

UVMCC

Ultra Van Motor Coach Club
Volume 99-04

WEST MEETS EAST!
Eastern Summer Rally
by - Marsha Boso

On our annual trek back East, we have the privilege to attend the Eastern Summer Rallies. It is our pleasure to get to meet with old member friends and this year to meet some new comers. First time Hosts included Jim & Rosemary Howell, Jim and Ann Guider and (newcomer) Albert Ramsey.

The setting was beautiful Cove Lake State Park near Caryville, TN. The Park was beautiful with an abundance of recreation facilities. Howard and I especially enjoyed the most beautiful bike ride through the woods on a wonderful paved path. We felt that the Hosts made an excellent choice of setting for their Rally.

When we arrived the day before the Rally was to begin, we were surprised to find 3 or 4 Ultras had already arrived and we arrived with a caravan of two other Ultras and before evening set in more joined us. I would say the Rally started earlier than scheduled.

The ladies had wonderful Craft sessions thanks to Ann Guider, Rose Schuler, Mabel Griggs & Jean McMasters. The gentlemen had ongoing Tech sessions as usual. Of course, there was also lots of visiting and good food. One great highlight to our special Rally was that we were privileged to be in attendance to celebrate Louis and Mabel's 50th anniversary. Congratulations!

Among the attendees were the Griggs, Harveys, Stantons, Schulers, Grangers, Bosos, Jean McMasters, Walt Davison, and of course our hosts. We heard rumors of a few planning to attend, but they did not make it and we were sad that we did not get to see them. One very sad bit of news was that the Wildmans had been on their way when their beloved Canine friend Wally passed away which grief caused them to turn back and return home. Our hearts went out to them. We missed all who did not attend.

GENE AND MILTON REYBURN
Celebrate 70th Anniversay
by - Gladys Bell

Gene and Milton were married on March 10, 1929 in the town of Atascadero, CA. Milton worked for Standard Oil and they lived in several different places in California until 1943, when they returned to Atascadero. Their two sons were raised in this area in a lovely home where Milton and Gene lived for many years. Two years ago they had to give up their home because of ill health and they moved into a two unit apartment at Atascadero Christian Home where they are both very happy.

Milton retired in 1970. They had bought an Ultra Coach in 1969 and picked it up at the factory in the Spring of 1970 to start their travels. They would travel for three months and stay home three months. They joined the Ultra Club and were outstanding members for over 20 years. Gene loves to play cards and do crafts. Milt was always there to give someone a helping hand and all members were welcome at their home. Gene did a table cloth and every visitor's name was embroidered on the cloth. After many years of happy traveling they sold their coach to Diane and Bob Galli in 1991.

When asked the secret of their long happy marriage, they replied, "We both love the Lord and the family are important and we get along together pretty well." They are a real blessing to us all.

From the President's Desk - Don Richards

Another year passes, a leaf turns, time marches on. Our National Rally waits at Ruidoso, courtesy of the Western members of the Ultra club. Many members have, over the years kept the organization running with liberal doses of commitment, enthusiasm, skill and persistence. The previous rally at Ruidoso was planned and carried forth by the Boydstons who then arranged for us to attend the balloon festival at Albuquerque, one of the highlights of our travel experiences. Marion Gruthenhaar and I put on a skit at the annual banquet and Warren Sukow got us some special service at the restaurant we stopped at the Succarro, stayed overnight in Carrizozo at the bowling alley.

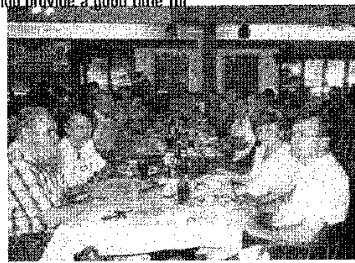
I could go on and on detailing the great times we've had with the Ultra club year after year since way back in the 60's. The point to be made is that all these good times were not accidental, they were the result of members volunteering for work, serving on committees, planning together, assuming duties, checking, phoning, arranging, so that we could have great trips, memorable times, high points in new places, keeping the club going and serving. We've had our share as have many other members have also. But has the club reached a point when the good times are just a memory? I find few people volunteering for those jobs that keep the club alive. It somehow falls on the back of a few, and those few deserve to have others assume some of the load. If the Ultra club is to continue, everyone must help to keep it going, not just the officers, not just the directors, not just those who have contributed so much over the years.

If the club is to continue, everyone must help. Otherwise positions will go empty, those strong supporters will grow tired, the club will become directionless and memories will be all we have left. It is our club, if you want it to be a vital organization, the motivator of good times and cogent advice, it must have the input and support of all. In the meetings, we need enthusiastic participation not quiet reticence. To paraphrase then statement by John Kennedy, ask not what the club can do for YOU, but what YOU can do for it. Vote, volunteer, offer advice, help out. Keep the club alive, serving us by doing things for it.

More from our President - Don Richards

In the president's message for this issue I emphasized the need for members to support the club by assuming more responsibilities. While we have competent mechanics and people who understand the operation of the Ultra, there are many more parts to any organization. One of the multitudes of things it takes to keep an organization going is the location and running of the rallies. Most members travel great distances and know the roads and spots along the way quite well, from Alaska to Florida and New England to Arizona. Most keeps their list of good camping spots and possible rally locations either in their mind or as notes in map books or note pads. Many of these locations could be very good places for rallies. While I have no complaint with return trips to enjoyable locations, such as Ruidoso, I really like to go to new places and see new things. The highlights of our trips are usually enjoying the places picked out for us by those that found a great place for a rally and have arranged for some side trips to broaden the traveling experience.

Those volunteering for rallies each year need the input of those who have found some good spot they themselves thought was good. Let your directors know about these locations and as you drive by find out about them, even get a brochure if you can to share with those hunting for rally spots. It's another way of helping your club provide a good time for all.



1999 Ultra Van Motor Coach Club National Rally

Circle B Campground, Highway 70, Ruidoso, New Mexico

The daytime shuttle service stops twice a day at the Circle B Campground then goes to midtown shopping, Hubbard Museum of the American West, Billy the Kid Casino and lots more. It is \$7.00 all day no matter how many stops you want to make.

The White Sands National Monument is about an hours drive West of Ruidoso. It consists of brilliant white sand dunes, covering nearly 300 square miles.

There will be a one time registration fee of \$5 per coach to UVMCC.

The banquet will be catered by the Circle J Bar B Que. Cost between: \$8- \$10 each. It will consist of: Beef and Sausage, Hot rolls and butter, Potato salad and Coleslaw, Apple and Blackberry Cobbler, Pinto beans and Baked beans, Iced tea, plates, cups, napkins and "silverware" will be provided.

I need an approximate total of attendee's for the Rally, so I can let the caterer's know about 2 weeks ahead of time. 30 is the least they will cater for, so I am hoping we can accommodate that many at the least. NOTE: **Campground Reservations Must be made NOW!** \$16.00/one day. Send to Campground address below. Or call!

I must receive the t-shirt orders no later than September 5th, 1999, as there is a 2 week lead time for the company making the shirts, I forgot to mention on the t-shirts/sweatshirts, that anyone wanting a shirt after we get there who does not order prior to the rally, will be charged an additional \$3.20 for shipping after we get home.

PRICES:

T'Shirts: \$12 sm-xl, xxl add \$1.00
Long sleeve: \$13 sm-xl, xxl add \$1.00
Sweatshirts: \$18 sm-xl, xxl add \$1.00

Mail Orders to:

Bob Galli
5000 Cascabel Road
Atascadero, CA 93422

Altitude: About 6200 feet. September Temps: High 30's to High 70's. Hospital: Lincoln County Medical Center, PH: 257-7381, Campground Mailing address: PO Box 1800, Ruidoso, NM 88346, Emergency Phone: (505) 378-4990.

Tentative Schedule of Events

Everyday:

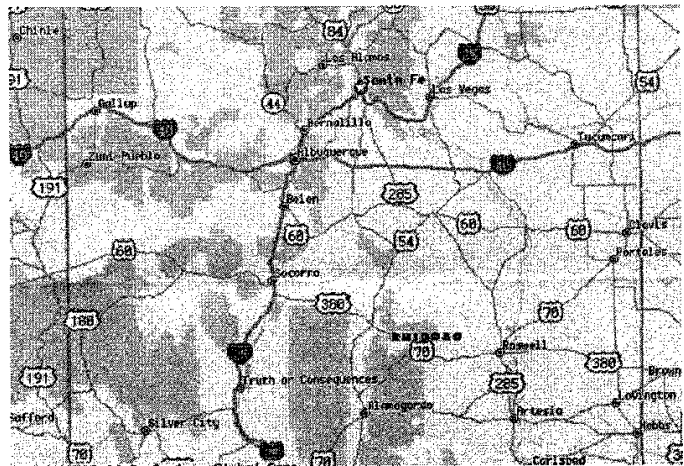
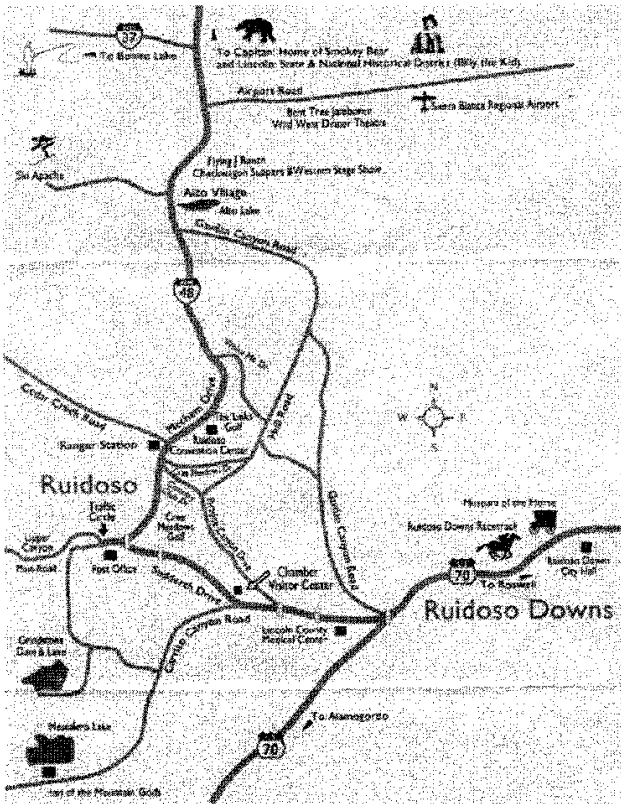
9 AM Coffee etc
10 AM Tech/Craft Sessions

Thursday:

Board Meeting
General Meeting

Friday:

Banquet
Installation of Officers



A VIEW THRU THE WINDSHIELD

Jim Craig, Vice President

Looking thru the 'Big Windows' of our NEW Ultra Van as we headed north across the hot desert to cool Lake Tahoe I just realized that the windshield center pane is wider than normal. Hmm? Also, I was cruising along at 75mph and it seemed like 65. Looking back thru the inside mirror it appears the rear window is a lot further back than normal. I could also just barely discern the sound of a smooth running V/8 engine back there someplace. The instrument panel is larger and has gauges that I don't remember my other Ultra having. Surely this dream of driving the 'Most Desired' of all the Ultra Vans will never end and Marlene & I shall roll across more miles of highways in pursuit of happiness and contentment.

The dream is continuing and we are enjoying it to the fullest. If you haven't figured it by now we are the happy, excited, overjoyed, proud owners of one of the Ultra Vans, #604. We just completed a 1100 mile round trip to the Corvair Society of America National Convention at South Lake Tahoe in #604. What a delight it was to drive and travel in this new Ultra. Now I REALLY know how Ernie & Edna Newhouse felt about their #603. It also gets much attention just like our other Ultras. People wave and when we stopped they want to know where they can buy one of these. When I tell them that there is only one other like this and that it is not for sale, they just walk away saying, 'Very, Very' nice.

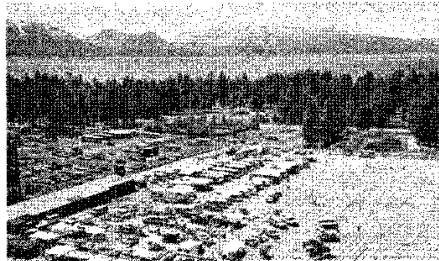
The Ultra National in Ruidoso is our next outing in #604, so we hope to see you all there and we invite you to come over and take a look at this beauty.

The Gallis are getting everything arranged for us to enjoy a FUN time in Ruidoso. Bob Franz has the campground secured and ready for us. It was ten years ago this Sept. that we had a Ultra National at this same campground. How time flies by when you are having fun. Bob Galli will have some info on tee shirts in this issue. So if you wish to have an event tee or sweat shirt or other type check out his info sheet and contact him. He will furnish them on orders only.

You will find a ballot in this issue with nominees noted for several different officer positions. Please take time to fill in the ballot with your selections and mail it as instructed or bring it to the National. Support the nominees of your choice. Also, please select someone that you think deserves the Ernie Award.

Also, there are some serious bylaw amendments to review and vote on in your ballot. The amendments if passed will completely change the clubs membership requirements. Carefully consider what these changes will mean. Check everything over on your Ultra and we will see you in Ruidoso.

P.S. In my last article I noted several suggestions for a new masthead for our Club newsletter. I have received only one reply and that was from Norm & Marion Helmkey. They have suggested the following; "Ultra Sounder" ---"Pod Prattle"--- and "Whale Song". I'm sure you have ideas on this, so send them to me. We all like the Whales on Wheels newsletter and a new masthead for our own newsletter will put us up there with best of the Club "rags". So come on, give this some thought.



Northward Ho! - Norm & Marion

Every year, toward the end of April, we make our semiannual trek back to the land of the Great White North in time to pay our income tax (April 30).

As some of you know, we have a great disdain for interstate highways and try to run back roads if time permits. Many of these so-called back roads are, in reality the routes of old that folk traveled before there were interstates. Often they are 4-lane improved routes without controlled access. In almost every other way, they are point-to-point roads that are often more scenic and slightly slower paced than the adjacent interstate route.

Coming out of Haines City, Florida, we usually stick to US-27, a rapidly crowding 4-lane route through rolling orange groves up to Ocala. At Ocala, we switched to US-301, another multi-lane route that meanders through Waldo and Stark until it crosses I-10 where it becomes a 2-lane road for the next 20 miles.

At Callahan, just north of Jacksonville, 301 combines with US-1 and becomes four lanes once again as it crosses into Georgia. What is really neat about running this road are all the little enterprises that still flourish to provide goods and services to both locals and travelers. Many of the old motels are still operating at reasonable prices. In Georgia, 301 is almost all 2-lane road with picnic areas at Hickok, Jesup, Claxton and Statesboro where Georgia Southern University is located. Crossing into South Carolina, 301 once again becomes 4-lane and though it is not an interstate, South Carolina maintains a welcome center. At Orangeburg we switched to 601 heading north to US-1 where we head toward Rockingham.

There are at least six state parks with camp sites through this section of South Carolina and at Sumter the famous Swan Lake Iris Gardens.

If you have an interest in stock car racing, Rockingham, North Carolina is almost Mecca, as the NASCAR museum is located right at the track. Leaving Rockingham, we pick up US-220 for the next leg of the trip. Not too far out of Rockingham you pass the Uwarrie National Forest and if golf is your thing, you are very close to Pinhurst and the World Golf Hall of Fame. 220 is mostly 4-lane from US 74 all the way to Roanoke, Virginia through some of the prettiest rolling hills you would ever want to travel. Granted, on a lot of these hills you have to drop the shifter into low range, but with the dual lanes, you won't impede anyone.

By the time we get to Roanoke, the weather is usually cooler and though we are just half way, we are beginning to get anxious about getting back to Canada. Often we decide to hit I-81 for a fast trip north to the border, but have on occasion, have stayed on 220 north right through Virginia, West Virginia to Cumberland, Maryland where Louis and Maybel Griggs live. In this area 220 runs up the west side of the Appalachian Mountains all the way to the New York state line and the sunrises over the mountains are spectacular if there is no fog.

This year, we opted for I-81 and rolled north into freezing rain in Pennsylvania and New York. Just going to have to do something about defrosting the windshield, but anyway, we made the 1,500 odd mile trip back home without incident, and this year, in just three days.

Retrieving a Neglected Ultra Van

Jim & Robert Craig
(Part One)

In January 1999, my son, Robert and I retrieved a 1963 Travalon (Ultra Van) built by Prescolite from Nipomo, California. It had been sitting for about five years since it had the engine running last. The following is the story of how we prepared for and accomplished the retrieval and how we got it home.

The final negotiations on the sale and pickup date was confirmed with the Seller, Craig Lamond. Then Robert obtained a from DMV to drive or tow the Travalon from Nipomo to our home in Joshua Tree, CA. This was to be a round trip of about 700 miles. In recent months there has been several inquiries about how to go about recovering an Ultra Van that has not been used for many years. No two recoveries will be the same because of overall condition of the unit, where it is stored, when it last was driven, condition of tires, all the mechanicals should be suspect for different reasons and etc. Here is how we accomplished this particular retrieval.

Robert confirmed with the owner that he had driven the Travalon round trip from Nipomo to Palm Springs in 1989. This was a round trip of approximately 500 miles. Another trip was driven a couple of years later of some 800 miles. Prior to us recovering it, the engine had not run in about five years. Also he had towed it with a tow bar to a Corvair Swapmeet one year ago.

After discussing the past operational history of the Travalon, we agreed that at best we could drive it home, after thoroughly checking it over or we could rent a small U Haul van and tow it home. Robert arranged with Bob and Diane Galli of Atascadero, CA so that we could camp at their place in Roberts Ultra Van #285, while we inspected and prepared the Travalon for the trip to Joshua Tree. Bob said he would assist us and could provide any spare parts that we needed. This would be the 2nd time in a three month period that the Galli had provided assistance for Robert. They are great Ultra Friends!

In my past experience in retrieving Ultras has taught me to plan for the unexpected. Some I have only attached a tow bar to it and towed them home, others I have practically rebuilt the engine and also installed fuel cans to provide a temporary fuel tank. In order for you to really understand what parts and tools are necessary for such an operation, I have listed all of the items that we took with us for this particular.

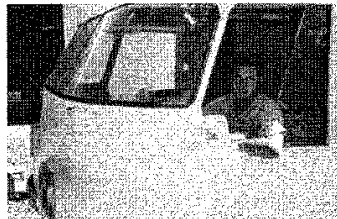
*Our youngest Ultra Owner!
#104 new owner Paolo Galli. =>*

In preparing the Travalon for the drive home we had to purchase and replace the following parts on site with items from the NAPA store and others: front wheel bearings and seals, 2 ea. front brake hoses, steel brake line, 2 ea. joint seals, 2 ea. front wheel cylinder kits, 1 ea. fuel pump, brake shoe return springs.

On arrival at the location of the Travalon we installed a battery, primed the carbs (filled the float bowls through the upper vent holes), oiled the carb. linkage, cleaned the ignition points (with fine sandpaper), checked for operation of accelerator pumps (not working), opened the chokes and throttle and shot in some starter fluid. At first the ignition switch would not work for cranking the engine, so we activated the solenoid with a screwdriver. After several reevaluations the switch did work. The engine spun over about a dozen times and fired right off. Several lifters were a little noisy but soon it was running smoothly. We shut it down and in order to not have any problems on the road, we replace the carbs, fuel pump, spark plugs and wiring. It had a three tube oil cooler which we replaced.

The master cylinder was locked up due to corrosion inside of the bore. Bob Galli replaced that unit with a new replacement. The engine was started for the second time and the brakes were tested. No brakes on the left front and the right front locked up. Both front wheel cylinders were opened, cleaned and honed and reassembled. (Seals were OK) Still no front brakes. Hmm? The right hand front brake hose was removed. It was completely closed up inside. No fluid would go through it. We removed the left hose and it was in the same condition. We purchased the longest brake hose that NAPA had (14 inch) and some metal brake lines. After installing all that we finally had front brakes. In the mean time Bob hooked up a set of jumper wires to the brake lights. Very necessary item, brake lights! It was decided that since very little of the electrical system worked that we needed the red light on the dash to work in case a fan belt came off or broke. Robert made the necessary repairs and Olay, we had a fan light. This proved to be a real asset later.

The engine oil and filter were changed and the muffler was wired up to keep it from falling off. The battery was secured, as well as the two plastic fuel containers. The fuel hose was tied down so it would not abrade on the metal edges. All the loose gear stored inside was secured also.



Robert started it up and test drove it around the yard. He returned with a big smile and said, Yeh! Now we were ready to drive it fifty miles to Bob and Dianes place, where we would do some additional work on it before departing for Joshua Tree.

Since the headlights did not work, Robert pushed it hard to make it to Gallis before dark. I followed along in #285 in case he had any problems. To our surprise it ran great and rolled along at 55 to 60 MPH. I was a little concerned how it would climb the 7% grade north of San Luis Obispo. Hey, no problem. Robert dropped it into low gear half way up and we both climbed the remainder of the hill at 35 to 38 MPH. We arrived at Gallis just as evening dusk turned to dark. No problems for the first fifty miles.

The next two days were spent replacing a greasing the front wheel bearings and seals, replacing both U joints, axle bearings, engine oil cooler and the right front wheel cylinder and the brake shoe return springs.

The only windows that remained in the unit were the windshields and left and right front slide windows. To say the least, it was cool driving it down the highway. Aluminum tape was used to seal all the open holes we could find in the front. Robert stacked the spare tires in front and sat his camping catalytic heater on them to use while driving home. That would be used for over half of the trip. At some time in the past the right front wheel had hit something very hard and it had moved the wheel and frame to the rear, which caused that wheel to be towed out quite a bit. In addition the accident had broken one of the main members holding the front wheel well together. It was decided that we would purchase a come-along cable assembly and using two motorcycle tie down straps anchored to the left and right arm, pulled the two wheel wells together for the trip home. The right wheel tie rod was adjusted to the maximum and it appeared that the wheel was now in proper alignment. This all held together for the trip home.

After completing all the work tasks, Robert took it for a test spin then said, Yes that was what I was thinking too.

*** Conclusion Next Newsletter ***

(Robert & UVI04)

ULTRA POSTSCRIPTS ★★★★★

Dear ULTRA Friends:

July 1999

Greetings to everyone. Relax while I bark. Since I've not met some of the newer members (and numerous other folks also read these articles) it is very correct to start by calling EVERY reader of POSTSCRIPTS an "Ultra Friend". You are all dear to me! For over 30-years I've been writing something for each Newsletter mailed to members of the Ultra Motor Coach Association, nationwide. Is that a record??? I don't know, but my ego is still zero (sometimes I feel low as a bug; No, bugs have legs, I feel low as a worm). Rita and I had just returned from a good business vacation to "Riverbend Ranch" at Sutherlin, Oregon, when talented Editor, Jim Howell called from Knoxville, Tenn. Jim's call alerted me to get POSTSCRIPTS in the mailbox pronto to meet the July deadline for the Club's New issue. That was grand of him. Edna and I bought the Ranch property many years ago as a potential retirement haven. A paved highway runs across the front while the Calipooia River (some natives call it a Creek) borders the entire rear. The Ranch includes 1/2 of the river. It carries year-around fresh rushing water, including a widened area we call "Lake Newhouse". There is a fast waterfall and a swimming hole at the right border. Breathtaking! Oh, yes--a former resident caught a large Steel Head in the waters and had it mounted. We had the privilege of seeing it again this trip. Thank you Edward. The three-bedroom ranch home is now occupied by Ms Vangee, a nice young mother, with two beautiful children. We have always had parking privileges there with any of our motorhomes, ie; camping near the three-car garage structure. We deeply enjoyed the FUN days spent at Riverbend, with hookup electricity, no less. On the return trip, we had lunch at a Bavarian Restaurant in Shasta City. Pure White Shasta Mountain gleamed above us. We were cool at 5,000 feet altitude while we lunched below the snow level. Enough on our trip---let's check an active subject you suggested for discussion and try to reply to it.

THE YEAR 2000: Is everyone awake to this very modern age? A few members of your Ultra Coach Corporation asked for detailed suggestions should their normally dependable suppliers suffer problems at year end. I am not an alarmist. I'm an eternal optimist. However, based on what experts have been writing and saying lately, it might be wise to mention a few of these expert's survival precautions. Use 'em or leave 'em. If Electric Generators, Railroads, Airlines, Banks, and the Trucking Industry (all very Computer regulated these days) incur interruption, Gasoline Stations might run out of gas, Grocers may have empty shelves for a few weeks, Banks may be closed, on and on. I had a personal experience at Ralphs Super Market a few months ago. When about to check out, all Cash Registers went silent. Of course, large Chain Stores depend on Computers and Ralphs is a giant Chain. A problem had developed somewhere cutting juice to all the Check-Out counters. Many impatient customers, with carts loaded with groceries, had to stand in line, lined-up one after the other, at all six stations. We were served cookies and bottles of soft drinks the twenty minutes until they located what blew. An earlier issue of Postscripts included a paragraph on the Y2K bug. Advice then was to keep EVERY Bank, Mortgage Company, or other statement received during this year. You might 'NEED' them to PROVE your Bank or Loan balance if their Computers go blank. Also, they say that CREDIT CARDS may be worthless. These Experts also say to accumulate some currency and coins, slowly, to store in a safe place at home. They advise 2 or 3 months supply for taxes, rent, utilities, car or home payments, etc. We MOTORHOME owners may have a lifesaver at hand. Fill up your Coach with gasoline, water, propane...and gas up your other vehicles before year-end. Store drinking water in plastic milk bottles, since water may not come to your faucets. Also, fill a plastic barrel, if available. Sure, accumulate a pantry of canned and dry food for your family. Even if no "glitch" occurs, the above precautions will cost you little or nothing extra. A family can eat the food and spend the cash--no problem. Hope the above ideas are helpful and what was desired.

Best wishes to everyone. Your ULTRA Friend, *Jim Howell*

THE TIRE/GEAR/BRAKE STORY (unedited..unimproved) About Corvair Powered Ultras

In the past couple of years I've seen some pretty "wild" tire choices installed on coaches. One of the best was a couple of trailer tires put on the rear of a V-8. Even more ludicrous they weren't a matched pair. This was done by a "PRO-FESSIOAL TIRE SHOP".

This article will try to show an owner how to intelligently select tires for his coach. Or as Fred Leary would say, "If you understand the BASIC CONCEPTS you can fly on your own". Or something like that. When you get into tires you sort of get into a few other things for the same price. Wheels/tires/brakes/gears/engine speed vs road speed/and a few others which we'll just ignore.

WHEELS: Most CORVAIR ULTRAS (CU) were delivered with a Chev wheel 14X6. According to "THE RYERSON" its rated at 1650#. According to Stockton Wheel (Stockton Ca.) the Kelsey Hayes catalog shows a top weight for a 14" wheel as 1450#. Take your choice. For what its worth when Chev built the FC line of Corvairs they used a 14X5 wheel. A five inch wheel is more compatible with the tire sizes we will be using and is 2# lighter per wheel. (In the design of vehicles a low unsprung (wheels/tires/brakes/and part of the suspension) weight is considered desirable. The "aftermarket" is full to the overrunning with "trick" wheels. LET THE BUYER BEWARE. The torque range for wheel mounting is 45# to 65#. I use 55#, and YES I USE A TORQUE WRENCH. EVERY TIME. No tire shop has EVER installed a wheel on my coach.

BRAKES: Most CU's were delivered with 9½ (nine and one half) brake drums all around. (At the time (sixties) they were rated as excellent in the various automotive mags. IN THE CORVAIR CAR!). 9½ divided by 2 gives us a WORKING RADIUS of 4.75". Brakes are really sort of simple (in an oversimplified way), they turn vehicle SPEED/WEIGHT into BRAKE HEAT. When Chev built the FC line of Corvairs they wisely went to the parts bin and selected ½ T pick up brakes. 11" D. BIG difference. Half of 11 is 5½. 4.75 vs 5.5. BIG DIFF!! This disparity in brake size is the main reason I've never been comfortable using the same MAX GROSS WEIGHT for both vehicles. (FC's and UV's). Chev's MGW for the FC'S was 4600#. Chev's MGW for the car was: Car empty weight plus one 150# pass for each seat= 6X150=900#. Plus 200# baggage. Late model Corvairs ran to 2600#. SO..2600#+900#+200#=3700#. SOOOO...4600 vs 3700. BIG DIFF. (Car weight REF: SAE papers).

GEARS: Most CU's were delivered with 3.55 gears in the diff and a PG trans. As this is being written the newest CU is coming thirty years young. WHO KNOWS WHAT EVIL HAS BEEN DONE TO IT. Kidding aside the only way to know for sure what gears are in that diff is to count them. GM 3.08=12/37 GM 3.27=11/36 GM 3.55=9/32 GM 3.89=9/35. The tooth count on aftermarket 4.11 is unknown to me. While that diff cover is off do the old LOOSE PINION GEAR CHECK. Gears are basically used to tailor ENGINE SPEED (more correctly POWER) to ROAD SPEED (more correctly total DRAG/RESISTANCE.) Which feeds us into the next paragraph. ROAD SPEED VS ENGINE SPEED. That eighteen wheeler the booms around you on I-what ever is probably turning less than two thousand RPM. Of course its 2M RPM of 800+ cubes/supercharged and geared to optimize his overall operation, most specifically in Interste cruising. That rig is also the culmination of 50+ years of development by literally hundreds of engineers. We should be so lucky. But that 18 wheeler is our "ENEMY". When you are out there on the Interste you're in HIS BALLPARK. And you WILL play by HIS rules. It might interest you to know just what this eighteen wheeler weighs. Steer axle (the front one) 12,000#. Drive axles (the next two) 34,000#. Trailer axle (the rearmost) 34,000#. Add that up =80,000#. Think about that..EACH FRONT WHEEL WEIGHS 6,000#. You can see why I say its his ballpark. Enough. On the other hand we have a more modestly powered rig that in only the rarest of cases is optimized for Interstatetravel. Remember I'm talking about CU'S.

As I said in the beginning..you get into a few other subjects besides tires. Sorry about that. This article will hopefully (promise promise) finish up next issue.

The conclusion: TIRES: Where to begin? Lets walk thru the numbers on the sidewall. 185-75-SR-14. 185 is the width of the tire and relates to the ground contact area. 75 is section height which is ground to wheel. In Corvair Powered Ultras, CPU's sizes section heights will from a low of 60 to a high of 78. The number 78 rarely appears on tires anymore but is the section height of the popular 185 SR 14. The overall industry trend is to larger wheels and smaller sections. Lower section heights have their price however. A 185 SR 14 (78 section) max load 1450#. A 185 70 14 max load 1235#. A 185 60 14 max load 1047. The letter "R" appears on most tires today, it of course means radial construction. Does anyone use anything but radials on a CPU. And if so, why? The letter "S" is often in conjunction with the "R". Its the speed rating, in code. S=112 H=130 V=150. (I just love all the codes, you know, keep the dummies dumb). Theres a bit more to it than just speed, as you move "up scale" as in S to H you get a better tire. Better in this case is not necessarily more miles per tire, its more like more smiles per tire. On the price issue: Low end, Wal-Mart house brand-185-75-14 @ \$30. High end, Michelin MXV4 185-60-14 @ \$80. In my opinion both tires are probably fairly priced. On a cost per mile basis I'm sure the \$30 tire wins hands down. But on the smiles per mile thing...oh well.. we get what we pay for...hopefully. Back to the sidewall. Load..still printed in real numbers..as Max load 1450# @ 36 PSI. Unprinted and little known is a thing called "design load". As you can imagine, its of course less than max load..about fifteen per cent less. Oh well. Another little known code (don't you just love it) is date of manufacture. Refer back to last issue for comments by Messr's Helt and Muranaka on tire age. How do we tell tire age? That code thing..359..35th week in 1999..278..27th week in 1998..of course they could be a decade older. Another OH WELL. Those three numbers may also be the last three numbers in the ten/eleven DOT code. Also on the sidewall is the brand name. In this quick buck society I guess brand name is about all we have. No further comment from here. Now lets look at a couple of more little known numbers. Tire Loaded Radius LR and tire Revs Per Mile RPM. I think of these as the twins, because as the radius decreases obviously the RPM goes up. These numbers are available from the manufacturer through his dealer. If your dealer can't or won't furnish them..maybe you need a new dealer. Before we start the next phase you might want to review last issue about the working radius of the stock CPU brakes. 4.75"..OK? Now lets "play" a bit with all these numbers. To set the scene..we have two mythical coaches..exact duplicates..110 HP..P/G.. 3.55 gears..4000#. EXACTLY the same..but no tires or wheels. Now on #one we put four 215-75-14 tires, LR=12.2..RPM=776. On #two we put four 185-60-14 tires, LR=10.3..RPM 918. Now with two two mythical drivers we have two mythical races. One from zero to sixty..one from sixty to zero. VROOM..SQWHEEL..races are over. Coach #two won both events easily. And if we had the drivers switch coaches and do it again..both drivers would find it hard to beleive the difference in two IDENTICAL coaches. (Of course with different ties/wheels they are really not identical..are they). But why am I so sure of the outcome. Lets do stopping first..its easiest to explain. #1 had 4.75 inches of brakes VS 12.2 inches LR. #2 had the same 4.75 inches of brakes..but only 10.3 of LR to fight. Easy bet. The zero to 60 was just as easy a bet but a little more to explain. Now we have to have some sort of standard to compare with and we find a good one in the 61 Corvair Shop Manual. In the FC section it specifies tire RPM as 810. That was also probably very close to the RPM of the original..Dunlop???.tires on the coaches. Whatever, it will be our standard reference point. Now we're going to develop what I call EOGR..effective o'all gear ratio. # one has a 776 RPM tire..divide that by the reference 810 RPM= a factor of .96. Now .96 times the gear ratio of 3.55 gives us 3.41 for an EOGR. # two has a 918 RPM tire..so 918 divide by reference 810=1.13 factor times the same gear ratio of 3.55 gives 4.01 as ou EOGR. In acceleration events the bigger the EOGR, all else the same, the quicker you are. Another easy bet. Now in steady state cruise..# one is "better" off than #2 because at the same exact speed he's turning less rpm. In my #366 I'm now running 195-60-14 tires..RPM 887..do the numbers...my EOGR is 3.89. At my weight I don't think I need quite that much..my next rear tires will be about 840 or 850 RPM. AN 840 tire will give me an EOGR of 3.69. I think I'll like that better. If I don't..next time I'll change my EOGR again. Sure is easier than tearing apart a differential..at least for me it is. Thats it..I hope this has made sense to you..trust me it works. AS ALWAYS...ALL THE BEST...WALT #366

Treasurer's Report

Bank Balance January 31, 1999	\$1,909.01
Receipts 02/01/99 - 05/31/99	
Dues	\$ 630.00
Tech Tips	<u>14.00</u>
	Total \$ 644.00
Expenses 02/01/99 - 05/31/99	
Newsletter	\$ 400.00
Stationary (re: Tech Tips)	16.94
California Tax Board Filing Fee	10.00
Telephone	<u>8.54</u>
	Total \$ 435.48
Available Bank Balance 06/01/1999	\$2,117.53
Certificate of Deposit	<u>\$3,000.00</u>
UVMCC Financial Position 06/01/99	Total \$5,117.53

Marion Helmkey
UVMCC Treasurer

* * * * *

The 1992 reprint of the first 25 years (1966 - 1990) of UVMCC Tech Tips is still available from Jim Craig. They are \$14.00 including postage.

We are preparing to print Volume 2 of the Ultra Van Club Tech Tips from 1991 to 1998. It will be about 200 pages with around 300 tips. We need to know how many club members would like this next publication. The exact cost has not been determined, but will likely be around \$15.00, postpaid. If you indicate (Yes) below, we will let you know when they are ready.

Please indicate below if you would like to purchase Volume 2 of the UVMCC Tech Tips. This is also an opportunity to confirm your club data record covering coach numbers, address, phone number (especially area code changes) and email address if you are on the internet.

From:
Name ----- Coach Number(s)-----,-----,
Address -----
Town ----- State ---- Zip -----

Phone and/or E-Mail address if to be listed in next roster.

Phone: ----- E Mail: -----

UVMCC Tech Tips Volume 2 (please circle either) Yes No

Mail to: Jim Howell
 P.O. Box 5942
 Knoxville, TN 37928-0942



We propose that our UVMCC By-Laws; ARTICLE III - PURPOSE;

Be Changed To: (AMENDMENT #1)

From:

Section 1. Ultra Club was brought into operation and does now exist for:

(A) The specific and primary purposes are to unite fraternally and for mutual benefit, protection, improvement and association, persons of good moral character, interested in improving and promoting the use of travel trailers, pick-up campers, house cars, mobile homes and trailer parks and to encourage safe highway travel.

(B) The secondary purpose is the utilization, enjoyment, preservation and upgrading of a group of unique and irreplaceable limited production Class "A" motor homes which include Ultra Vans, Tiara, and Travelon Coaches.

Section 1. Ultra Club was brought into operation and does now exist for:

(A) The utilization and enjoyment of a unique class "A" motor home of very limited production.

(B) The fraternal, travel, educational, technical and social activities made possible by these vehicles.

(C) The preservation and upgrading of these irreplaceable vehicles.

(D) To encourage safe and courteous highway travel, to improve conditions through legislation and publicity.

We FURTHER propose the UVMCC By-Laws, ARTICLE VI MEMBERSHIP

be changed to: (AMENDMENT #2)

From:

Section #1. Member
A Member is any person, spouse, or domestic partner who agrees with the purpose of the Club and upon presenting application, with current fee and approval, will be granted membership in the Club. A member is allowed one vote and is entitled to hold office in the club.

Section 1. Regular Member
A Regular Member is any person who agrees with the purpose of the Club and who owns one of the Ultra vehicles described in Article IV, Section 1 and upon presenting application, with current fee and approval, will be granted membership in the Club. A regular member is allowed one vote.

~~Section 2. Associate Member~~
An Associate Member is any person who agrees with the purpose of the Club and who previously owned one of the Ultra vehicles described in Article IV, Section 1 and upon presenting application, with current fee and approval, will be granted membership in the Club. Associate members will have all privileges of membership, except they cannot hold an elective office.

Amendments continued:

DELETED Section 3. Family Member
A Family Member is a spouse or
companion of a Regular or Associate
Member, provided the person resides
in the same household as the Regular
or Associate Member. A Family Member
of a Regular Member is allowed one
vote and is entitled to hold office
as an Officer of the Club and is
allowed one vote in that capacity.

DELETED Section 5.
Regular Members who find it necessary
to convert to another type of vehicle
(Ref. ART 4, Sect 1) may do so with
no change of status for the remainder
of their current year.

We **FURTHER** propose that **ARTICLE VII -- OFFICERS, which Reads:**

Section 4. Only Regular and Family
Members are eligible to serve as
elective officers. Appointive
positions are open to all members.

be Amended by **DELETING** Section 4,
and **renumbering** Sections 5 thru 9.

We **FURTHER** propose that **ARTICLE VI -- MEMBERSHIP, which Reads:**

(AMENDMENT #3 is Below.)

Section 4. The Club will send two
free Ultra Newsletters to Potential
members upon teh Secretary's
receipt of their name and address.

RENUMBERED as Section 4
Section 7. The Club will send two
free Ultra Newsletters to new Ultra
Van owners upon the Secretary's
receipt of name and address.

(AMENDMENT #4 is Below.)

The position of Secretary of the Ultra Van Motor Coach Club, Inc. has proven
to be very demanding; the present incumbent of this office has asked to be
relieved of some of the responsibilty of this office. The attached
admentments, if adopted, will divide this position into two: Secretary, and
Editor:

Amend ARTICLE VII -- Officers as follows:

Section 1. ==> **add** Section F Editor
Section 3. ==> **change** "A thru E" to "A thru F".
Appendix E Position of SECRETARY
Paragraph 1 Section D. **Transfer** this entire Section to a new Appendix "L";

POSITION DESCRIPTION -- EDITOR as Paragraph 1, Section A.
Paragraph 3 Sections C, D, and E: **Transfer** these three sections to
appendix "L", as Paragraph 1 sections B, C, D.

NOTE: Signatures on file with Secretary.

Ballot for Officers

<u>Office/Nomination</u>	<u>Owner's Vote</u>	<u>Spouse's Vote</u>
President: Jim Craig	_____	_____
Vice President: Gladys Bell Louis Griggs	_____	_____
Treasurer: Marion Helmkey	_____	_____
Secretary: Diane Galli	_____	_____
Newsletter Editor: Jim Howell	_____	_____
Directors: Bob Reinhardt	_____	_____
Earnie Award:	_____	_____

There are Four (4) proposed amendments to the Club by-laws printed previously in this newsletter. Please read them carefully and enter your vote below.
If you agree enter **YES**, otherwise enter a **NO**.

	Owner's Vote	Spouse's Vote
Amendment #1	_____	_____
Amendment #2	_____	_____
Amendment #3	_____	_____
Amendment #4	_____	_____

Send this Ballot to **Ultra Van Motor Coach Club**, P.O. Box 1800, Ruidoso, NM 88346
This Ballot must arrive by September 20th, 1999 so post early.

(Handwritten mark)

Coaches For Sale:

Sales Report: The following Ultras have been purchased this last month by new members; #104, #163, #285, #304, #331, #604.

Ultra Van #700, by David Peterson. Smaller in height but longer than the standard Ultra. Driveable but not licensed. NOW is your chance to own a part of Ultra history. Interior is 80% completed. Exterior is painted white, new stove and refrig, air bags, extra windshield. Carpet and extra seat material furnished. Reduced price; \$5995. obo. Video and photos available, \$8. ppd. Jim Craig 760 366 9104 or jrcraig1@juno.com

1967 UltraVan #267, Used as model for movie 'My Girl'. Side Booth, 110hp and PowerGlide, 4kw Onan Gen., A/C, good tires, 'modified' rear end with step in back door. Cherrywood interior, Low mileage. \$7,000 OBO. **Dick Granger** (407) 453-4094.

1967 Ultra Van #321, 110Hp/PowerGlide Automatic. Roof Air, Good straight body. \$6,000.00 Call **Jean McMasters** at (561) 626-0388.

1969 Ultra Van #472, Beautiful beige & brown trim glossy paint job, radials tires, white interior, blue inside trim, seats, curtains & etc. All glass is good & tinted for sun protection. 110 engine/PowerGlide (Engine has dropped valved seat.) Purchase as is for ONLY \$6495. (If I make repairs to have it roadable, add \$995.) Unit is in otherwise excel condition. **Jim Craig** 760 366 9104 or jrcraig1@juno.com

1970 Ultra Van #503 SOLD to Joan & Jerry Marinello (Theresa Vandersteeg's daughter and Son-in-Law) *** WELCOME ABOARD ***

1969 Ultra Van #507, Another excel. unit, V/6 engine conversion, 3sp auto, Very good exterior white paint. radials, solar panel, front disc brakes, 10k on engine conversion, Runs excellent w/ no heating problems, New seat covers and curtains, 3way Dometic, dual bats., Leveling device, 4 w/positions, walnut interior, 12-15 mpg, TV/AM/FM, catl. space heater & hotwater heater. Owner is very serious for selling. Vision problem forces sale. A real buy at \$6995. obo. Ready to travel. No work required to get this Ultra across the country. We will pick you up at the Palm Springs or Ontario, CA. airport.

1970 Ultra Van #547, V8 Powered with many upgrades. Needs paint, hence the low price of \$6,400 OBO. This coach has been driven over 2,500 miles since July including a round trip from Gettysburg to the CORSA'98 Convention at St. Louis. For details, contact: **Jeff Stonesifer Corvair Ranch** (717-624-2805).

Parts & Literature For Sale:

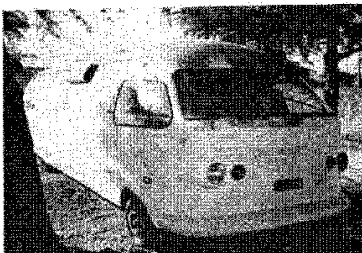
NOS Ultra Van windshields from Ultra Inc. Orig. style cut & tinted, lefts & rights, \$695. Reproduction windshields, full size, (these cannot be cut without breaking.) Full tint and slightly thinner than orig. \$595. Prices are pickup at Joshua Tree. Delivered to your home or glass shop, \$795 ea. 1 ea. oil pan for eng. 2 deep \$75. \$83. w/new gaskt. Special Tool for removing the late rear wheel spindle. Screws onto the shaft to keep from damaging the threads during rework. \$20.ppd. Jim Craig 760/366 9104, jrcraig1@juno.com

Ultra Van Service/ Repair Manual. New & three hole punched. This is referred to as the **Ryerson manual**. It is the official manual for the Ultra Van. It cover all aspects of the Ultra Vans, including the late model V/8 units. Price; \$56. ppd. Make a complete package and order the **Tech Tip Booklets** for an additional \$16. Total \$72.ppd. Jim Craig, 760/366 9104, jrcraig1@juno.com

PARTING OUT Ultra Vans #300, 365 & 384! Many good parts. Stove, refrig, Coleman furnace, windows, doors, alum beams, Structural ribs & other parts, fiberglass panels, bellcrank assys, arms, front hubs, engine, trans, diff. parts, dr. shafts., paneling, cabinets & doors. Fair prices. Jim Craig 760 366 9104 or jrcraig1@juno.com

Original style **Corvair valve covers**, powder coated "Black". \$29.95, a pair, exchange plus \$3. UPS. (\$15. core charge). Send check of \$47.95. \$15. will be returned on receipt of your valve covers. (In recent road test, new covers showed no increase in engine temp.) No more rusting to worry about. **Jim Craig** (760) 366 9104 or jrcraig1@juno.com

UV-700



UV-321



UV-472



Technical Tips

TECH TIP NO. 99-07 SUBJECT After Market Tie Rod End Replacement
UV MANUAL SECTION 10 PAGE 10-07 AUTHOR Norm Helmkey #486

The original GM tie-rod end (p/n 3737595) has not been available for some years but the exact duplicate from TRW is part number ES-173 L

Other companies like Moog and Motor Parts likely have a matching number that the local parts house can cross-reference.

TECH TIP NO. 99-08 SUBJECT Front Shock Absorber Replacement.
UV MANUAL SECTION 09 PAGE 09-10 AUTHOR Jim Craig #604

I recent purchased a new pair of shocks from my local "Car Quest" parts house. They are part number LE10016, "Limited Edition". Barrel length is 9 1/4".

HEART ATTACK - WHAT TO DO IF ALONE

This one is serious...Let's say it's 5:17 p.m. and you're driving home, (alone of course) after an unusually hard day on the job. Not only was the work load extraordinarily heavy, you also had a disagreement with your boss, and no matter how hard you tried, he just wouldn't see your side of the situation. You're really upset and the more you think about it the more up tight you become.

All of a sudden you start experiencing a severe pain in your chest that starts to radiate out into your arm and under your jaw. You are only about five miles from the hospital nearest you home, unfortunately you don't know if you'll be able to make it that far.

What can you do? You've been trained in CPR but the guy that taught the course neglected to tell you how to perform it on yourself.

HOW TO SURVIVE A HEART ATTACK ALONE (Since many people are alone when they suffer a heart attack, this article seemed in order.)

Without help the person whose heart stops beating properly and who begins to feel faint, has only about 10 seconds left before losing consciousness. However, these victims can help themselves by coughing repeatedly and very vigorously. A deep breath should be taken before each cough, and the cough must be deep and prolonged, as when producing sputum from deep inside the chest. A breath and a cough must be repeated about every two seconds without let up until help arrives, or until the heart is felt to be beating normally again.

Deep breaths get oxygen into the lungs and coughing movements squeeze the heart and keep the blood circulating. The squeezing pressure on the heart also helps it regain normal rhythm. In this way, heart attack victims can get to a phone and, between breaths, call for help. Tell as many other people as possible about this, it could save their lives!

from Health Cares, Rochester General Hospital via Chapter 240's newsletter **AND THE BEAT GOES ON...**
(reprint from The Mended Hearts, Inc. publication, Heart Response)

UVMCC

Ultra Van Motor Coach Club, Inc.
Jim L. Howell, Editor
P.O. Box 5942
Knoxville, TN 37928-0942

First Class

Mini-rally at the Howell's



Pres: Don Richards #379; **VicePres:** Jim Craig #163; **Sec:** Jim Howell #216
Treas: Marion Helmkey #486; **Tech Cord:** Graham Dell #292
Directors(East): Jean McMasters, Doug Pratt, Ruth Harvey
Directors(West): Bob Galli, Bob Frantz, Nobia Suckow

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 Bylaws are to be sent to the President.

Newsletter Deadlines: Jan 5th, March 5th, May 5th, July 5th, Sept 5th, Nov 5th.

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

Sept 21st-26th, 1999, Ultra National Rally, Ruidoso, New Mexico. *** See Flyer ***
March 21st - 25th, 2000, Eastern Spring Rally at Airstream Park, Christmas, FL
June 15th-18th, 2000, Eastern Summer Rally, "Fox Fire", Hunington, WA