

Ultra Van Motor Coach Club

Summer 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

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

We are looking forward to seeing our friends at our Eastern Rally in June. Thinking about going on the road this summer brought a problem to mind that we all should be aware of. In this day and age we all have to be alert about our surroundings. It can be so easy to be overconfident. We will be in PA after our June Rally and anyone passing by will be welcome. We hope the rains and flooding of the past few months are over and all are back to normal.

Be the good Lord willing, we shall see all of you in Colorado in September.

EMU's Business Meeting at Sebastian, FL

Ultra Van Motor Coach Club, Inc., EMU (Eastern members of Ultra) March 27th, 1997 at Sebastian, Florida

This Rally had a beautiful shady, grassy place to park our Ultras.

The meeting began at 10:00 am, with Gordon Harvey presiding. There were eleven members present. The minutes of the last meeting were approved as printed in the newsletter. The Sheriff reported fines totalling \$2.25. EMU Treasurer reported \$347.94 in the EMU account.

The next Eastern Rally will be in the Chattanooga, Tennessee area.

The search for the 1998 National Rally site, which is the responsibility of the East was discussed. Don and Micky Richards have done much research and letter writing on the subject. The came prepared. Indian City, Oklahoma has a campground, and the group decided on September 23-29, 1998.

A 1998 EMU rally is planned in Laurel Hill State Park, Pennsylvania in the 1st or 2nd week of June. There will be a 1998 Florida Rally in early March.

President Gordon Harvey authorized the purchase of a printer for the use of the Treasurer. Respectfully submitted by: Louis C. Griggs.

William Lain Guthrie, fought to protect environment

Reprint of article by: Donna Gehrke, Herald Staff Writer

Eastern Airlines pilot William Lain Guthrie risked his job to fight the practice of dumping raw kerosene in the air after takeoffs.

He also helped fend off the construction of an oil refinery in Biscayne Bay and battled Florida Power & Light for decades with lawsuits, letters and telegrams for cleaner air and water.

He was called a "pollution hero" and "old lion" by newspapers and just plain irascible by old friend, Frank Smathers.

Guthrie, who died Sunday of a heart attack at age 84, left a legacy of fighting for underdog causes that have given Dade - and even the country - cleaner air and water.

"He was a great person for protecting the community," said his daughter Margaret.

Guthrie was also a man of many interests who raised 84 varieties of rare subtropical fruits and invented a special lawn mower and a precision quarrying system for the limestone that lay under his Old Cutler property.

"He knew how to harness a team of horses, weld and write delightful, charming and poignant letters," his daughter Janet said. "His talents were very wide - ranging indeed."

Guthrie was born in Lawton, Okla., and grew up on his family's farm near Bloomfield, Iowa. He graduated from Cornell College in Mount Vernon in 1934 and married his college sweetheart, Jean Ruth Midkiff, the next year.

He learned to fly in California and established a flying school in Iowa City. In 1940, he became a pilot for Eastern Airlines and moved to Miami the next year.

He and his wife bought their Old Cutler property 50 years ago - and they both nurtured their trees and the neighborhood.

Said his longtime friend Smathers: he was the most irascible fighter for protecting the rights of himself and his family and his friends. He was a self-appointed police officer for preserving the Old Cutler Road that runs from Homestead up to Coconut Grove."

In the early 1960's, Guthrie joined the Safe Progress Association to successfully keep out an oil refinery on 2,200 acres of Biscayne Bay shoreline. Sales of his bumper sticker, "Nuts to Dirty Industry," helped fund the fight. Then he successfully battled the construction of FPL's Turkey Point nuclear power plant near his neighborhood. FPL built it farther south.

Guthrie also won the battle with the National Weather Service to distinguish between smoke and "natural haze" conditions, which his pilot son Walter appreciates to this day.



Guthrie got international headlines in 1970 when he was fired for insubordination for refusing to empty fuel drain cans into the atmosphere. Eastern claimed he was delaying flights up to an hour and half when he drained the cans on the ground for safe disposal. Other Eastern pilots backed him and an international outcry forced Eastern to bring him back. All the airlines then installed a cheap plug that resulted in both cleaner air and a savings in fuel costs.

The New York Times heralded Guthrie "a pilot who can hear the quiet voice of his conscience over the roar of his engines."

Guthrie also was a devoted family man. His daughter Anne remembered how he made their back yard a paradise for children by inventing elaborate playground equipment, including one - of - a - kind slides and merry - go - rounds.

He encouraged his children to pursue their dreams. Daughter Janet Guthrie, a race car driver, became in the 1970's the first woman to race in the Indianapolis 500.

"I learned persistence from him," his son Stewart, now a professor, said. "I learned the importance of sticking to principles."

In addition to his wife and five children, he is survived by his sister Marie.

Walter used to fly (pilot) with Lain on Eastern many years ago, as did I (stewardess), in the 50's. Walter would tell Lain (for years) that they should travel in an Ultra Van. Finally they did. Lain called us on a trip, from Colorado with their 2 grown sons, Walter & Stuart to "Why didn't you tell me how great this is?" They had a wonderful time.

Lain and Jean Guthrie were Ultra members with Coach #482. Ultra club members were invited to "Mini rallies" at their home in the winter for a few years - usually at the time of the Big Motor Home show in Miami. Lain would get up early and deliver Miami Herald's outside every UltraVan door. We would enjoy fresh fruit from their grove. Happy Memories!!!

ULTRA VAN MOTOR COACH CLUB, INC.

Ultra Van Coaches and Their Owners

Treasurer's report - 1st Qtr 1997

Balance as of 12/31/96	3,629.98
Receipts:	
Dues	655.00
Dividend-AI-Gar	36.15
Tech tips sold	10.00
Back Issues sold	3.00
National Rally Income	632.47
Total receipts	1,336.62
Expenses:	
Merchandise bought	38.00
Merchandise shipping	12.46
National Rally Craft Expenses	27.75
Printer for Treasurer's use	35.00
Total Expenses:	413.21
Balance as of 03/31/97	4,553.39

Coach #216 and the Howell's"

#216 is owned by Jim Howell and his daughter Heather. They live in the Knoxville suburbs of Fountain City on a quite 2 block street called Gibbs Drive. Their house is a 2 story bungalow on approximately 3/4 of an acre. Jim runs a computer consulting business from his house and has so for almost 20 years. Jim states that UltraVans and their owners are welcome to stop by and pass the time or spend the night. ("Great to have guests that bring their home with them and need little more than water and electricity!")

He sends the following information about #216:

Years owned: 5

Miles driven:

 Last Year: 3,953+
 Total coach miles: 54,601

Engine/Drive Train:

 95 Hp with 140 crank
 Heads, 889 cam, 4:11 differential.

Average speed and Mileage:

 50-60 mph, 14-18 mpg

Road Weight of Coach: about 3850 lbs.

Directory Changes & Additions

New Members:

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

True Fellows #359
6668 Channing Avenue
Palo Alto, CA 94301
Ph: (415) 323 4227

Lonnie & Sherrie Gibson #417
6668 Happy Valley Road
Tallassee, TN 37878
Ph: (423) 856 4211

Richard & Dianne Niemann #442
3018 Four Winds
Missouri City, TX 77459
Ph: (800) 833 4345

The following was left out of the New Directory

Board of Directors

<u>Name</u>	<u>Term Expires</u>
Gordon Harvey, Pres.	1997
Jean McMasters, VP	1997
Jim L. Howell, Sec.	1997
Louis Griggs, Treas.	1997
Gladys Bell, W. Dir.	1997
Jim Craig, W. Dir.	1997
Norm Helmkey, E. Dir.	1997
Warren Suckow, W. Dir.	1997
Dennis Radford, E. Dir.	1997

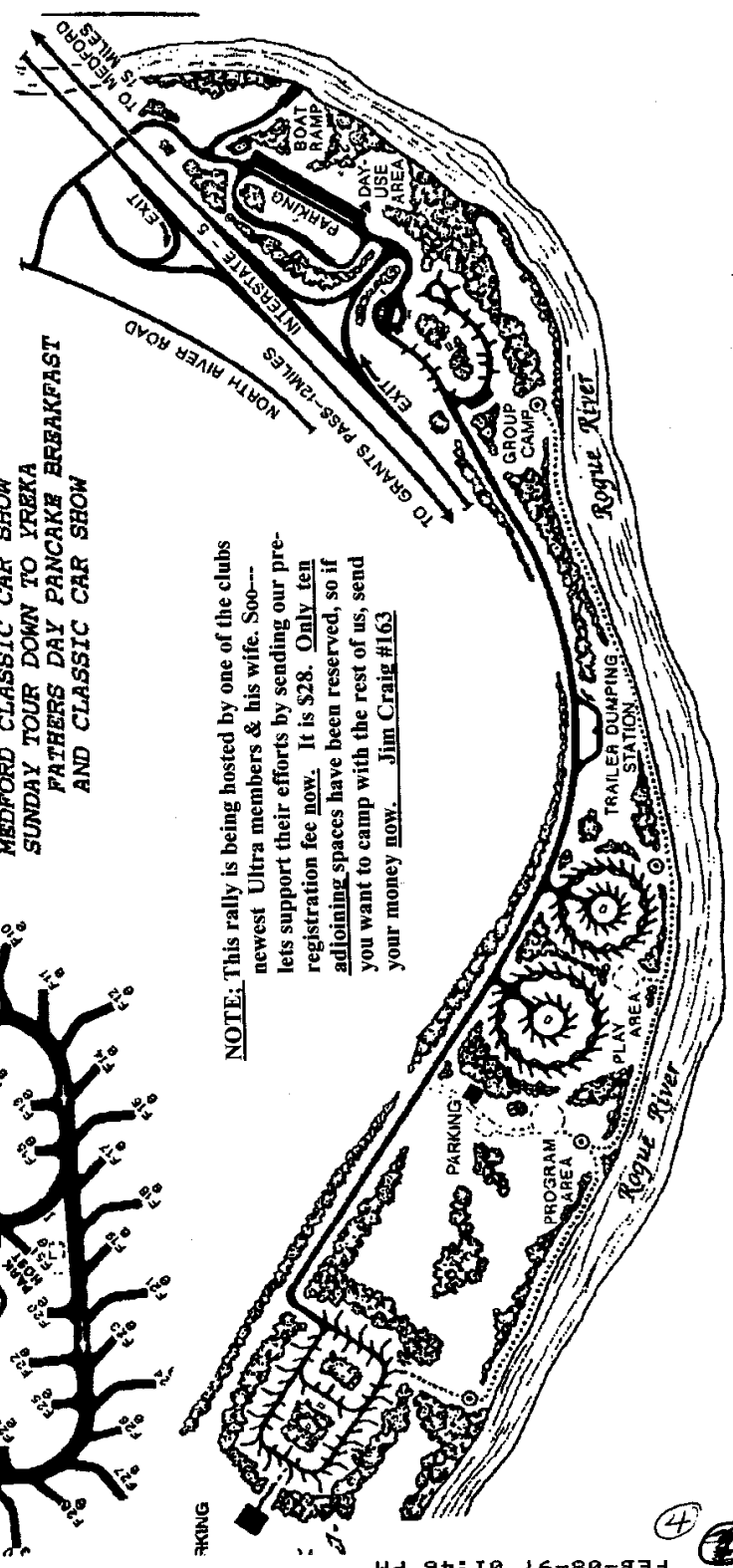
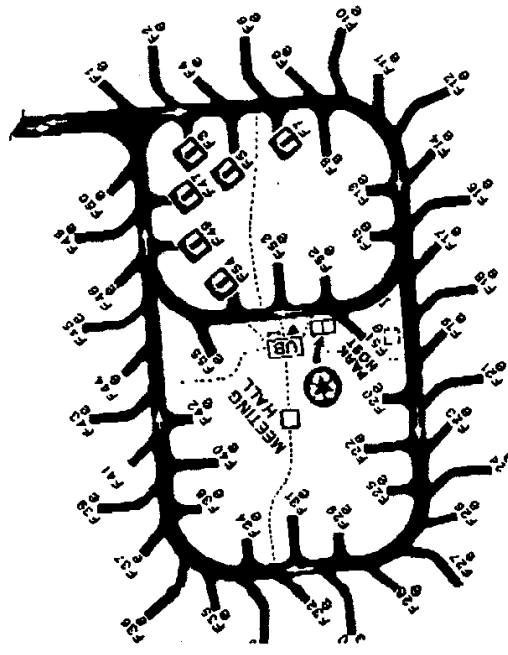
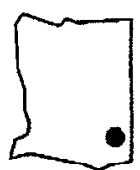
SOUTHERN OREGON REGIONAL RALLY
★ - WHEN, JUNE 11TH THROUGH JUNE 14TH
LOCATION, VALLEY OF THE ROGUE STATE PARK
 (I-5 EXIT 45B)
RESERVED CAMPSITES P-12 TO P-21
REGISTER BY MAY 15TH.

RALLY FEE: 5.00
SITE FEE: 17.00 PER NIGHT
RESERVATION FEE: 6.00 FIRST NIGHT ONLY
★ - FEE REGISTRATION TOTAL, 28.00
HOST, STEVE AND BONNIE FARRELL
3391 WELLINGTON DRIVE
MEDFORD, OREGON 97504
(541-772-8729)

FREE: DUMP STATION
HOT SHOWERS
ELEC. HOOKUPS
WATER

- 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

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



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Summer in the East

Rally at Chattanooga, Tennessee
June 12th, 1997 to June 15th, 1997
Come and Go Anytime

Official Meetings

Registration - After 5:00pm June 12th (Thursday)
Pot Luck - June 13th (Friday)
Eat Out - June 14th (Saturday)
Business Meeting - June 14th (Friday)(if needed)

Activities Posted Daily: Crafts & Tours: Maintenance Seminars

Place:

HOLIDAY TRAV-L-PARK
1709 Mack Smith Road
Chattanooga, TN 37412

Reservations: 1 (800) 693-2877

Cost: \$5.00 Rally Fee
Campground: \$17.50 + tax/night

Emergency Phone: - (706) 891-9766

Hosts:

Jean and Betty McMasters #330
(561) 626-0388
Jim Howell #216
(423) 687-2292
Jim and Ann Guider #201
(423) 499-4078

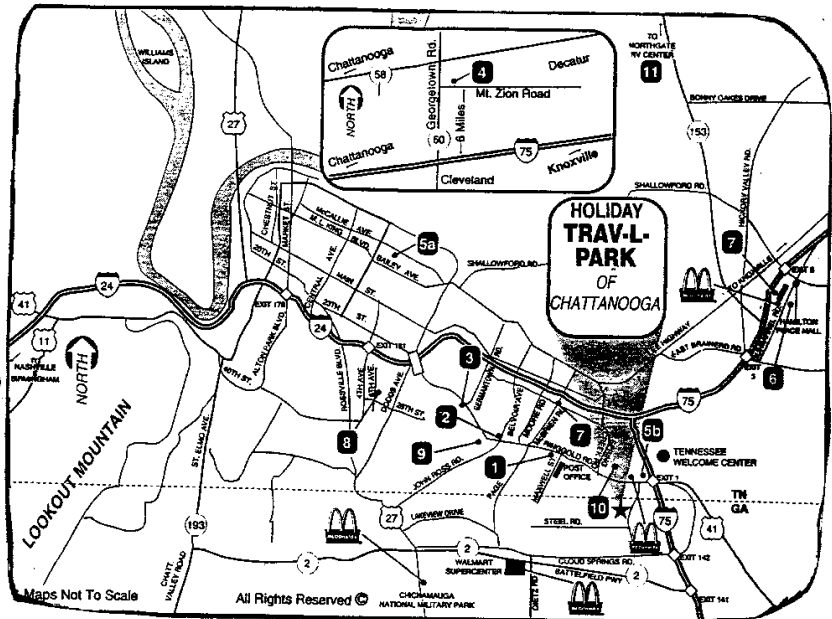
What-To-Do:

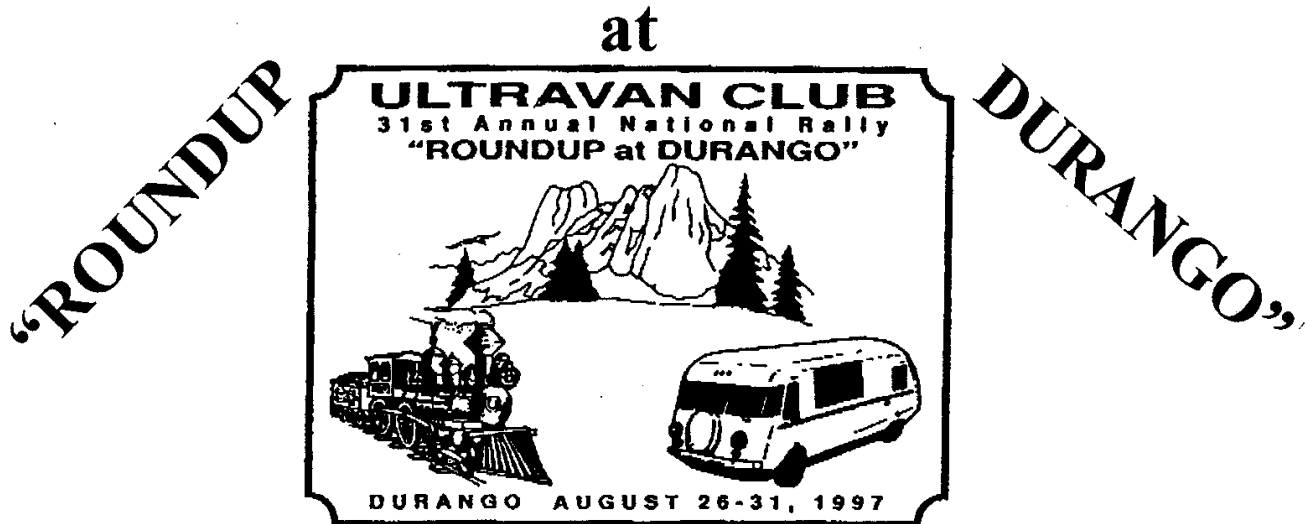
Chattanooga Choo-Choo - Eat Out Place Saturday.

Chickamauga and Chattanooga National Military Park is the largest, oldest and most visited of our nation's military parks. It consists of eight historical areas and comprises some 8,000 acres in Tennessee and Georgia.

National Cemetery and Confederate Cemetery: The National Cemetery, founded in 1863, is one of the largest and most beautiful in the South. The Confederate Cemetery was founded in 1865 for the burial of fallen soldiers and future burial of Confederate veterans.

The Tennessee Valley Railroad Museum is a genuine operating museum railroad, dedicated to the "golden age" of steam railroading. The museum operates a standard gauge short line railroad using steam locomotive pulled trains. Trains are normally equipped with adjustable windows and air-conditioned coaches, and operate hourly. The six-mile round trip includes the 986-foot long Missionary Ridge tunnel, two depots, a slide show, and the only full size steam locomotive repair shop in Tennessee.





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; jcraig1@juno.com or UltraVan@aol.com

Pre-register now. (Last mail in date; Aug, 11th). Tee shirts are \$7.50.ea. if you pre-register. \$9.ea. on site. (Register now. Don't miss out). See "Registration Form", elsewhere in this issue. The campsites with hook ups are limited. PRE-REGISTER NOW!

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 "Registration Slip")

2. "Event", Tee shirts are now available. Color; Light turquoise with logo in white as shown above.(see "Registration Slip")

3. (AUG.28TH)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". Prices: \$13.ea. adult, 8yr. & under, \$6. Also they have a Coryair powered train that you can take a ten minute ride on.

4. (AUG.29TH.)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. Price of each tour is \$1.35 per person. In addition to your entrance fee.

Note; Christy Barden has checked out this tour and the details are as follows;

SUMMER '97 Page 6

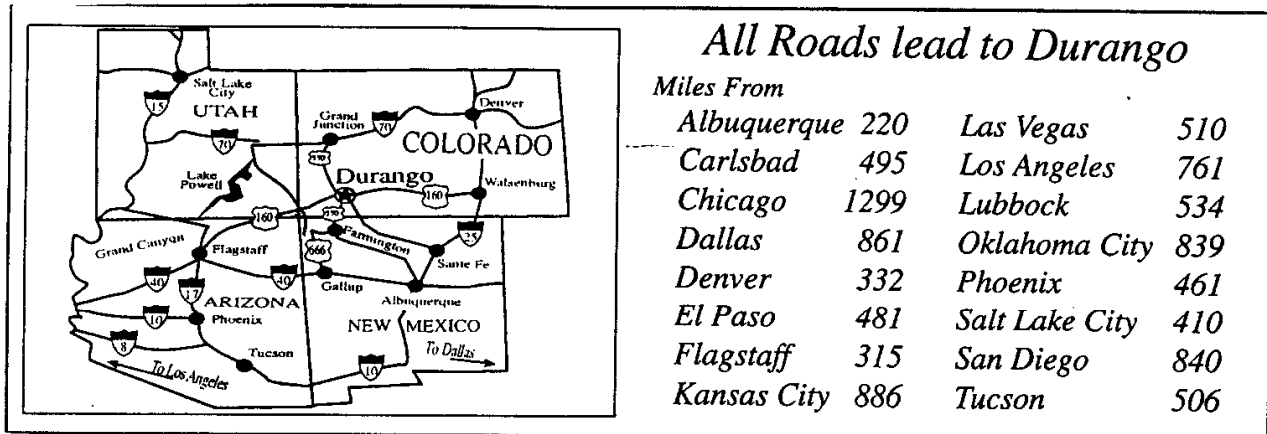
Christy found a tour service in Durango that will pick us up at our camp site, provide cool soft drinks, a tour guide and take us to all the major cliff dwellings & return us the RV site or dinner place out. The price would be \$38. per person, (40 persons required for this rate),all park fees included. **THIS WILL BE THE HIGHLIGHT OF THE RALLY.** I will have to make reservations 12 days in advance. So we need you to **PRE-REGISTER NOW!** Money will be returned if you don't make it to the rally.

If you go by your self in your RV, it is a 4 hour round trip, \$10.per car or free if you have a Golden Eagle pass to enter,no guide or coordination with the rangers. This is a full days outing either way you go. We would like for you to join us on the Big Bus and enjoy all the fun we will have. **DON'T MISS THIS EVENT!**

C. Place of your own choosing. (Fishing available in near by lakes & streams. White water rafting is available.)

Reservations: We need your **PRE-REGISTRATION** 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 AUG.11th. Do it now!**

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 Will get fined by the sheriff. Maurice Hemstreet may be our "Sheriff", so watch out.



ULTRA POSTSCRIPTS ★★★★★

May/June 1997

Dear Ultra Members: It is said that good friends can speak their minds even though they AGREE on nothing. Thought I'd tell you of some of the things that happened recently. And, of course, maybe a few of you might like to know what is going on right now. To start with, these last weeks have been extremely busy. Some company came, lots of calls, two root canals, several porcelain crowns, Lupron injections, and--like with most all families, there are the usual concerns. But we, and YOU are still alive. Oh, yes, our telephone Area Code is different: It is now #562)698-1740. You might wish to write the change in your Club Directory. Galvanized pipe is much like we human beings. NEITHER lasts forever. Had some replaced with PVC -- made to the Lawn Watering System. Finally, even though we may have STARTED Ultra Motor Coach Club and Incorporated it, don't give us credit for its success. YOU, the Members, have made the Organization prosper, and a thrill to belong to. I bow to each one of you in the total membership. You have my pride, hope and compassion.

Sincerely, Ernest Newhouse, Exec. Dir.

"If You Love What You Do, You'll Never WORK Another Day In Your Life."

PRETTY KITTY: "Please sharpen your claws on a tree trunk, or anything else substantial. Please do not sharpen or clean them on my patio furniture, or front entrance carpeting, or motorhome cushions." Spraying with Cat Repellent hasn't solved anything. Most everyone adores animals. I really do! But scolding, spraying, setting a mouse trap, and the like, isn't helping at all. Does anyone have a better solution? Help needed rush.

"I have been driven many times to my knees by the overwhelming conviction that I had nowhere else to turn." ----- Abraham Lincoln

CHECKS AND BALANCES: The good versus the bad. Thank you for suggesting this subject. Most of us have heard of successful marriages where a wife (or the husband) provided the caution when it came to any over-board purchase or other major decision. In order to be happy, there has to be "give" and "take" in business as well as in wedded life. Corporate, as well as spousal disorder comes, when agreement cannot be reached. We, all of us, have our own PULPITS. Most everyone knows a few GOOD people who like to preach now and then. And, USUALLY...not about religion. Rather we hear many opinions, even extemporaneous sermons on LIFE, on politics, on the economy, on health, on the climate, on the best brand of gasoline, on cars, on motorhomes, on and on. I love it. The MORE new ideas that are presented, the more completely and masterfully most of us will live.

DOG BITES: If your dog bit your Mailman, you now perhaps have a Mail Woman. And-----you should see your lawyer at once.

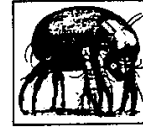
THE ALIEN INVASION: Awhile back we had a question about this. It is a very difficult subject to discuss. Most of our parents or grandparents came to America as aliens. But---they came LEGALLY. The Establishment Press reports that 275,000 ILLEGALS arrive by hook or crook to the U.S. EVERY YEAR. Some say the true figure is more like three-times that number. Since Clinton's recent trip to Mexico, local reports are that the count has been 4,000 to 5,000 per NIGHT. No wonder our Schools and our Jails, plus our hospitals, are overloaded. They take CITIZEN jobs.



Postscripts #2

"If one doesn't defend his or her HONOR, people will begin to think you don't have any."

DUST ALIVE: Unless you and I vacuum clean and carefully dust the interior of our coaches before each trip, we just MAY be giving a FREE RIDE to several thousand tiny living creatures. Dust Mites are so small that they cannot be seen with the naked eye. Magnified hundreds of times, they look like the photo of one shown here. They have legs, eyes, and a mouth-----that EATS, what else, to them delicious DUST. I'd guess that everyone knows all this, but few of us give it much thought. The dust MITE is one of the smallest creatures on earth. Therefore a few hundred thousand of them will not add much weight to your rig. However, they can cause a lot of breathing or lung problems. Their excrement adds color to the dust they live in, and is naturally much smaller than the MITE itself. It's much like smoke in the air and can irritate throats, as well as induce watery eyes and sneezing. The insect, itself, is so tiny that per the data on them, a mattress can harbor two-million of the little critters. They really thrive best in the warp and the whoof of upholstery and carpeting and blankets. They live and thrive on polished wood furniture too, in your coach or athome. It might be fun to mention that when anyone dusts their furniture in their house or in their motorcoach, they are upsetting the lifestyle of hords of these little bugs. We should feel sorry for them! A good friend of ours, years ago now, was deathly ill. And it was finally diagnosed that she was allergic to "Vacuum Cleaner dust" and the millions of mites it contained. Air Filters solved her problem.



Dust mite

"A good EXERCISE for the Heart, is to bend down and help another up."

INCENTIVE: Edna was a modest person, and those who really know me say they know my modesty, so it is humbling to even mention that this is the 31st year that I've written something for every Club Mailing since its founding. The reason I mention this, is that I want to sincerely thank our Secretary, Jim Howell in Knoxville, Tenn. for calling to remind about the Club's publishing deadline. Thanks Jim. With my busy schedule I'd perhaps have missed a Newsletter issue. It should be mentioned, also, that Members who have written or called over the past 30-years plus, are the INCENTIVE that keeps me writing Postscripts. Our gratitude is great. Thanks Jim and all the rest of you who keep sending suggestions or ideas. A few of the Members know, after College much free-lance writing was our bread and butter. Postscripts helps keep lost abilities exercised. We can't please everyone, but an attempt is made to offer something that may be of interest to the majority. Thank you again. Now---I'll go and suck on a pickle for a spell. Oh, several have asked where the Wise Lines between paragraphs originate: If there is no credit given after each, as a rule yours truly made them up, otherwise we always give credit if it is available or known. Answering this question made me damp.

NAME MISNOMERS: There is NO pine and NO apple, in Pineapple. And--no TASTE is similar to either of its namesakes. Most of us can see little similarity in an Ultra Van to the common commercial "Van", whether the automobile or the truck type. A NAME is a name, is a name. It doesn't detract one iota from the Hawaiian-source FRUIT, or the uniquist Motor-Home VEHICLE ever produced. So there!

Hope everyone enjoys the Summer Season now upon us.

Just, 
Ernest

Coaches For Sale

1963 UltraVan #200, 2nd Ultra built by Dave Peterson. 24 feet long. Corvair 110hp, with automatic, 3:89 gears. Solar panel. Large refrig.(compressor type, electric) Alum. wheels. New tires. All white exterior, light brown interior. Ready to travel. Video & photos available \$8.00. Price: \$5995.00 - **Jim Craig**, (619) 366 9104, Fax: (619) 366 3026 or email jeraig1@juno.com

1967 UltraVan #295, "Reduced Price." Was \$8995.00. Now \$7995, OBO. Serious to sell. This is truly an excellent buy. Check it out! Excellent throughout. 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. **Jim Craig** (619) 366 9104, Fax 619 366 3026.

1968 UltraVan #348, Corvair motor and drive, Cherrywood interior, Duo-Therm factory Air, Furnace with blower. Built in Vacuum. Gas refrig. New set of Styrofoam Bumpers. Coach needs rug inside, painted outside. Price: \$3,500.00 OBO. **Howard D. Sproul** - (412) 678 2594. 2846 Washington Blvd., McKeesport, PA 15133.

1969 UltraVan #466, "Reduced Price Also." Was \$7995.00. Now \$6995.00, OBO. Real serious about selling. 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, Hydraulic leveling system. Paint good with brown stripes. Video & photos available - \$8.00. **Jim Craig** (619) 366 9104, FAX (619) 366 3026 or email: jeraig1@juno.com

1969 UltraVan #484, Jamie Lee Curtis drove this one in the movie, "**My Girl**". Corvair 110hp, W/Auto & 3:55 gears. New tires, exterior paint (White with brown stripes). All glass good. For the film, the studio added new paneling of a light tan color, a side dinette and front & rear bumpers. Own a piece of history. Video and photos available. \$8.00. Offers accepted. **Jim Craig** (619) 366-6104, fax (619) 366 3026 or email - ultravan@aol.com

1969 UltraVan #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

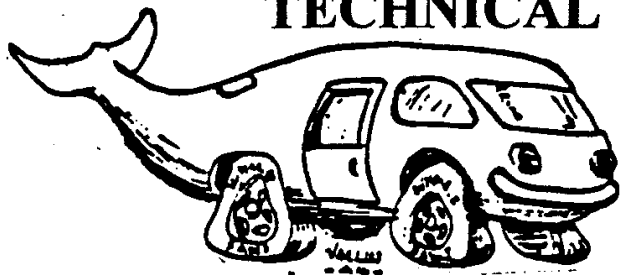
4 UltraVans Available , **Jean McMasters** has 4 UltraVans for sale in Florida. They are price at \$4,000.00, \$6,000.00, \$8,000.00 and \$10,000.00. All Corvair powered. For more information and specifications call **Jean** @ (561) 626 0388.

1964 Corvair Rampside, 110hp engine, 4 speed. Has cab high camper shell. Aluminum wheels w/185-14 radial-ply. Runs and drives excellent. Rare model. Only 871 of these were made. Owner purchased new in 1964. Video & photos available for \$8.00. Price \$1295.00. Seller: **Jim Craig** (760) 366 9104 or email: UltraVan@aol.com

1966 Monza Coupe, 140hp engine, Powerglide, 3:55 gears, factory air, tinted glass, excellent black interior, new radial tires, excellent orig. Aztec Bronze paint. Always garaged. One owner. All orig. chrome and trim, excellent. A real beauty. Near concourse condition. This will not last lone. Video & photos available - \$8.00. **Jim Craig** - (619) 366 9104 or email jcraig1@juno.com

Parts For Sale If any members are interested in getting more of the 59 Buick tail light lenses that fit the Ultra Van so well, they shuld let me know as soon as possible. I found a old car parts vendor who has close to 20 of them. He wants \$20.00 each, but I would like to put together a group bid to try and get them for less. Contact: Norm Helmkey RR#1 Carring Place, Ontario, Canada K0K1k0 or send me a message on email at ultravan@BugFoot.cmm

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; jrcraig1@juno.com

May 11, 1997

Ultra Wrench Quote; "Know the health risks before attempting to repaint the Ultra Van yourself". (Jim Craig)

"Holy Smokes", here it is May 11th. and I'm just now starting this article, which is due May 15th.

I have not received any articles or tech tips from any of you out there since last February. **ANYONE READING THIS? WAKE UP YOU ALL!**

Seriously, I know that you have done rework on your Ultra and found information that is worthwhile to pass on. So how about forwarding it to me. Hand written is ok. Now is your chance to be famous. Write it up now!

See Ya
Jim

TECH TIP NO 97-5, Subject; Carb. Rebuild Kits
UV Manual Section 8, Page 8-13 & Section 13, Page 13-10
Author; Jim Craig

The NAPA carb kit #2-5259 was my favorite rebuild kit up until Jan. '97. I purchased two of them recently and found that the original excellent instruction sheet & float level check tool was missing. The new sheet is missing several important adjustments. Such as; Idle Vent Valve, Vacuum Break, Choke Rod, Unloader, Fast Idle/Automatic Choke & Carb. Synchronization. Corvair Underground's, Minor Carb, Kit, #(5) U-373 is missing the same details.

The materials in the kits are excellent, except the new rubber disc for the idle vent valve, which is too large in diameter, causing the valve to hang open in some cases. When disassembling the carbs. save the old rubber disc before placing the carb in the cleaner. It is smaller and usually is reusable. If not, trim the new large one to the size as

the orig. one. The orig. is 7/16" dia. ,the new one 1/2". I have copies avail. of the original NAPA instruction sheets.

**TECH TIP NO.97-6, Subject; V/8 "V" Drive Seals.
UV Manual Section 9, Page 9-11. Author; Jim Craig #163**

During a recent replacement job of a Walters "V" drive assy. on a V/8 powered Ultra Van, I found that new upper and lower shafts seals was a little difficult to find at my local parts stores. The original seals were a very good quality and double lipped. The replacements, in my opinion are not of the same quality and are only single lipped. Listed below are the original & replacement numbers;

Upper Shaft;

**Original: Victor #60357, Size: 1.187 x 2.125 x .250
Replacement: National #473205. Size same as above.
Federal Mogul #473205. Size same as above.**

Lower Shaft;

**Original: LDS #15105, Size: 1.625 x 2.502 x .312
Replacement: National #473010. Size same as above.
Note; There are possibly others brands that will work. When inquiring, ask for the original sizes as noted.**

**TECH TIP NO. 97-7. Subject; V/8 "V" Drive Oil Dip Stick.
UV Manual Section 7, Page 7-5. Author; Jim Craig #163**

**There are two different length oil dip sticks for the Walters "V" drive assy. According to Walters, both lengths are ok, but?
Early serial numbered units #17--- to 18000 ,had a dip stick that measured 9 1/16" from the base of the knob to the "Full" mark.
Later sticks measured 8 1/16", which allowed for a 1" higher oil level. I would recommend the 8 1/16" stick. Remark your 9 1/16" stick to 8 1/16.
Refer to the manual section noted above for type of oil to use & other details.**

**TECH TIP NO.97-8. Subject; Safety; Propane Venting.
UV Manual Section 7, Page 7-5. Author; Jim Craig #163**

This is a notice for a new Ultra member & a reminder for the rest of us. Inspect your propane tank to see if it has an overboard vent hose attached to the pressure relief valve and is ducted through the lower skin. In case of a discharge, it will vent outside of the tank compartment with that type of hose set up. If yours does not have the hose, refer to the noted manual section above.

Also verify that the propane tank cavity is totally sealed from the interior of the Ultra. Inspect for a closure rib above & inside the compartment door. Install one if its missing. Seal all suspected open areas with silicone sealant.

**TECH TIP NO. 97-9. Subject; Adapter, Corvair Cyl. Head Temp. Sender.
UV Manual Section 13,Page 13-16. Author; Jim Craig #163**

If you install a Corvair Spyder dash in your Ultra and want to use the orig. cyl. hd. temp. sending unit (Thermister"), you will find that the attach hole for it in your 110 or 95hp cyl head is too large and not deep enough.

The "Thermister" thread is 3/8-24 and the hole in the noted cyl. heads is 3/8-16. The "Thermister" will install in the 140/150/180hp engines without any problems.

I have an adapter avail. that will allow you to install the "Thermister" in the other Corvair engines. Price is \$15. PPD

**TECH TIP NO. 97-10. Subject; SAFETY, Painting Your Ultra Van.
UV Manual Section 1, Page 1-8. Author; Jim Craig #163**

This is a "SAFETY ALERT" in reference to the information, "Making it look like new", in the "Postscripts" #2 of the Ultra Van Motor Coach Newsletter of May 1996.

In the above reference the author states that, "If I was able to do a good no-run painting job, so can you". Perhaps you can, but there is something very important that you need to know.

When a "Hardner or Catalyst" is added to the basic paint material, a very dangerous health situation can occur. One of several poisonous ingredients in the hardner is, "CYANIDE". You cannot breathe the overspray of the paint without taking a chance of ending up in the hospital or becoming very sick due to the "cyanide". People have died from excessive intake of this material.

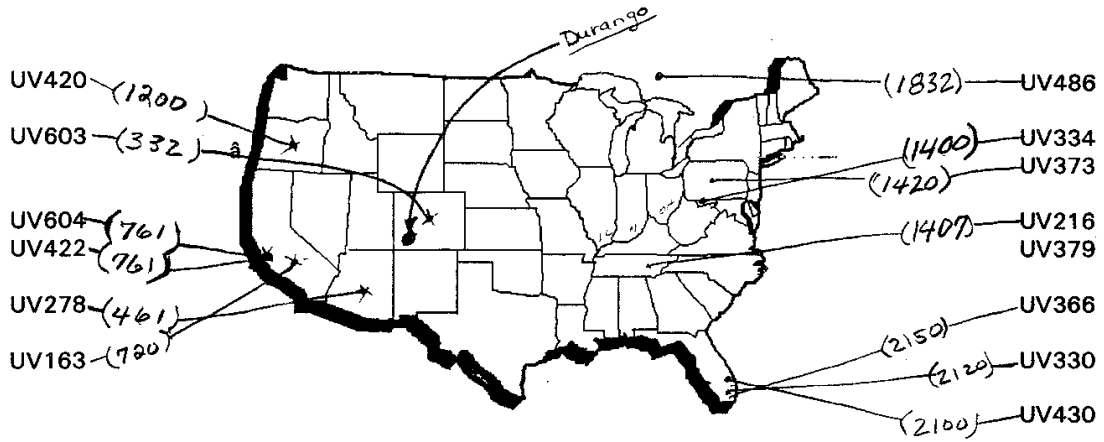
A professional spray mask with the correct filter elements is required to lessen the chance of "cyanide" poisoning. The mask can be purchased from your local automotive paint supplier. Several makes are available, one being the "Binks".

Your life is more important than a new paint job.

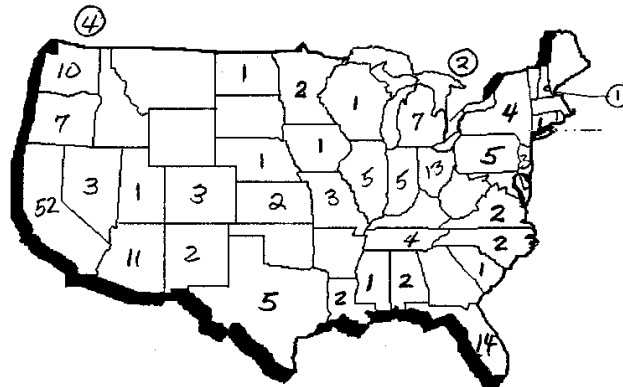
Be prepared, know the risks, ask your paint supplier for the necessary "Safety Precaution Sheets".

Yes, you can paint your Ultra, with the proper equipment & knowledge.

Bail Park
Selected distances to 1997 Durango for our members.



Where are our members?



“ROUNDUP at DURANGO”

1997 National Rally Reservation Request

August 25 thru 31 (mon. -sat.) 6days. LAST MAIL IN DAY; AUG.11TH.

Name; _____ Ultra No. _____ Number in party _____

Days attending _____ Need hook ups? _____

Registration Fee; \$10. Per vehicle, (National Rally) _____

Camping Fees; \$13. a day w/hook ups. (6 days x \$13. = \$78.) _____

\$9. a day w/out. (6 days x \$9. = \$54.) _____

Amt. & size of “Event” shirts wanted;(shirts are unisex ,sizes, S,M, L, XL,
&XXL.) Amt; _____ Size; _____

Prices; \$7.50 ea. with Pre-registering. \$9.EA. on site. _____

Number of persons touring; Mesa Verde: _____

Price; \$38. per person. (2ea. x \$38.= \$76.) _____

Return this ASAP or no later than AUG. 11th.

Arrangements for the BAR-D Ranch will be made on site.

Make checks payable to; Marlene Craig

Mail to; Marlene Craig

7011 Sunny Vista Rd.

Joshua Tree, CA. 92252

Telephone; 760 366 9104

Dash plaques are available. First come, first served. PRE- REGISTER NOW!

UVMCC

Ultra Van Motor Coach Club, Inc.

Jim L. Howell, Editor

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The UltraVan - 'What is it?'

The Ultra Van was designed by David Peterson, a California aircraft engineer, who hand built the first one in 1960. This first Ultra still exists; it is being restored as a Club effort at the ranch of Jim Craig, of Joshua Tree, California. After David built 23 coaches in Oakland, CA, the rights to the design were transferred to Prescolite Lighting Company. Apparently this company built 8 coaches, which they called "Travelon". After this company gave up, production was started in 1965 in Hutchinson, Kansas by Ultra, Inc., a subsidiary of Workbasket Magazine in a former World War II airplane hanger. A total of some 383 coaches were built. Ultra, Inc. ceased operations in June 1970. The hanger has since burned down, destroying all records there. 305 Ultra Vans were built with Corvair drive (Corvair engine and Powerglide transaxle). The factory produced 47 with the 307 cubic inch Chevrolet V8 engine and Corvette drive line. Ultra also built a number of motor homes called the "Tiara", featuring an Oldsmobile V8 front wheel drive. Five more Ultras were started in 1972, with three finished to date. These were built in Sonoma, California under Mr. Peterson's direction. Most of the Ultras built were 22 feet long, although several 24 footers have shown up, and a picture exists of a 27 foot one. The last five (#600 series) were to be 26 feet long with a somewhat different drive. Some owners since have replaced the original engine with others -- Oldsmobile Toronado, Buick V6, Ford etc. Several have replaced the Powerglide with a four speed manual transmission.

There are two clubs associated with the Ultra Van. The Ultra Van Motor Coach Club, Inc. founded in 1966 by Earnest & Edna Newhouse of Whittier, California. The Club restricts membership by its By - Laws to owners, or former owners, of any of the coaches described above. The Club also solicits subscribers (anyone interested in Ultra) for the same dues, currently \$15.00. This club has about 160 members. It sponsors about eight rallies per year, usually four in the West and four in the East, with one designated a National Rally. The National Rally is held in the central part of the U.S in mid - August, September or October. This Club publishes a quarterly Newsletter which is quite comprehensive. Rally information, coaches for sale, and technical information are all included. All material for the Newsletter passes thru the Club Secretary, currently Jim Howell. The Secretary and Treasurer are elected annually; therefore these positions are subject to change. Dues or subscriptions to UVMCC are \$15.00, and should be sent to the current Treasurer, Louis Griggs.

The second club associated with the Ultra Van is Group Ultra Van, a Chapter of CORSA (Corvair Society of America). Group Ultra Van is not restricted in membership. Members are encouraged to join CORSA, but are not required to do so. The principle activity of Group Ultra Van is a quarterly newsletter called "Whales on Wheels". Editor of this newsletter is Christy Barden. Dues in Group Ultra Van are \$6.00 per year; on this rather spartan budget the newsletter is considerably smaller, and is mainly technical in nature. Officers in Group Ultra Van are appointed. Current Secretary/Treasurer is Louis Griggs, who collects dues, handles finances, and prints mailing labels. Anyone who is interested may join Group Ultra Van - just send in name, address, telephone number, and check for \$6.00 made out to Group Ultra Van.

Many owners belong to both clubs. The mailing labels come from the same computer, and indicate the year thru which paid.