

Ultra Van Motor Coach Club

Volume 99-02

From the President's Desk - Don Richards

Ultra Vanners are fortunate. They have two organizations to support their interests and activities. And they have two newsletters, one from the UVMCC and the other from the Corsa organization, both concerned about and stemming from the owners of Corvair powered automobiles. And I might also add Ultra Vans, but there lies the difference and probably the reason that there are two organizations and newsletters. Back in the '60's, when you could find a corvair parked along any street with VW bugs and Ford mustangs, and at the time when corvair power was the wise choice for powering the new camper that Dave Peterson developed, the Ultra Van was just another motorhome that sat on the RV convention floor along with Travco, Champion, and Cortez. Unique, certainly because of its shape and weight, but not particularly because of its engine.

The camping organization Ernie and Edna and others founded was oriented toward camping as much as the similarity of the vehicle. Those were the days of early FMCA rallies and Wally Byam caravans (led by Byam himself) and travelers were exploring new ways to go together in support groups. If my memory is still working, owners bought the vehicle and then found the support group. At least that was the way we were contacted by Ed Martin in his precise engineer's script. We all know the rest of the story - GM stopped the corvair production, but the Ultra Van went on. Then the Ultra Van manufacturing ceased also. And there developed an organization supporting the corvair much as there is now one developing to support the bug. But the camping orientation continued and actually grew stronger. So two organizations developed that stemmed from the corvair powered camper; the Ultra Van Motor Coach Club and Group Ultra a sub-group under CORSA.

They would be the same except for the fact that Ultra Vans were made after corvair engines were no longer available and ironically enough, some present owners are converting their Ultras to alternative sources of power, but they are still Ultra owners. So there is a logical rationale for the two organizations, one of Ultra owners and one of corvair powered motor homes which except for three (as far as I can find out) are Ultra Vans. So are all Ultra Vans in the Corvair stall? Are all corvairs in Ultra Vans? No on both accounts.

So there are two clubs, and legitimately so, the Ultra Van camping club and the corvair powered motorhome club. Most of us belong to both regardless of the fact that some who belong to Group Ultra don't have corvair power and some who have corvair power don't belong to either. Is camping more important than the power? Is the uniqueness of the power as important or more so than the camping and the club? So there are two newsletters and two sets of owners, although most of are wearing two hats.

But there are now a growing number of campers who no longer own Ultra Vans, but still enjoy camping and are an important and concerned group within the club. Will all Ultra Vans ultimately become collector's items? Will the Ultra Vans still on the road adapt to modern parts and mechanics? Will the members who no longer drive Ultras become full members of the club? Will the UVMCC continue to camp, have rallies, tech sessions, and craft sessions? Two newsletters for one club? Why not?

In Memory of Bette McMasters by Jim Howell.

From the start the McMasters have been one of my major contacts in the world of Ultra Vans. One of the sweetest ladies of this unique club was Bette. She was born on July 10th, 1922 and married to Jean during the war in 1942. After Jean returned from England and the 8th Air Force, she and Jean settled in Indiana where they raised a son and daughter. Then they moved to North Palm Beach, Florida so Jean could work for the RCA computer division. Bette was a member of the Church of Christ and Sunday School Teacher there for 25 years. She was active in the local community and Ultra Van clubs for many years. She passed away at 11:00pm Thursday February 18 in Arizona.

What are your plans for 1999? Why not include a Rally or two?

1999 Eastern Summer Rally

Cove Lake State Park
Caryville, TN

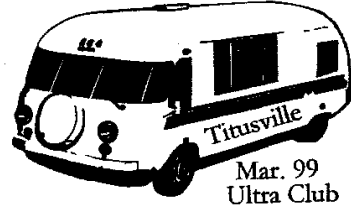
June 10th-13rd, 1999

Hosts

Jim & Rosemary Howell #216
Jim & Ann Guider #201
Albert Ramsey #509

Located only 30 miles north of Knoxville on I-75, the park has 673 acres in a mountain valley on Cove Lake. Make your plans to come and enjoy the mountains. Full hookups. Senior discounts. Restaurant, Pool, walking trails. Info: (423) 687-2292.

Florida Spring Rally



Manatee Hammack Campground

March 18th - 22nd, 1999

Hosts

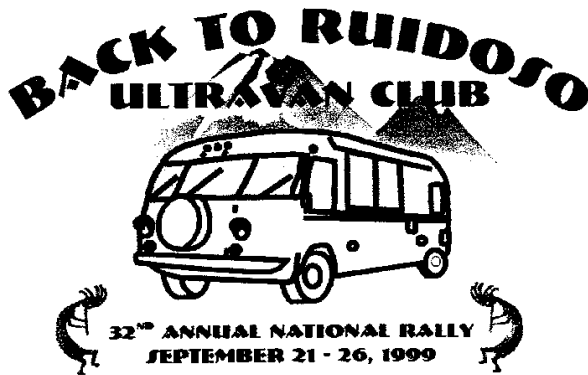
Jean & Betty McMasters #330
(561) 626-0388

Coffee, Donuts, Pot Luck, Dinner Out, Tech Sessions, Crafts, Nasa, Escape the SNOW for Florida in the spring!

Ultra Week

Circle B Ranch RV Park.
Sept 21st-26th, 1999.

The Ultra National Rally will be in **Ruidoso, New Mexico**. Bob and Diane Galli #504 are the co-hosts. \$14+ tax per site, includes, full hookups, and Cable. We will have the use of the room over the bathhouse, also the game room downstairs. There is the Horse Museum, lots of shops, Lincoln, NM was where Billy The Kid was shot, also a range war was fought there I believe. There is a very nice historical section of Lincoln to see, Lincoln is about 10-15 miles from Ruidoso. T-shirts will be pre ordered, so as to keep the chance of having a big overage down. As Ruidoso is about 6100 ft elevation, bring cool weather clothes for the evening times. We are looking forward to seeing all of you as can make it, whether by Ultra Van or As Clyde sez, SOB's (some other brand). More news to follow. That's All Folks Bob and Diane Galli



Western Spring Rally

Come join us again at our house at the end of the road by the creek in Atascadero Ca. We'll have the usual Pot Lucks and a Tech Session on Differential assembly, a trip to the Melodrama, maybe a trip to Hearst Castle, and a few other things we have in mind. We'll have some electricity and water, and a warm shower, but come with an empty holding tank. It all happens April 20-25.

Come early, stay late.
Bob and Diane Galli

snail mail at:
5000 Cascabel Rd.
Atascadero, Ca.
93422-2302

Phone:
805-466-2737

e-mail us at:
rdgalli@tcsn.net

ULTRA VAN 101 RESTORATION RALLY #10 (1995-1999)

This is the FINAL Rework Rally

May 12 - 22, 1998
Desert Rendezvous Ranch
7011 Sunny Vista Rd., Joshua Tree, CA. 92252
Host; Jim & Marlene Craig
(760) 366 9104 or jrcraig1@juno.com

Sponsored by; Group Ultra Van and Ultra Van Motor Coach Club

Registration/Rally Fee; \$7.00. (\$5.00 of will be a donated to the #101 Project Fund) Camp Fee; \$1.00/day/person.

This is the FINAL Rework Rally. Plan to join us and celebrate the four years of labor that many of you have given freely to see this Ultra Van back on **The Road**.

Some of the jobs that need to be completed are as follows; Repairing the l/h rear wheel well, padded dash at the windshield and the coffee bar, Drip channel over the left side big window, Covering over the instr. panel, Seat belts and anchors, Carpet, Drapes, Exterior paint, Rear cabinet over window, Installing the bumpers, Installing the tail lights, Hook up extra instrs, Wood pnl. at rear bed area, Vinyl panel cover, l/r of windshield, Final hook up of radio & CB, Trans oil cooler, Horn & steering wheel, Propane tank & cut opening for refilling. There will be other small jobs, also.

We will have the usual Pot Lucks, BBQ and games. Sunday will be a day off and we will plan a tour of an interesting place, not yet selected. Churches are in the area for those that want to attend. Arrive with empty holding tanks or dump in Yucca Valley on the way in. Location of the dump station is; 55958 29 PALMS HWY. The address is a liquor and food store. Dump is out front and the price is \$4.00.

We have extra sleeping spaces if you bring your own bed roll or bedding. Call in advance to reserve you place. So load up your rig and join us for some fun and games. See you soon, Jim & Marlene

Western Winter Rally Report

Jim & Marlene Craig

February 23, 1999

The Christmas Holidays and New Years came and went. I started to reread the latest Ultra Newsletter and realized that the Western Rally was only 15 days away. It was to be held at Howard & Marsha Boso's home in Apache Junction, Arizona. Since I do not have our #163 Travelon ready for the road yet, Marlene and I borrowed Roberts #285 Ultra. It was ready for a trip, except that it needed an oil/filter change, grease job and etc. While greasing the front end I found one of the bolts that attaches the pitman arm rod to the bellcrank was a little too loose. On removal I found that the spherical bearing was loose in the bellcrank. The bellcrank was removed, repaired and reinstalled. Now we were ready to travel to sunny Arizona.

The Gallis and Franz arrived a day early to caravan with us to Arizona. Gerhart and Annamarie Powalka of Yucca Valley came the morning we were to leave also.

We departed Joshua Tree a couple of days early in order to stop at Quartzsite, Arizona and enjoy the big swapmeet that was due to open that same day. On the way there the Gallis hit a dip in the road too fast and cracked the R/H front wheel upper spring aluminum beam. Bob and I replaced it while we were at Quartzsite. (Robert just happened to have a spare one in #285.) We all had fun browsing through the swap meet and that evening at dusk twelve (12) balloonist set up within 75 feet of our Ultras and inflated them for a light-up display after dark. It was a real treat! Our Ultras got a lot of attention also.

Of course, while we were out having fun, Howard and Marsha were busy at home getting everything ready for us to arrive tomorrow. We departed Quartzsite with good memories and a depleted wallet. We headed east on Interstate 10 for Apache Junction. We estimated about a three hour drive. Before Phoenix we saw what appeared to be a big wreck of a camper and an 18 wheeler. Both were burnt and later we heard that the wife in the camper had lost her life after falling off the bridge, where it happened, trying to escape the flames. We never heard what actually caused the crash. The traffic through Phoenix was very light and Apache Junction was soon before us. Howard met us at the gate and directed us where to park in the rear of his property. He had cleared the yard out and we had lots of space for the 25 or 30 Ultras that he expected to arrive. Well, not quite that many showed up. The final count was: 4 Ultra Vans, 5 Associates and 1 car. The people were: Walt Davison, Charles and Helen Smith, Howard and Marsha Boso, Bob and Diane Galli, Jim and Marlene Craig, Dan and Betty Reinhardt, Bob Reinhardt, Tim Reinhardt, Bob and Roberta Franz, Gerhart and Annamarie Powalka, Threasa Vandersteeg, and Nobia Suckow. The hosts had sealed off their rear patio with plastic sheets that made a very cozy place to have the crafts, potluck's and etc.

The first evening, Marsha prepared a BBQ dinner of hamburgers, hot dogs and the best bean you would ever taste. All the trimmings were before us and we enjoyed everything, even some sweet dessert with coffee, tea, and sodas and etc. Howard grilled the burgers to perfection. Two was too many. We all ate to much. To our delight that was only the beginning of Marsha's excellent cooking. Crafts were enjoyed by the ladies and the men just did a lot of visiting with some technical talks as usual. The last morning Howard and Marsha cooked breakfast for us all. What a treat! Two mornings Walt cooked a special corn meal treat for Coffee time. I forget what he called it but it was smacking good. The evening out was to a Western Dinner Theater. It was operated by a family and most of them sang and played in the band. We had roast beef (large portions) with all the trimmings. It was a 2 ½ hour show and the band was very entertaining. We all really enjoyed it and since Howard was a friend of the family we got seats right up front.

On the third day Betty Reinhardt was ill with what appeared to be the flu and she and Dan went home the next day. The two other Reinhardts also departed early for commitments at home. Their younger brother, Tim came with his own RV and we all enjoyed meeting him and hope he enjoyed us enough to come back again sometime.

One afternoon we had a special treat - a friend of Howards, Bill and Alice Griswold that owned a different RV by the name of NAVETTE arrived to show it off. It was one of a few built and it looks like it is riding on a cushion of air. It almost looked like a spacecraft. It is 24ft, 11,500 lbs, 4 cylinder turbo charged intercooled Isuza diesel engine with a 4 speed automatic. A picture may show elsewhere in this issue. Very nice!

The last afternoon we all visited a Western Ghost Town at the foothills of the Superstition Mountains. I got thrown in jail and it cost Bob Galli two bucks to get me out. At least we got a photo of it. They couldn't throw Bob in because he was wearing the Sheriffs badge from Deadwood, So. Dakota for our rally. He told the other sheriff that he realized he was out of his jurisdiction and was only visiting the area. Lucky dog! Jean McMasters showed us all how to make a rocking chair out of clothespins. A very neat craft idea. Thanks, Jean.

It was time to leave after five beautiful days. Marlene and I headed for San Diego and the others went different directions also. We all agreed that the Bosos must do this again. They did such a beautiful job. We had a great time. Everyone agreed to meet in April at the Gallis.

On the day we departed, Marsha and Howard made breakfast for us. Thanks you two, we really appreciated that. Thanks, Howard and Marsha.

Western Ultra Van Rally
June 15-19, 1998
The Lake Tahoe Horizon Casino & Resort
Highway 50, Stateline, Nevada.
(General area is, South Lake Tahoe, CA.)

This Rally will be held in conjunction with the "Corsa International Convention" held at the above location. Hosted by Classic Corvairs of River City, Sacramento, CA.

The Ultra Vans have a reserved free parking area set aside at the host hotel. (20 spaces) In addition we will have a room assigned to the Ultra Van members for use as a "Hospitality Room." This will be a complete room with shower and bath facilities.

There will be NO hookups. Arrive with fresh water an empty holding tanks. When you sign in at the hotel, you will want to advise them that you are a member of Group Ultra Van & UVMCC. This is important because of Liability requirements of the CORSA insurance. (If you are not a member of Group Ultra Van, and plan to attend, please forward me your check of \$6.00 and I will get you signed up. This membership covers the whole family for one year.

There will be many activities for all the family. Planned tours are: "Ladies & Escort Day Out." (A 2 hour, narrated paddlewheel boat trip on Emerald bay), The Ponderosa Ranch, (TV's "Bonanza"), Virginia City "The Richest Place on Earth" and Heavenly's Aerial Tram Ride & Dinner. (A mile long ascent up the mountain to 8250 ft. for some outstanding panoramas of the lake & mountains)

For those of us here in the "West", this is the event of the year. Soooo-please plan to attend with your Ultra Van all cleaned up and really to be on display.

Some of the events that we will likely attend are some of the tours, tech. sessions, slots machines, casino shows, and the events Sat. night banquet. Not likely in that order.

If you need hotel reservations and you are arriving by car, the host hotel has rooms reserved for the event. Call 1(800) 648 3322. Be sure to advise them that you are attending the CORSA Convention, which has a "special rate".

Contact: Jim or Marlene Craig, 760 366 8104 or jcraig1@juno.com for additional information.

See you all, there!

UVMCC Quarterly Report
 October 1, 1998 - January 31, 1999

Opening Balance October 1, 1998		\$2,401.41
Receipts		
CD Maturing		\$2,500.00
Dues	\$1,330.00	
National Rally	\$ 230.13	
CD Interest		\$ 52.21
Berham Fund Dividend	\$ 20.13	
Total	\$3,822.47	\$3,822.47
Expenses		
CD Re-Invest		\$3,000.00
Tech-Tip Reprint	\$ 500.85	
Newletters (2 issues)	\$ 500.00	
Insurance		\$ 300.00
Dues Overpayment (returned)	\$ 10.00	
Mailing Envelopes	\$ 4.02	
Total	\$4,314.87	\$4,314.87
Bank Balance January 31, 1999		\$1,909.01
CD Maturing May 14, 1999		\$3,000.00
Closing UVMCC Position 01/31/99		\$4,909.01

Marion Helmkey
 UVMCC Treasurer

ULTRA TECH-TIP BOOKS

The first batch of Tech-Tip reprint books have been sold out, but we've had more printed with much better print quality.

Later this year, we will have Tech-Tip reprint book Volume 2 covering 1991 to 1998.

If you want a copy of Volume 1 (210 pages) with 400 tips covering the first 25 years (1966 - 1990) of Ultra Van Tech-Tips, send a check for \$14 (which includes postage) to:

Marion Helmkey, 73 Sargent Street, Haines City, FL 33844

Please send Tech Tips to:

Name _____

Address _____

City _____

State _____ Zip _____

ULTRA POSTSCRIPTS ★★★★★

Dear Ultra Friends:

March 1999

Spring is at hand and snowbanks have melted in many Northern areas where icy Winter had prevailed. Blessed be the SEASONS! What a joy Spring can be in the colder States. My interest in Winter was newly aroused by your Ultra Corporation's President Don Richards. He and his wife live in Waynesville, Ohio. We visited them in our Coach (Summer time) long ago and received a royal welcome! Don and Mickey were wonderful hosts. In the last Club Newsletter Don wrote about the "whipping sheets of white stuff" and his "ice humped driveway". That brought back memories of my youth, and living in the Red River Valley of northern Minnesota. That's where your's-truly was born and raised. Some nights it got down to 40° below zero. There was no way my mother could get to a Modern Hospital when I first saw the light of day. There were no automobiles around yet.....those days and country roads were rougher than service at a Drug Store lunch counter. No doctor was present, but rather a so-called "Mid Wife" helped this humble human make his first born cry. Yes, I first opened my eyes in a small Ranch Home on the flat prairie lands that 24th day of a cold November. I'm told the Doctor drove out the following day from town in his horse-drawn Cutter. The snow was deep and a blizzard had set in. Our appreciation goes to Don for bringing back some grand memories of past happenings. Also Christy...thank you for telling that interesting story of your travels in Nepal and China. And, our thanks to Jim Craig for the earlier review of his trip to Europe. The view from the great Eifel Tower in Paris, is indeed tremendous. Edna and I had a fine dinner at the French Restaurant high-up in the Tower. All your descriptions of recent happenings renews the pure joy of TRAVEL all over again. Our gratitude is extended to everyone for calls, letters, cards.

"...Now that I've become a man, I've put aside childish things." -- There should be no need to reveal the SOURCE of those words.

THEY KEEP LEAVING: Hilda Green called Feb. 18th to say that Elga had passed away. He was commonly known as "Elgie". Here was another GREAT member of the Ultra Organization. He and Hilda hosted many rallies, and he was elected and served as Club President during the 1979 term. Now, we say "Good bye" to a modest and dear Ultra friend who has left us. Hilda and Elga were amongst the earliest members and were always eager to be of assistance to anyone. They attended all of the early coach gatherings, and added cheerfulness and fun to Ultra activities. Our condolences.

"Any person who asks for forgiveness, has to be prepared to give it." -- author, Bill Clinton. Insincere words tend to put fuel in my tank. OK?

OCCUPANT SAFETY: There still may be persons who do not realize the innate safety of David Peterson's Air-craft designed, all aluminum ULTRA creation. Edna and I always felt that personal protection against injury (in event of an accident) was much better in either of our Ultra Van Motor Homes (#228 and #603) than in any of our cars, over the years. Were we over-confident? Some of the earliest owners wondered (in case of a crash -- Heaven forbid) about survival of occupants in the two light-weight, loose-mounted, double-wide lounges that permitted 4-abreast seating. Now, after tens of thousands of Freeway and dirt road total miles traveled the past thirty-plus years, has anyone heard of any Club Member being injured in an Ultra Coach driving accident? I haven't. We must not have been over-confident! Aware of such matters as an automotive engineer in the Race Car/Sports Car business, the safety factors checked out good. The well-anchored Seat Belts and the roomy space all around us inside when seated, plus the subdued - "softer" - crunch speed of aluminum, assured us of excellent passenger protection. Properly maintained Ultra Van Motor Homes are safer. I'll clear my throat, go for a walk, and wait for your comments.

Happy traveling to all. *Edna*

THE WAY IT WAS...IN JANUARY OF 1999...AT THE BOSO'S...ULTRA VAN STYLE..

The official start of this rally was on 18 Jan 99..Monday. the opening ceremony started right on time. 0800 hrs. The bands, clowns, balloons, and all the trappings of a good old time. WOW. A couple of hi-fives were: INGE ..some will remember INGE from the last Olympics..she was the Captain of the SWEDISH TOPLESS BIKINI TEAM...great show...and who can forget the "act" put on by the hostess' two cats...UNBELIEVABLE!! Some of the rally attendees didn't get to see all of this..be on time or miss out. The writer and Helen and Charlie Smith and the Boso's all SAW AND ENJOYED!

Most members showed up on Monday (late)...Jean McMasters/Jim & Marlene Craig/Bob & Diane Galli/Dan & Betty Reinhart/Bob & Roberta Franz/Bob Reinhart/Tim Reinhart/Gerhard & Anne Marie Powalka/Theresa Vandersteeg/Nobie Suckow/** and day visitors *** Dennis & Linda Radford/Ron & Martha Zoutendam.

This was the first rally for some Ultra owners in their NEW .. RED ONE .. really looked like street people to me. Bob/Roberta in their new Chrysler minivan. Roberta says the accent is on the MINI part. And the Powalka's #384, but in their pickup camper that looked like it could go ANYWHERE IT WANTED TO. Neat. And a visit by a very different motorhome. The "NAVETTE". 26ft/Diesel/Fiberglass/Ultra??? streamlined/one of only 20 built. Very different/very nice. Quite a few pics were taken and I'm sure you'll get to see them.

Quite a few pics were taken and I'm sure you'll get to see them. One morning as if by MAGIC some grits appeared at coffee hour. Now Helen Smith doesn't like grits (she said) but she had seconds. So mix tow beaten eggs and a coup of shredded Cheddar with a large cup (that's bigger than a cup..right) of salsa of your temperature selection (it was mild at the rally). Now add one cup of course grits (NOOD INSTANT STUFF) to two cups boiling water..in a couple minutes add in a half stick of butter in slices..remove from burner and blend in the egg/salsa/cheese mixture. Stir well and put in a greased pan into a 350 degree oven for 15 to 20 minutes. Serve with more salsa as a topping. And watch out for those folds that DON'T LIKE GRITS. ENJOY...

Bob Reinhardt has done much work on "Thoughts" on improving the club. Contact him directly so you get it straight from the horses mouth. One thing that also came up is quite a few members expressed displeasure at the term S.O.B.'s in reference to EX owners (ed: driving Some Other Brand of motorhome). I don't see the term as necessary so let's bury it..OK? No REALLY OFFICIAL tech sessions were held..but of course some tidbits were discussed...472 is getting a new..NEW as in NOS NEW engine..installation at the CRAIG FACILITIES. 504 showed his neat modified cast iron ex manifolds and neat "out the back" exhaust system..neat.

Over the many years I've been to SEVERAL rallies..both E. and W. and Nat'l. And I've always been impressed with the great job the hosts of the rallies have done. BUT LET ME TELL YOU...new standards have been set..Howard worked hard...but MARSH!!! was flying low when I arrived early and never landed as long as I was there. FANTASTIC. But maybe next time you can relax a little and enjoy more. But it was a WONDERFUL RALLY AND FUN FUN TIME FOR ALL. THANKS..THANKS!! Walt Davison #366.

Saving Another Whale (Episode #3) - by Norm Heimkay #486

Leaving Apollo, we headed south on State Route 66, with Marion following behind in the mini-van. Everything went smoothly until the stoplight in Mamont. The engine quit and would not restart. Marion used the 4-way flashers and we sat through ten or fifteen light changes until the motor cooled. We were on a slight upgrade and I discovered it would not pull. Again it stalled but at least we were through the light.

After an eternity, it started again and we continued south to Delmont, where it stalled again blocking an entrance to a gas station. The owner was very unhappy. Again we were on an upgrade, so I decided to attach the tow-bar and have Marion pull me to the top of the hill. As we crested the hill, I restarted the engine and put on a little gas. This caused the tow-bar which was only three inches off the ground to scrape. When Marion heard the scrape, she naturally applied the brakes which aggravated the situation even more and bent the tow-bar even closer to the ground. I uncoupled the tow-bar and hinged it up against the spare tire of the Ultra Van, holding it in place with a bundgee cord.

Now we are on a four lane road, downhill all the way to the north branch of the Penn Turnpike. Things were going great until just a few hundred yards from the first toll booth, when the left muffler dropped off at the front end and showers sparks out behind like a comet.

As I coasted into the toll booth, it stalled again. Attendants from two booths come over and push me to the side of the road. Marion was four cars behind killing herself laughing. I spend the next two hours drilling out manifold studs with my cordless drill and making clamp to join the rusted exhaust pipe to the muffler.

Remember, I've still got the tow-bar in front, just inches off the ground. Every time I brake or hit a bump, there is a shower of sparks on the road.

When we enter the main Penn Turnpike to go east, I had to stop for a toll ticket and did not want to stall again as there was a State Trooper in a cruiser just the other side of the ticket booth.

Rolling up to the booth, I slipped the shift lever into neutral and keep the revs up with the right foot and while braking with the left. Got the toll ticket and with deft coordination, lever the shifter into Drive, back to Neutral, back to Drive several times to pickup momentum without stalling the engine.

Immediately ahead is a cloverleaf to the right down onto the Penn Pike heading East, but workmen are laying new asphalt and as I come around the bend and brake, the tow-bar digs into the freshly rolled road making a big gouge. The workers all yell and shake their fists. I thought for certain a blue flashing light would soon appear behind me. Luckily I got onto the main concrete road and away without incident.

Now on the Turnpike, speeds up to 50 mph were no problem on flat road or downhill. Uphill was another matter, even in low range, I had trouble cresting hills at 30. Again, Marion would come up close with the 4-way flashers blinking. A joint in the concrete road the bar drooped a bit causing a shower of sparks. We were sure if a trooper passed he would pull us over, so at the first truck brake test area, I pulled in and removed the tow-bar.

Continued on the next page ... > >

(Episode #3 - continued)

It is now dark and we're both hungry. We pulled into the next service area to eat. The hour break allowed the engine to cool so there was no trouble restarting.

This was the first time I checked the oil since we left Apollo where the oil was full. The oil level did not even show on the stick. After adding two quarts it was just above the add mark. We decided to go to the next service area, just 38 miles away and spend the night.

The Ultra propane tank is empty and it is getting very cold, in fact there were a few snow flurries as we came over some of the hills (mountains?). Luckily, I had some insulated overalls which Marion scoffed. With the help of the mini-van heater used several times, we passed a comfortable night. In the morning, I noticed the front of the mini-van was covered with oil. Unfortunately, Marion had turned on the wipers and smeared oil film all over the windshield. Oil was dripping out the Corvair push-rod tubes at a great rate. For the 150 mile trip, I added four quarts to the first fill. When we arrived at Gettysburg, the oil level was below the add mark.

At sunrise we were ready to go, but with the sun in the windshield and oil slick that we could not get off, it was impossible to drive, so we had breakfast and waited until the sun rose above the sun visors.

Coming off the turnpike onto Highway 15 South again required the Drive/Neutral/Drive technique to pay the toll and not stall the engine which by now was even weaker. Top speed on Hwy 15 was just 35 mph and much less on the hills, for which I always had to shift to Low. We were making progress, just 10 miles to go, now 5 miles and with just 3 miles more on Hwy 30, it stalled again. After letting it cool for an hour, I almost ran the battery down when I decided to go to the Corvair Ranch in the mini-van and let Jeff tow 408 the last 3 miles.

On the way to Florida a month later, we stopped at the Corvair Ranch. I spent the day pulling the whole drive train out of 408 and installing a newly rebuilt engine.

We just sold #356, so if I can sell 547, I'll be able to bring 408 home and start renovating another Ultra ... just the way we want it. Now when have you heard that before?

Marion's dream is before the next millennium, to own just one Ultra.

Coaches For Sale:

1967 Ultra Van #331, 110/4sp., 3.89 gears, excel. cond. & ready to travel. Recently completed a 400 mi. trip at 17 mpg. Climbs the hills better than any Ultra that I have driven. Excel. paint, tires, all glass and interior. Radio AM/FM cassette, CB, TV & solar panel. Cruises excel. at 70mph. New radials. Here is your chance to own an excel Ultra that you can tow the boat or small car. Price; \$7495.00 OBO. Video & photos available \$8.00 ppd. **Jim Craig** 760/366 9104, jrcraig1@juno.com (Photo #3)

1968 Ultra Van #482, 110Hp/Automatic, bought from Jean McMasters for \$7900 Jan'98. Added all new elec. knock elim., Onan gen., wheel bearings, water pump, batteries, tires. but blew a hole in piston on the way to the corvair shop in Daytona Beach, where it now awaits a rebuild. Everything else works great. She's a beauty. Best offer. **James Carvin**, (888) 235-9265 or <http://www.handtech.com/tcweb/aaaaaibmb>

1969 Ultra Van #507, V/6 3.6L, 3SP auto. Excel. cond & ready to travel. V/good paint, radials, solar pnt., frt. disc. brakes. 10k on V/6 conv. Runs excel. No cooling problems. New seat trim & curtains. Late style refrig. Dual bats. Builtin leveling device. Walnut interior, excel.. 12-15 mpg. TV/AM/FM, Catl, & hotwater heater. Price; \$7995.00 OBO. Video & photos avail., \$8.00 ppd. **Jim Craig** (760) 366-9104, jrcraig1@juno.com (Photo #3)

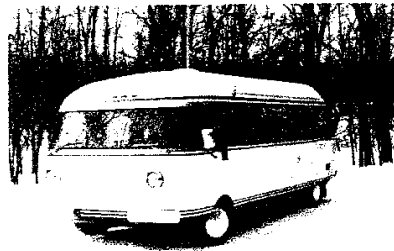
1970 Ultra Van #503, 110Hp Corvair/automatic, Excellent overall condition, original Walnut interior, 3-way refrig. Beautiful exterior white & brown emron finish. Alum. bumpers, 3240 Megnetek converter, new batteries. Engine just completely overhauled; averages 16-22 mpg (dash computer). There is only one like this one with 'airstream windows'. Must see it to appreciate it. \$12,000.00 OBO. **Ron Hodges**, (616) 534-6179, 5577 Kenowa, Grandville, MI 49418. (Pictures #1 & #2)

Parts For Sale

New Ultra windshields. These are full size, uncut and tinted. Reduced price now; \$375.00 ea. I also have new orig. "cut" windshields. Shaded and tinted. Reduced price; \$595.00 Shipping and for delivery is extra. TOOL: For removing rear wheel spindle when servicing bearings. \$20. ppd.

Alum hinge for main door, 48"x6", \$19.95, New White plastic triangle sink, \$20. Used H.E.I. Ignition assy, compl. for Corvair, includes special distributor housing with longer shaft. \$49.95.

I have most any part that you need for your Ultra. Please inquire. **Jim Craig** #163, (760) 366-9104 or jrcraig1@juno.com



Have you ever tried to remove a wheel and discovered it was rusted tightly to the center of the hub. What happened is no accident as the fit tolerance between the inside hole of the wheel and outside center of the hub are a very close fit. A little water mixed in, makes for a rust binder.

Why is the fit so tight?

The reason is, this is where the vehicle weight load is transferred to the wheel, not as many believe through the wheel studs and nuts.

A number of CORSA folk recently had an interesting discussion on the internet about after-market wheels and using wheels that are not a perfect fit for the standard 5-bolt GM pattern.

Many Ultra Vans have non-GM wheels and I suggest, based on the CORSA Tech discussion, owners who have installed wheels that do not have a tight center fit may be flirting with stud failures and possible wheel loss.

The GM 5-bolt pattern is very precisely bored in a numerically controlled machine to a tolerance of just a few thousandths. Any deviation will cause wheel out-of-round vibrations on the road. An even worse condition is the wheel studs may be subject to bending stresses if the holes in the wheel are not precisely matched to stud pattern.

Some metric bolt patterns are just a few millimeters different than the GM pattern, but easily fit over the five wheel studs. When these are tightened, they tend to bend the stud inward. Rarely does the center match exactly, so the coach weight is literally being supported only by the bent studs.

Some after-market wheels are even a "fitzall" with slotted stud holes. In this situation it is even more imperative to have a tight center. A wheel with slotted holes be mounted as much as an eighth of an inch off center which would cause serious vibrations at any appreciable road speed.

If the wheel has a larger hole than the hub, centering take-up rings are available at the better speed shops.

To be safe, stick with regular GM approved wheels, and use only a torque wrench set to 55 foot pounds to tighten the wheel nuts.

The old way of bench bleeding a master cylinder with two short pipes which feed back into the master cylinder has been superceded with a new method. In the old method which left the top open during the process, dirt could drop in and fluid could squirt up out of the reservoir.

The new method uses two plastic plugs (usually supplied) screwed into the outlet port(s) of the new master cylinder.

1. Secure the master cylinder in a bench vise being sure the cylinder is flat and level. This is very important, especially if you still have the single master cylinder which was factory mounted at an 18 degree up angle.

NOTE: When the master cylinder is mounted on an angle, there is always a pocket at the top that cannot be bled, so it is vital that the bleeding be done on the bench before installing.

NOTE 2: Never clamp the body of the master cylinder in the vise, it can distort the body and damage the rubber inside. Most often you can clamp on one of the two mounting ears.

2. Install the plastic plug(s) in the outlet port(s) and using fresh new fluid, fill the reservoir(s) at least half way then replace the top cover. It is not necessary to clamp it tight. The purpose of putting the cover back on, is to prevent dirt and stop the fluid from squirting out during the process.

3. Using a short piece of dowel as a push rod, slowly press in and release the master cylinder piston beginning with short movements of about 3/4 in. and waiting about five seconds between strokes. Repeat the process until the resistance to piston movement is firm and movement is down to 1/8th inch or less.

4. Remove top cover and very slowly push the master cylinder piston in and slowly release, watching to be sure there are no air bubbles coming from the compensation or inlet ports. See cross section drawing DWG 11-F on Page 11-8 of the Ryerson Ultra Van Manual. Remember, on a dual master cylinder do it twice, to check both reservoirs for bubbles.

5. Install the master cylinder leaving both plastic plugs in place until each line is ready to be hooked up. This prevents a lot of fluid from leaking out of the master cylinder while connecting the brake line(s)

6. Bleed the brakes in the normal way, beginning with the right rear, then left rear, right front and left front. Make sure while bleeding that the fluid level in the master cylinder never drops below half full. While bleeding, if the reservoir is less than half full and the brake pedal is allowed to rise quickly, it is possible to cavitate in the reservoir directly over the inlet or compensation port and suck in air.

7. Only when the brake pedal action is really solid, should you road test the vehicle. Given the age of our vehicles and the way the brake lines tend to rust out, it is worthwhile to simulate a panic stop, by putting both feet on the brake pedal and push as hard as you can. If you burst a brake line or blow a rubber wheel cylinder cup, count yourself lucky you found it in the driveway, and not coming down a mountain road.

UVMCC

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

First Class



Pres: Don Richards #379; **VicePres:** Jim Craig #163; **Sec:** Jim Howell #216
Treas: Marion Helmkey #486; **Tech Cord:** Graham Dell #292
Directors(East): Norm Helmkey, Jean McMasters, Doug Pratt
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.

March 18th - 22th, 1999, Eastern Spring Rally, Manatee Hammack Campground, Titusville, FL.

April 20th - 25th, 1999, Western Spring Rally, Galli's Home, Atascadero, CA.

May 12th - 22nd, 1999, UV101 Restoration Rally #10, Craig's Home, Joshua Tree, CA.

June 10th-13th, 1999, Eastern Summer Rally, Cove Lake State Park, Caryville, TN.

June 15th - 19th, 1999, Western Summer Rally at CORSA Nat., Lake Tahoe, NV. *** See Flyer ***

Sept 21st-26th, 1999, Ultra National Rally, Ruidoso, New Mexico.