED the 18-wheel truck driver who stopped to help. That was explained in the previous report. Next, a big Tow Truck arrived; the front of our Motorhome was attached and lifted. We were

towed to the nearest Repair Garage (at Gorman). It took one week for them to secure all the replacement parts and install same. We lived in the Coach that week---I helped the mechanics. What CAUSED the fire? Engine cylinder Detergent. We didn't know at first. I had hooked up a switch on the Dash to a small electric pump mounted in the Engine compartment. A great idea----to keep the combustion chambers clean of carbon. My stupid mistake was to use a glass reservoir for the "goose juice". With alternating heat and cold, the glass evidently became brittle and shattered ---spraying the entire engine, including the hot exhaust manifolds, the ignition harness, all other wiring, hoses, belts, the plastic Distributor Cap, even the ABS flywheel cover, with flaming fluid. Must also give due credit for Coach SURVIVAL to earlier work. After taking delivery of the brand-new rig, the Engine Compartment, above, in front, and on the right side, was made fireproof. It was easy to cement on sheets of asbestos, then metal (sheet aluminum) using tiny screws, then a full-inch of special flame retardent insulation over all surfaces. Otherwise the intensely hot flames would have quickly burned through, igniting clothing, etc., with possible complete destruction. Coach fires are rarer than house fires, but if reporting this incident again (it occurred years ago) will help save one Motorhome it will have served it's purpose. I claim no fame.

It's TRUE, many people are not SATISFIED with their efforts. I'M one of them. Some of us seldom do our very best; we tend to take the EASY way, instead of the best way. I'm going to put that in my pipe and smoke it.

WWW ULTRA dot COM: It seems almost every living soul is now "on line". Some use the Internet, others jump to World Wide Web, and all the other informational services. Once one gets an Access Code, it is simple to secure Automated Data. You listen to "voice prompts" and follow through. Switch to Web Site, Electronic Mail, or unload on your Spreadsheet. PCs and Lap Tops are selling like hot cakes these days. All in fun---it is time to conclude this futuristic chatter.

Hope to see you down the road, *Ernest*

**ULTRA VAN MOTOR COACH CLUB, INC.**

**Corrected Treasurer's report - 3rd Qtr 1996**

Balance as of 06/30/96	4,332.23
Receipts:	
Dues	165.00
Dividend-Al-Gar	29.58
Benham	15.20
Tech tips sold	8.50
Merchandise sold	94.00
Total receipts	312.28
Expenses:	
Newsletter	326.25
Postage	12.08
Directory printing	717.15
Computer paper & labels	33.99
Merchandise (Allseits)	121.55
#101 Projects (Allseits)	92.45
Filing fee - California	10.00
National Rally expenses:	
Plaques	419.50
T-Shirts (Richards)	538.50
Phone bills	22.52
Craft supplies	91.07
Camping and Adm. fees	1294.00
Total Expenses:	3679.06
Balance as of 09/30/96	965.45

**Treasurer's Report 4th Quarter, 1996**

Balance from 3rd Qtr. (09/30/96)	965.45
Receipts:	
Dividend Al-Gar FCU	35.48
Dues	1460.00
Camping & Admin. Fees	1294.00
Merchandise sold (Allseits)	105.00
Merchandise sold (Pratt)	102.25
Merchandise sold (Richards)	454.45
Merchandise sold (Craig)	54.60
Deposit KS State Fair	200.00
Sheriff fines	1.25
Tech tips sold	9.00
Total Receipts	3,716.03
Expenses:	
Refund camping	200.00
Postage	151.50
Copying	1.26
Engraving E. Award	14.25
Liability Insurance	300.00
Print & Mail Newsletter	300.00
Merchandise Min. UV pins	69.49
to #101 Project from R. Clark	15.00
Total Expenses:	1051.50
Balance as of 12/31/96:	3,629.98

**Ultra Van Coaches and Their Owners**

**Editor's Note:** This is a new feature to be used in future newsletters. It should give us, as a club, a method to get to now our membership and their coaches. Scott says he will be the Guinea Pig and send in this suggestion and data first.

**Coach #350 and the Pilkingtons**

#350 is owned by Scott and Ronda Pilkington. The live in Monteagle, TN, which is 20+ miles north of Chattanooga off I-24 toward Nashville. Ultra Guest are welcome to by and stay awhile. They are only 3 miles off the interstate. Scott and Ronda have a daughter 'Emily' about 3 and a son about 18 months. They also have various other creatures living on Little Trees Ramble, their home place. Scott and Ronda are 'thirtysomething' and Scott is a professional engraver of knives and guns. He is also a gunsmith with the U.S. Olympic Shooting Team which takes him and UV #350 many places. He has setup his engraving equipment in the Ultra so he can work on his trips.

He sends the following information about #350:

Years owned: 4

Miles driven:

Last Year: 14,000+  
Total coach miles: 35,000

Engine/Drive Train:

140 crank with 4 degree retard, 95 Hp  
Heads, 889 cam, 3:55 differential.

Average speed and Mileage (No Lying!):

65-70 mph, 16-17 mpg, cruising vacuum ->  
5-10 inches.

Road Weight of Coach: about 3800 lbs.

## Ultra Van Motor Coach Club, Inc.

## Annual Treasurer's Report 1996

Beginning Balance (1995)	3,411.18
Receipts:	
Dues	3168.00
Dividends AI-Gar FCU	120.70
Interest Benham CM	63.22
Merchandise sold	810.30
deposit KS State Fair	200.00
Camping fees Nat. Rally	1,294.00
Back Newsletters sold	9.00
Sheriff fines	1.25
Tech Tips sold	17.50
Total Receipts:	5,683.97
Expenses:	
Postage	265.54
100 postcards to members	20.00
Secretary's expenses	70.45
Copying	3.76
Plaques for National Rally	410.00
Camping refunds	200.00
Engrave Earnie Award	14.25
UV #101 Project	107.45
Filing fee - State of CA	10.00
Computer paper & labels	33.19
Print Directory	717.15
Print & Mail Newsletters	1,176.25
Buy merchandise	729.54
Camping fees - Nat Rally	1,294.00
Liability Insurance	300.00
Phone bills	22.52
Craft expenses - National	91.07
Total Expenses:	5,465.17
Ending Balance:	3,629.98

Respectfully Submitted: Louis C. Griggs, Treasurer

## 30th UVMCC National Rally Accounting

Receipts:	
Pre-registration by check	\$3,038.00
Registrations at Rally	1,294.00
T-Shirt Sales	538.50
KS Fairground Deposit Return	200.00
Donstions for copying at rally	15.10
Total Receipts	\$5,085.60
Disbursements:	
KS Fairground for Camping	\$2,022.00
Kansas Cosmosphere	1,000.00
T-Shirts	538.50
Rally Plaques and Decals	415.50
Cosmosphere Deposit	264.00
Refunds - Griggs,Randle,Suckow	256.00
KS Fairground Deposit	200.00
Copying for mail-outs	113.21
US Postage	99.90
Craft Supplies	91.07
Presentation plaques	44.20
Materials for signs	30.74
Phone Bills	22.52
Canadian Postage \$29.26(.70 exc)	20.48
TV Rental	16.00
Traveler Check Fee & Journal	13.00
Total Disbursements	\$5,147.12
Profit or Loss	\$-61.52

## Directory Updates:

## New Members:

Richard & Diana Niemann #442  
3016 Four Winds  
Missouri City, TX 77459  
Ph: (800)-833-4345

A.J. Beeler #444  
P.O. Box 523111  
Marathon Shores, FL 33052

True L. Fellows #359  
915 Channing Avenue  
Palo Alto, CA 94301  
Ph: (415) 323 4227

## Other Changes:

Add: James Amos #227  
9830 E. Lemon  
Arcadia, CA 91007  
Ph: (818) 443 5932

Jerome & Brenda Kern #378  
2084 Highway 57  
Vincent, AL 35178  
Ph: (205) 672 9654

Tomic's correct phone: (330) 488 1107

Don Reed's phone: (520) 690 1141

Fran O'Mara phone: (510) 793 9028

## New Address:

Earl McCrary  
2580 Shearer Road  
Bulverde, TX 78163

## Food for Thought!

Membership: 04/20/85:  
Active - 231  
Associate - 28

Membership: 12/27/96  
Active - 157  
Associate - 22  
Subscribers - 9

\*\*\* How many total Coaches do we have? \*\*\*

We are sad to report  
the passing of:  
William K. Thornton  
Anaheim, CA 92801

## Parts For Sale:

"Never change points again". Upgrade your ignition system to "Electronic Ignition", with the "Ignitor, Solid-state electronic ignition system". Yes, you will never have to adjust or worry about those points and condensers again. Several Ultra members are currently using the "Ignitor" and are completely satisfied with them. This product has been around for some time and has been sold by the other Corvair vendors for some time. The current 'Ignitor' has been upgraded to be more heat tolerant. The kit replaces the points, condenser & rotor. It bolts onto your distributor point plate. It can be installed in minutes and it holds the timing within .25 degrees. It has a 30 month warranty and it is a magnetic triggered device.

The 'Ignitor' assemble can be supplemented with a higher voltage coil, made by the same manufacturer. It is called the **Flame Thrower**. It comes in three models; Oil filled Chrome, p/n 40001 or stock black, p/n 40011 and black epoxy filled, p/n 40111, for racing.

### Specifications:

Maximizes energy & reliability over the full RPM range.

Enables larger plug gaps for greater fuel efficiency & more power.

40,000 volts available; Legal in all 50 states; Made in the USA

Fits existing brackets; Delivers an average of 15% more spark voltage

It is recommended to at least install a new set of hi-performance spark plug cables.

The following kits are available: (For Corvair) (For Ultra V/8's add \$10.00 to #2 & #4)

1. 'Ignitor' assemble kit only ..... \$76.00 PPD
2. 'Ignitor' assy/w Mono-Mag Spark Plug Cables ..... \$108.00 PPD
3. 'Ignitor' assy/w the **Flame Thrower** coil p/n 40011 ..... \$106.00 PPD
4. 'Ignitor' assy/w Mono-Mag cable set & 40011 coil ..... \$138.00 PPD
5. 'Ignitor' assy/w Silicone Resistor cable set & #40011 .... \$152.00 PPD

**Note:** Other Hi-performance parts are available, such as, Distributor Caps, Spark Plugs, Rebuilt Distributors and Distributor hardware.

Automatic transmission cable, \$75.00, Brake hoses, front \$70.00/pair, Foam Bumpers, \$30.00 ea., Latch, w/inside handle & keys, main door, \$40.00., Speedometer cable assy., 2 piece, \$30.00., Replacement alum. "I" beam kit for front W/wells. (Replaces orig., cast alum. beam), Kit: 4 alum. beams w/clips. Ready to install. \$225.00., Springs, main door latch, repair of \$2.00/pair, Spring lock for hot water heater door \$5.00 ea., Sink, white plastic, triangle shape, bathroom, \$30.00, Fiberglass panels, Front low, l/r, \$200.00 ea., upper \$200.00., interior, \$200.00. Windshields l/r, \$625.00 ea., '61-'65 FC orig. rear axle bearings p/n AD11154z17, in orig. boxes, \$175.00 ea. Packing & UPS extra. Rebuilt carbs. 'H' & 'HV' models with new shafts, main jets, choke pull offs, new gaskets and rubber parts. - \$80.00 each PPD. (Exchange only for like model) I have two 'Ryerson Ultra Manuals' - \$60.00 each PPD (Excellent condition in 3 ring binder).

Purchase from: **Jim Craig #163**, (619) 366 9104, 7011 Sunny Vista Road, Joshua Tree, CA 92252.

1 - Windshield, drivers side, uncut - \$400.00 Florida. **Jean McMasters** (407) 626 0388.

## CoachesFor Sale

1967 Ultra Van #295, Excel. cond. and ready to travel. 6000 miles on recently installed Buick 3.8L V6 engine. Fuel injection, 3spd transmission. New tires, carpet, drapes, batteries and much more. Good paint (Tan/w brown stripe), three solar panels. New windshields, power brakes, plus many modifications. See **Whales on Wheels**, Vol. Xiv, #1, Winter '97 for detailed article. Video, photos & detailed list available \$8.00. Prince \$8995. OBO - **Jim Craig** (619) 366 9104, Fax 619 366 3026.

1968 Ultra Van #380, Corvair 110HP engine, Powerglide automatic, electronic ignition, Transmission Oil cooler, Cast Alum. finned Oil pan & valve covers, 3 windshield wipers/w delay and washers, 5 analog guages plus tach & dwell meter, engine is low-mileage 1966/w new exhaust system, Coleman propane Furnace/w thermostat, Propane frig, stove, oven and water heater, pressure water system. New exterior white paint, cherrywood interior, new drapes etc. 2 portable electric heaters, small TV and microwave. \$6,000 negotiable.  
**Ken Woiak**, 4551 W. Abbott Avenue, Milwaukee, Wis. 53220 (414) 421 3972

1968 Ultra Van #442, Has been at Flatonia, Tx for about 12 years. If someone is interested in the purchase of this unit please have them give me a call or contact me at: **Robert A. Niemann**, 32 Valhalla, Bay City, TX 77414 (409) 245-5724

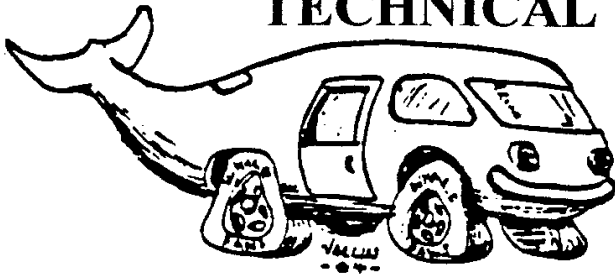
1969 Ultra Van #466, Excel. cond. Ready to travel. 9000 miles on engine overhaul. New batteries & tires. Paneling excel. Carpets, seats & mattress all V/G. 140HP engine, Powerglide and 3:89 gears. Cruise control, Hyd. leveling system. Paint good with brown stripes. Video & photos available - \$8.00. Price: \$7,995.00. **Jim Craig** (619) 366 9104, FAX (619) 366 3026 or "E" mail: jeraig1@juno.com

1969 Ultra Van #482, 110HP Corvair Engine, Powerglide Automatic. Price: \$8,000.00 **Jean McMasters** (407) 626 0388.

1969 Ultra Van #487, 110HP Corvair Engine, Powerglide, Price: \$10,000.00 **Jean McMasters** (407) 626 0388.

1969 Ultra Van #489, A real jewel, in excel. condition. Ready to travel. 110HP engine, automatic and 3:55 gears. New paint with orig. type gold stripes. New tires and battery. 9500 miles on new cyl. assys. and valve rework. Carpet, drapes and mattress all in excel. cond. Hurry this will not last long! Price: \$8295.00 **Jim Craig** (619) 366 9104

# TECHNICAL WHALES TALES



"TECHNICAL WHALES TALES", are a collection of technical tips submitted by Ultra Van 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/voice; 619 366 3026, E-mail; jeraig1@juno.com

**FEB.6,1997**

**Ultra Wrench Quote; "I would rather do my maintenance in my driveway than out on the hiway." (Len Ryerson)**

**I can't believe it is time to prepare another technical report. Where does the time go? Oh well, at least I'm not sitting around twiddling my thumbs.**

**No articles or tech. tips came in this month, so I will put in my two cents worth.**

**There has been a lot of discussions about which series of Corvair engines make the best one to rebuild for general use. Most of these have in mine, using the engine in their Corvair car or truck. What we want to know is which one is best for our Ultra Van?**

**I give my experience with the 140HP engine in the following tech. tip. I would appreciate it if some of you would send in a report on your experiences with your particular engines. This would be very useful for future engine rebuilding.**

**In the Jan. '97 CORSA Communiqué, Walt Davison finally got his tech.tip printed on how to verify the condition of the internal splines of the torque converter. This is a "must read" tip before installing one on your new transaxle rebuild. I have copies of it. Walt, can you tell Bob Ballew how he can get his tech. tips printed in the Communiqué? He's been waiting & waiting to get some action on his. He says, "Walt probably bribed the editors with a ride in his super light weight Ultra." HMM?**

**Art Eller is hosting an automatic transmission rebuilding clinic at his home, April 13 -15th, 1997. See his flyer in this newsletter. Also be sure to read the following tip on how to identify the late model automatics.**

**At the Jan. '97 Arizona Ultra rally , 95 percent of those attending the first tech. session indicated that they did not see my note regarding the " Ignitor". Hmm? That makes me think that its not really worth me spending my time preparing and typing this report. Oh well , the pay is not so good either. But I'll tell ya, I would rather be outside working on #101 or one of my other projects.**

I would like to apologize for the typing style in my last article. I did it! Perhaps that is why they didn't read it? Hmmm?

Also, in this report you will find a tip for new Ultra owners, on how to discover, "The Good, The Bad & The Ulgy" details of its construction, systems and mechanical components.

OK, don't just sat there, get out & get that Ultra ready for the next rally

See ya soon

Jim

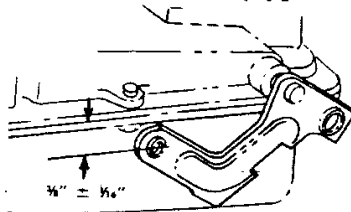
TECH TIP NO. 97-1, Subject; Automatic Transmission, Identifying.

UV Manual Section 13, Page 13-31. Author; Jim Craig #163.

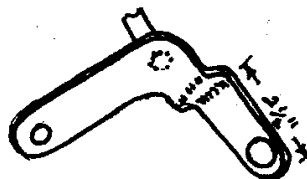
Corvair automatic transmission; Which one to rebuild? You say they are all the same? No, not by a long shot. Before you take that old trans. to the rebuild clinic and spend you labor and money, be sure you have the correct one to rebuild. For use in the Ultra Van, you want to use the "Late Model Series". Why the late model series? Well, primarily the higher internal oil pressures. GM designed the "late series" to handle the bigger, stronger engines from 1964-1969. With our Ultras weighting in at 4500lbs. ready for a trip, we do not want any slipping going on in the tranny, which can happen if you don't use the correct automatic transmission.

There are several visual clues identifying the late series.

1. Shape of the "Throttle Valve Lever", (TV Lever)  
'60-'66 or so. (Type "A")----- '67-'69 (Type "B")



Type "A"

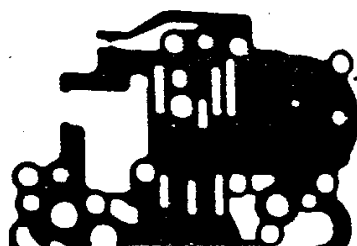


Type "B"

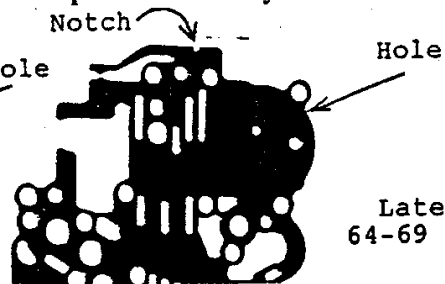
Some of "A" are the "late series" as well as "B", providing the internals have not been changed.

2. '60-'63 had the Powerglide transmission unit number stamped on right hand side of casting between forward and middle pan mounting bosses. '64-69 had the "unit" number stamped on the bottom outside part of the pan. (per The Corvair shop manuals.)
3. The next best method of checking it, would be to remove the oil pan and check for a small notch cut into the l/h edge of the transfer plate for the power valve body. See drawing below.

Early  
60-63



Hole



Late  
64-69

(15)

That is definitely a "late series" plate. Notice that I didn't say a "late series" tranny. Reason? Because any of those parts can be changed. Although you have a 90% or better chance of it being the correct one. For another view of the notch, reference the Ultra manual, section 13, page 13-30, top left corner picture. The notch is below & inbrd. of the center threaded hole of the gasket surface flange of the alum. case. The plate is usually a bright machined steel color.

**TECH TIP NO. 97-2, Subject; New Ultra Van Owners, Introduction.  
UV Manual Page 1. Author; Jim Craig #163.**

New Ultra Van Owners, Attention. What is one of the first things you wanted to do after you purchased that new Ultra Van? Explore every part of it to see what this thing is all about, right? In order to really get to know the Ultra and its character, I suggest the following;

1. Purchase a Ryerson Ultra manual and review it from beginning to end. New ones are available from; Edy Ryerson, (818) 349 5058. Price; \$75. +UPS. Also check the advertisements in the newsletters for used ones.
2. Read, "Welcome to the Family of Ultra", by Walt Davison. Available from the Tech chairman.
3. Review the Ultra club Tech Tip booklets. Two each, 1966-1990 and 1991-1996. These are available from; The tech chairman or you regional club merchandise chairman.
4. Review the following Tech Tips; From the '66-90 book, all the Safety Tips, page "N" & "O". In addition; 70-06, 71-09, 72-05, 73-07, 76-01, 80-05, 87-08, 87-25, 87-26 and all the Safety Tips in the '91-96 book.
5. When in doubt about something you can't find an answer for contact the Tech chairman.

**TECH TIP NO. 97-3, Subject; Cleaner, Carpet  
UV Manual Section 18, Page 18-2. Author; Marlene Craig #163 &  
Sheri Jumper #474**

We all hate getting those dirty, greasy spots on our new carpet. We have found two really excellent products that has removed every soiled area that we have used them on. One is called "Spot Shot", By Spot Shot Products, 800 848 4389. Comes in a 14oz. spray can. The other is called, "Chem-Dry", Stain Extinguisher. Foam type. Comes in a pack of two, 22oz. ea. Available at Home Depot Stores in California.

**TECH TIP NO. 97-4, SUBJECT; Engines, Corvair. Which to Rebuild.  
UV Manual Section 13, Page 13-23. Author; Jim Craig #163.**



**Corvair engines? Yes we all have them in our Ultra Vans, except those that have orig. V/8'S & the others that have converted to something else.**

**Which series Corvair engine (95,110,140,180 or 102HP) is best ? Mostly it depends on which engine you have in your Ultra at present. Which probably is the 110 or 140.**

There has been a lot of discussions lately between Ultra & CORSA members, as well as people on the Internet about this topic.

Who started this topic? We should be hearing from him. I'm sure that he has heard many different opinions on which one is best, but lets concentrate on an engine rebuild for the Ultra.

The Corvair engine for use in the Ultra has to work a lot harder than one for a Corvair car or truck. Primarily, because of the "gross vehicle weight", (GVW). Another factor is the massive frontal area of the Ultra compared to the car.

There is and interesting article in the Jan.'97 CORSA Communiqué titled; "Engine Recipes Part One", that you should read prior to selecting and rebuilding your engine. It covers the 110hp engine primarily. The author indicates that there will be follow up articles to the 140 & others.

Also Ultra member , John Allseits #465 has written an interesting article titled , "Which is The "Ideal" Corvair Engine for The Ultra Van"??? I have these two articles available.

**TORQUE;** That is what we need most in an engine for the Ultra. Of course the "Ideal" engine is one that produces the maximum amount of torque, can climb hills and mountains well and yet cruise at 60-65 mph and get 13-17 mpg, all this on regular "unleaded" fuel. Walt Davison says, "No problem guys, just get rid of about 1000lbs. of that excess weight! You know, he is right, but we can't all do that and have a happy co-pilot. So lets do what we can.

Some 16 years ago members of Corvanatics, a chapter of CORSA, discussed this same subject and came up with the "Ideal" engine for the FC (Forward Control) model Corvair vehicles. They concluded that the 110 fitted with the camshaft p/n 3839889 and the late crankshaft with the 4 degree retarded gear would produce a engine with the most torque of any standard fitted parts. Also a 140 with only two carbs. and dist. p/n1110339 (w/auto) or 1110330 (w/manual) could be used.

My first Ultra,#232 (in 1980) needed a engine rebuild, so I decided on the 140 with the camshaft and crankshaft as noted above.

Rebuilt as I describe here ,in my experiences, has turned out to be a very good all around performer.

Before starting out on an engine rebuild, purchase the following two books, "How To Hot Rod Your Corvair Engine", by Bill Fisher and a 1965 Corvair Chassis Shop Manual, #ST-59. These are available from the Corvair vendors.

Locate a good automotive machine shop that is equipped and has experience in reworking aluminum cylinder heads. One that specializes in Corvairs or VW/Porsche is preferred.

**REBUILDING THE CYLINDER HEADS;** After disassembling the engine, examine the cyl. heads for straightness. Lay a straight edge over the gasket surface area for the valve cover and the barrel side. If they are bowed, which is very likely, note this to the machine shop. Examine the cyl. barrel gasket surface area of the head. If they show evidence of

**gasket embedding in the cyl. head, advise the machine shop to clean them all up to the deepest one.**

**Have all the valve seats replaced. If you are installing new valves, install all new silicone bronze guides, otherwise use cast iron guides with your old valves that are still within acceptable tolerances. Refer to your manual.**

**Advise shop to do a "3 point" seat & valve grind per Fisher's book. (Furnish shop a copy of the page that refers to the valve regrind spec's.) Also, advise them that you will assemble the valves & etc. Inspect the threads for the spark plug holes, repair as necessary.**

**When you get the heads back, deflash them, open up all the fin areas by drilling through all the openings to the "max." possible. This is very important to keeping the heads cool when climbing those long mountain grades out west.**

**Refer to Fishers book on how to "CC" the combustion chambers. The main idea here is to smooth all sharp edges, grind away material to get to a compression ratio of 9.0:1 & have all six chambers the same "CC".**

**Screw in an old spark plug with the gasket and grind the material away so that no spark threads are showing. Remove all sharp edges at the step and gasket surface area. (Sharp edges can cause pre-ignition or "pinging"). Use Fisher's formula to arrive at the compression ratio of 9.0:1. Figure on using the "Big Bore" copper gaskets, either .032" or .040" thickness. (Because you will be reboring your cylinders to .030 or .040 oversize.)**

**In the exhaust ports, below the valve seats, grind away the alum. to open the inside diameter. Same on the intake ports. Grind away the alum. beside the exhaust guide to make a smooth radius. This allows a little better exhaust and intake flow. Smooth/polish all grind marks.**

**Wash out all cavities & ports to remove all grinding dust & chips. Dry thoroughly before starting assembly. (It is assumed that the heads were cleaned or vacuum blasted at the shop)**

**Assemble the heads with new guide seals on the intakes, new springs (Test for compression deflection). Use new valve spring locks. Check springs for proper installed height. (Refer to manuals for spec's.) Napa stores can furnish full size spring spacers that are the correct I.D. & O.D. & different thickness. (Example; valve shim #600-1344 is .054").**

**Final check the valves for leakage by poring a small amount of fluid on top of them and observe for any leakage into the ports. Do one chamber at a time.**

**REBUILDING THE CRANKCASE; Clean cases in carb. cleaner or other cold solution. Deflash and smooth up all the surface areas, paying particular attention to the lifter bores. Repair/replace all defective cylinder head case studs. Allow no case studs to extend into the inside of case beyond one thread. (Caution; Do not use a crankcase that has had a broken crankshaft at the flywheel end. It usually will have elongated the forward bored hole in the case for the main bearing. This can be verified by measuring the hole with a inside micrometer.**

**Verify that the oil grooves in the case for the main bearings align with each side when the cases are temporally bolted together. Grind the grooves to align properly. Also widen the grooves slightly and open up the area in the groove where the oil enters the main bearing hole.**

Have the crankshaft journals measured for out of roundness. If out of spec's., have it magnafluxed, regrind .010" undersize & polished. Otherwise have it magna fluxed & polished. NOTE; If you need to have the crank gear replaced with the 4 degree retarded gear, do it now. (To determine which crank gear you have, reference Tech Tip #86-21).

New gears are available from the Corvair vendors. Be sure to replace the paper type washer along with gear.

Have the barrels rebored to .030" or .040". Your choice. I prefer the .040". After reboring wash them inside & out with hot soapy water. Clean & dry & repaint the outside with a thin coat of "flat" black bar-b-que type paint. Purchase the correct size pistons in either cast or forged alum. I prefer the forged type. Hone the cylinders to the manufactures spec's. to have the proper clearance between piston & barrel. Some of the Corvair rebuilders, when using the forged pistons allow a larger clearance.

Several types of piston rings are available. I prefer the "Moly" ring but they do take longer to seat in. The cast iron ring is good in all cases. The chrome, top compression ring type is fine when using NOS barrel & pistons. Chrome type requires a rougher surface & a concentric bore. Hone with 320 grit plus a ball hone for "Molys." 240 grit for cast iron and 180/200 for chrome.

Have connecting rods checked for alignment & concentric bores. Repair as required. Install pistons on rods (shop job) with locating mark towards flywheel and rods positioned so that numbers are in the up position.

Camshaft; Use a new one as indicated above or one that is ground to the same spec's. Install a new alum. cam gear & washer. (Shop job). Gear is to be press tight against the washer. Fit camshaft to crankcase, checking the journals clearance with "Plastic gauge, .001-.003 type. Also observe if any of the cam lobes are touching the case inside when you rotate the cam. Grind case to provide clearance.

Crankshaft; Fit the new bearings to the cases. Check clearance between crank & bearings using the same type plastigauge as noted above. Temporally torque case bolts in place. Refer to spec's. Open cases, remove plastigauge, clean journals & bearings. Using assembly lube on all bearings & journals, reassemble cases with crank & cam timing marks aligned.

Install new bearings to rods. Using one rod/piston assembly at a time, without rings, slide it in cylinder unit, apply plastigauge to bearing, attach & torque rod to crank. Refer to spec's. Assemble rings to pistons, per Fisher's book, and/or per manufactures instructions. Attach & torque assemblies to crankshaft per spec's.

Install the cylinder heads with new cylinder head "copper gasket" and "viton" "0" rings on the tubes and torque in place. Lubricate the gaskets & "0" ring with a light grease. Install spark plugs. Use the "Push Rod Geometry Kit"( Clarks #8640) to determine the correct length of the push rods, Order Clarks new push rods as required.

If you are using your old push rods, inspect them for straightness & cracks around oil hole at each end. Install all push rods, lubricate rocker arm balls with an assembly lube, install rocker arms & adjust per the manual.

Assemble the rest of the engine, with metal shrouds, bell housing, rear housing & crank pulley. Clean the threads in the front of the crank for the flex plate attach. ( Use lacquer thinner & cotton swabs.) Attach flex plate bolts using silicone around threads and under bolt heads. Torque to spec's.

Rebuild carbs; Use the "HV" model carbs with the enrichment valve. (1965-'68). Install new throttle shafts with shaft "O" ring kit & #53 or 54 main jets in primaries & #49 or 50 in the secondary. Adjust to spec's. Use very thin gaskets,(2ea.) along with the standard base insulator, on each carb.

Install spark plug cable set.(Clarks # 4636, Mag Wire or equivalent). Consider a electronic point conversion for your dist. & a higher voltage coil.

Install the 140 exhaust logs and two free flowing mufflers. (See tech tip #96-16). The best is to install a pair of headers & the mufflers.

Run the engine. make final adjustments to the valves. Turn down one full turn from lash. Tune engine, make final adjustments to the carbs. Break in slowly for the first 100 miles. Drain engine oil & change filter after the 100 miles. Watch your cylinder head temperature during the break-in period. Use engine at speeds of 50-60mph for next 200miles. 250-350 degrees will be normal. Temp. should stabilize around 285-295 degrees , reading off the #5 spark plug hole at 55-50mph after break-in. Perhaps slightly a few degrees higher off the "thermister". 70-80 degree weather.

Well, that is it, enjoy your new engine. ( A lot of small details, such filling with oil and gas is assumed, otherwise this would have involved into a booklet.)

*Suggestion:  
Make Copy & Mail Now!*

**1997 National Rally Reservation Request**

**August 25 thru 31 (mon. -sat.) 6days.**

Name; \_\_\_\_\_ Ultra No. \_\_\_\_\_ Number in party \_\_\_\_\_  
Days attending \_\_\_\_\_ Need hook ups? \_\_\_\_\_ Amt. & size of "Event" shirts  
wanted;(shirts are unisex ,sizes, S,M, L, XL, &XXL.) Amt; \_\_\_\_\_ Size; \_\_\_\_\_  
Number of persons touring; Mesa Verde: \_\_\_\_\_ Durango Train: \_\_\_\_\_  
B-D- Ranch: \_\_\_\_\_.

Do not send money at this time. Return this slip by March 15, to Marlene  
Craig, 7011 Sunny Vista Rd., Joshua Tree, CA. 92252

*Note: Camping Fees: Registration - \$10.00/vehicle    Camping Fees: ⇒ \$13.00/day w/Hooks  
⇒ \$9.00/day without*

## Which is the 'Ideal' Corvair Engine for an Ultra Van ???

By John Allseits, Ultra #465, and "Professor" Larry Claypool of the "Vair Shop", Frankfort, Illinois.

#465 needs a new engine. What should I replace it with? In my reading & study of the Ryerson Ultra Manual, as well as the complete Tech Tips collection to date, I believe I have detected a decidedly False assumption on the part of many Ultra owners; the idea that the stated Chevrolet horsepower ratings of 95, 110 & 140, etc., can be trusted as the soul basis upon which to select an engine FOR USE IN AN ULTRA VAN.

I noticed a persistent trend for Ultra owners to state their intention to "move up" to a 110Hp Corvair engine; this always went unchallenged, and an alarm bell started to ring in my head! My experience has been that the 110Hp Corvair, with its high - compression heads and high - lift camshaft, should be the Least desirable model. I have proceeded to do some research on the subject, with the help & comments of Larry Claypool, and here we shall try to determine the correct options for Ultra owners.

### I. Horsepower vs. Torque:

Simply stated, there are two kinds of engines:

Torque Engines, which deliver good "pull" and acceleration in LOW RPM situations, such as pulling away from a stoplight or climbing a hill. An engine setup like this usually sacrifices some top - end, flat - out performance. Torque engines are usually found in trucks & utility vehicles; anything pulling a heavy load.

Horsepower Engines, which develop most of their power at a relatively HIGH RPM range, are what you might find in a high - revving, tuned - within - an - inch - of - its - life sports car type application. Such cars require lots of lever - stirring & clutch pumping to keep them in a happy rpm range.

Now, what you must understand, is that the horsepower ratings of 80, 95, 102, 110, & 140Hp, were arrived at as much by Chevy MARKETING, as by Chevy engineering! In the Chevy showroom, the salesman just wanted to be able to point to an emblem bearing an impressive horsepower number.

Therefore, it's fair to say that the "lowly" 80 & 95Hp Corvairs each delivered More torque than the 102 & 110Hp versions, respectively. (The 140 is a special case, to be discussed later.)

### II. Engine Displacement:

At this point, we need to narrow the field by resorting to an old bromide: "There's no substitute for cubic inches."

As dependable & smooth as many of the early 145 - cubic inch Corvair engines may have been, we must recognize that our Ultra Vans are at LEAST a 50% increase in load, over what these engines were designed for. Except for a restoration such as Ultra #101, we must regretfully drop ALL 145 c.i. early models from consideration, including the "sweetheart" 80Hp.

### III. Standard Valve Versions - 164 - cubic inch 95Hp & 110Hp

This brings us to the 95Hp engine, which was standard for 1964 - 1969 model cars. "Ask the man who owns one", this is the real sweetheart of the later engines. Easy to maintain & keep in tune, these were built to run on Regular gas, and most still will! With a mild camshaft profile, this is definitely a "torque engine" . When coupled with a Powerglide, it's smoother than a day - old cream puff!

The origin of the 110Hp "high performance" engine again stems from Chevy's Marketing people. They wanted a sexy, mid - scale engine option which they could add to the sticker price, but with no significant production cost. Chevy Engineering responded by substituting a "hot" camshaft and likewise modifying the distributor curve. These two changes shifted the power curve from a "torque" engine, to a definite "horsepower" engine. Topping this off, Chevy added heads with the highest, hottest running compression ratio of ANY Corvair engine. (Few people realize this, thinking the 140's used even higher ratios. As we'll see later, the 140's benefitted from better breathing, not extra compression.)

The combination of these three modifications, resulted in the worst "octane hog" in the Corvair stable. Check an owners manual; 110's used 100 octane leaded Premium, and that's 1960's 100 octane. That's what, about 106 octane by today's standard? NO WONDER 110's go pinging down the road, using today's pump gas! Anyone rebuilding a 110 should use double cylinder & head gasket sets to reduce compression. If you're splitting the case, go to a 95Hp cam as well. But it STILL won't run as nice as a true 95!

**NEED PRINT!**  
(Larry Claypool Notes: BE AWARE! 110Hp cars delivered from the factory with air - conditioning, used the 95Hp heads!)

So why did early Hutchinson production use 110's? I suspect someone at the factory simply decided "110Hp is 15 more than 95Hp", and left it at that, without ever reading the engine specs. (They could never have imagined the no - lead, oxygenated witches brew we now call gasoline!)

#### IV. Bigger Valves & More Carbs - The 140HP (2 - Versions):

The first thing to understand in discussing the 140Hp engine, is that there were TWO completely different versions of it. The original appeared on 1965 models. Like the 110's, this version shared a rather "hot" camshaft and distributor curve. What was big news, were the all - new, large valve cylinder heads. These also sported a 4 - carb, 4 - port fuel system. The new secondary carbs could exactly double fuel flow through those big, new valves. Thankfully, Chevy engineers elected to use only a modestly high compression ratio. (Even so, rebuilders should again use double cylinder & head gasket sets to reduce compression.)

This engine performed very well on stick - shift Corvairs, but it became apparent early in the '65 model year that there were serious problems in the Powerglide cars. The engine was just too "radical" for a happy match. This was particularly disturbing for Chevy, since the main purpose of the 140Hp project had been to develop a "Special - High Performance" option for Powerglide Corvairs, when the Turbocharged Spyder engine proved incompatible.

Chevy's solution to "civilize" the 140hp engine for the Powerglide was to adopt the milder camshaft from the 95hp, develop the milder "339" distributor, ( unique to this application) and last but not least, retard the timing 4 - degrees, AT THE CRANKSHAFT! This effectively lowered & broadened the torque curve. (\* See excerpt from "CORSA Tech Guide" \*)

This version of the engine was phased - in mid - year in the '65 models, and is called, logically enough, the "Powerglide 140". ( Engine Code RN). The original version remained in production for all stick - shift cars, hence, "Stick - Shift 140" ( Engine Code RB [CORSA] & RM [Monza/500]).

I assume that all Ultras built at Hutchinson with 140's were supplied with "RN" 140's, since they should have come attached to Powerglide transaxles. But don't assume! Check your part numbers.

#### V. What Do We Need For An Ultra Van?:

After all this historical/technical review, just what are the requirements for an Ultra Van engine? I'll give you a hint: TORQUE, TORQUE & more TORQUE! With a vehicle in the neighborhood of 4,500 lbs., we must face the reality that getting up that long hill should take precedence over an extra 5 mph on the Interstate. Even with a 4.11 or 3.89 transaxle, we need LOW END torque any way we can get it !

And if we are very clever, we might even be able to have our cake, & eat at least part of it!

#### VI. Available Engine Options (For Ultra Vans):

A. **Stock 95Hp** : Good Choice; most dependable, best candidate for running on Regular gas, and for best fuel economy. (Larry Notes: The 95Hp won't benefit from extra gaskets; compression is fine as - is.)

**NEED PRINT!**  
B. **Stock 110Hp**: Poor choice; wrong torque curve, needs Premium gas ( & pings anyway!).

C. **Stock 140Hp "Stick - Shift" (Or very early '65 model)**: Poor choice; wrong torque curve, runs badly w/Powerglide.

D. **"Hybrid" Powerglide "RN" 140Hp W/2 - Carbs:** Excellent choice; This may sound like an odd - ball, but from idle to 2000 rpm it delivers more torque than any other Corvair engine, and better fuel economy than (E), below. ( I was seriously leaning toward one of these for #465, until Larry convinced me that the performance of the secondary carbs OVER 2000 rpm was worth having.)

E. **Stock, Powerglide "RN" 140Hp W/4 Carbs:** Best choice; This is my choice for #465. When set up with all the CORRECT parts; ( RN crankshaft, 95Hp camshaft, "339" distributor, '65 -'67 primary carbs, etc.), this engine appears to be the best in overall performance. ( This is overlooked as a strong street engine for ANY Corvair, including Stick - shift cars & trucks. Simply change the bell housing.)

(Larry Notes: For those with an RB or RM 140 - hp crankshaft, these may be converted to RN specs, by means of a special "4 - degree offset" camshaft key, available from Corvair vendors. (\* See excerpt from "CORSA Tech Guide" \*)

(Larry Notes: Suggest using the early, '65 4 - carb linkage, without the springs. The early '65 secondary linkage begins to open the secondaries at about 75% throttle; the late '65/'66 style (with the springs) begins to open the secondaries at about 66% throttle. On the Ultra , you want the 1st style so you can cruise at most any desired road speed without "getting into" the secondaries. (Thereby seriously reducing fuel economy.) This style linkage DOES require more throttle (foot) pressure to open the secondaries. Some flex or bending of the stock Ultra gas pedal linkage has been observed when using the early 140 linkage, so some re - enforcement may be in order, to get everything to work properly.)

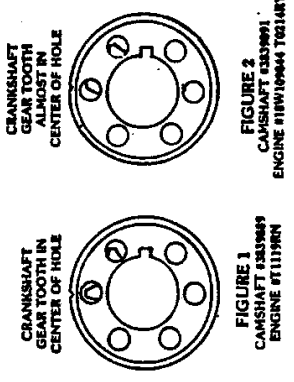
(Larry Notes: Be sure to use primary carbs with the "power enrichment" jet. If you can find the rare '68 - '69 secondary carbs, use them. Their added idle circuit keeps the fuel bowls from gumming up.)

Well, there you have it! I hope this is food for thought for other members considering a new engine.

**4-DEGREE RETARDED CRANK I.D.**

by Herb Fisher  
New Jersey Association of Corvair Enthusiasts

It is generally known that 140hp engines matched to Powerglide transmissions came with a 95hp camshaft (#3839889) and a crankshaft which was retarded by four-degrees at the gear. The way to tell a retarded crankshaft from a regular one is illustrated in the accompanying figures. Figure 1 is the retarded crankshaft with a gear tooth in the center of the indexing hole. Figure 2 is a normal crankshaft with a gear tooth slightly off center in the indexing hole.



**CAMSHAFT USAGE**

(Following has been edited for size.)  
by Bob Helt  
Cactus Corvair Club (For complete article, see "CORSA Tech Guide!")

So for the 1965 model year, Corvair offered three different camshafts in various engines. The 3839889 cam was again used in all 95hp engines and probably in all Greenbrier engines. The 3839891 cam was used in all 110hp engines with both manual and automatic transmissions. All 180hp turbocharged engines used the new 3872304 cam for both 1965 and 1966. But the newly introduced 140hp engine was another story.

The 140hp engine was released for production with the 3839891 cam being used for manual and automatic transmissions. Shortly after introduction of the 1965 models, Corvair engineering became aware of the lack of low speed torque and acceleration which primarily affected the Powerglide cars. During a series of dynamometer tests, it was found that the 140hp engine with low performance cam, 3839889, produced consistently greater torque than the same engine with the 3839891 cam over the 1000 to 3600 rpm range. Of course, at speeds greater than than 3600 rpm, the high performance cam came into its own and outdid the low performance version.

During the same tests, it was further discovered that by retarding the camshaft timing by four degrees, this greater torque could be slightly increased and maintained up to 4000 rpm. Here was a real breakthrough. More torque and performance for the 140hp engine up to 4000 rpm. Of course the engine equipped with the four degree retarded 3839889 cam no longer produced 140hp at 5200 rpm. In fact, 121hp (gross) was its maximum output.

So, shortly after introduction, the 140hp engine with Powerglide dropped the 3839891 cam and used the low performance 3839889 cam retarded by four degrees. This retarding was done at the crankshaft gear and not at the cam gear, which accounts for the several versions of crankshafts and crankshaft gears being listed in the Parts Catalog.

The 140hp engine with manual transmission continued to use the 3839891 high performance cam because additional testing had shown that the turbo cam 3872304 caused a slight torque loss at speeds below 2000 rpm. Again it was a compromise. Use the 3839891 cam in the 140hp engine and be forced to live with a maximum of 5200-5500 rpm. Use the high revving 3872304 turbo cam and suffer a loss of performance below 2000 rpm. A tough choice. They decided to use the 3839891 cam and keep the 3872304 cam exclusively for the turbo engine.

Since the 140hp engine was standard for the Corsa with the turbo engine being optional, no changes to the red-lining of the tachometer were made. Incidentally, the 140hp engine number suffix as listed in the Parts Catalog (and elsewhere) is inaccurate. The suffix RB was used on all Corsa 140hp engines (which were only equipped with manual transmissions). Suffix RM was used on all non-Corsa 140hp engines with manual transmissions (these were optional for the Monza or 500 series cars). All 140hp engines coupled to a Powerglide transmission were identified by the suffix RN...

According to Chevrolet specifications, this alignment of cams and engines-transmissions remained in effect with one exception through the end of production in May 14, 1969. This one exception is the substitution of the 3839889 cam (apparently without the four degrees of retard) for the 3839891 cam in the 140hp engine with manual transmission for the 1969 model year. Although the records don't indicate so, it's likely that this substitution was effective for the 1968 140hp engines too. 1968 was the first year that the Air Injection Reactor (A.I.R.) smog pump was standard on all Corvair engines due to the new emissions regulations. Apparently the 140hp engine needed this low performance cam to off-set it's big valve breathing capacity in order to meet the emissions requirements...

According to Chevrolet specifications, the 3839891 cam was used in all 110hp engine applications, including Powerglide. Reports of finding 3839889 cams in 110hp engines tend to indicate that either Chevrolet didn't follow it's own specifications or that someone has previously changed cams...

CORSA TECH GUIDE - 1986

GRAPH OF CORVAIR CAMSHAFT PROFILES SHOWING LIFT AT VALVES USING A 1.5:1 ROCKER RATIO  
FROM CHEVROLET DATA

