

November 1999

A View Thru The Windowshield

Jim Craig , President

Volume 33 Issue 6



Ruidoso! Ah, even the name sounds good. The National was also good, although we missed seeing a lot of our Ultra friends that could not make it for various reasons. Twelve Ultras were on site. Ten years ago, at this same location, we had 51 Ultras. The years have caught up with a lot of members and their Ultras. Look elsewhere in this issue for detailed report on the National. Bob and Diane Galli were the hosts for this years event and they did a super job. Thanks from all of us.

The view thru our big windshield was even greater for this recent trip to Ruidoso. Why? Because we were driving our new #604, V/8 powered Ultra Van. What a real treat. We traveled I40 going east and the speed limit was 70 mph. All the trucks was doing that or more. The Ultra stayed in there with most of them. How is my gas mileage? As close as I can tell it is 10 mpg plus.

What is ahead for the club? Before I get into that , I want to thank all the officers and Directors for job Well Done . Special thanks to Don Richard's for your last two years of guiding us along. Don is to remain on the board as an Honorary Director for the next two years , so we are not losing him totally.

Now---At Ruidoso I called a special Officer/Director meeting to implement several committees that involve all of them, including the Tech Coordinator & one of the Merchandise Chairmen. The committees are:

By-Laws: Norm Helmkay.
Membership: Norm Helmkay.
Directory: Bob & Diane Galli
Newhouse Award: Bob Reinhardt.

Tech Coordinator: Graham Dell
Name Badge: Jim Craig
Jacket Patch: Nancy Pratt

Progress of each committee will be reported as they proceed.

The editor, **Jim Howell**, will be upgrading the club newsletter over the next few issues to a new format. At the National the members selected the name **Ultra Sounder** as the NEW name of the club newsletter. There will be a new front page that will include that ,in addition to a photo of some member , their Ultra and etc.

One of the new columns of the newsletter will be ,Letters to the Club. I encourage each of you , if you like to, write to the club in regards to your question or whatever. I have asked the editor to print the club address in each issue. It will be:

ULTRA VAN MOTOR COACH CLUB
7011 Sunny Vista Road
Joshua Tree, CA 92252

Email: jcraig1@juno.com
Fax: (760) 366-3026

Welcome Back all past **Associates!** We now have only one class of member. With the passage of the NEW amendment we are all now just Members Yeah! Now you can hold an office. Hmmm? Now lets see, who can I ask to head the next committee or be nominated for an office?

With the passage of the recent amendment #2, it appears anyone can now join the club as long as they agree with the purpose of the club.

Are you ready to accept any RV owner that wants to join? The reason I asked that is because it is apparent at times that even some of our members that have V/8 powered Ultra Vans, including the Tiara, feel they are not part of the inner group. Thru the years and even at the recent National this was talked about and was evident again.

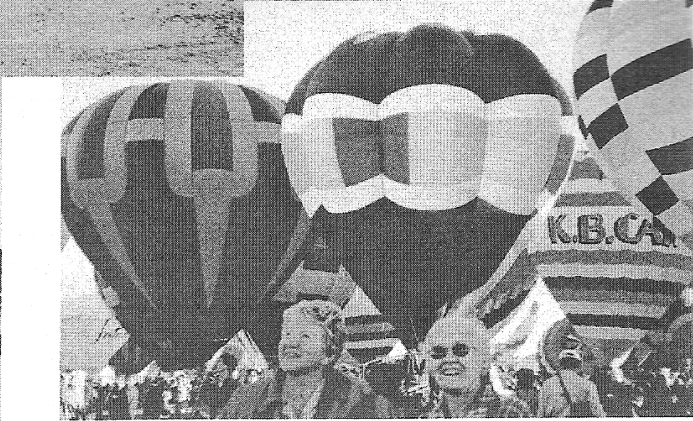
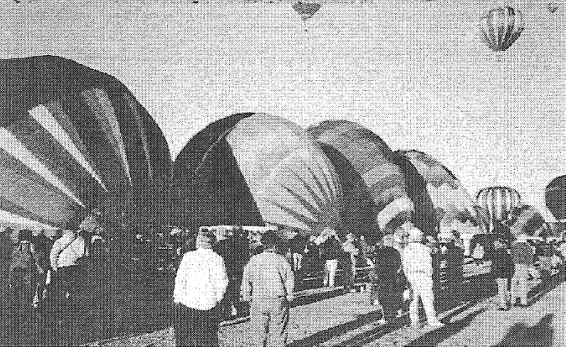
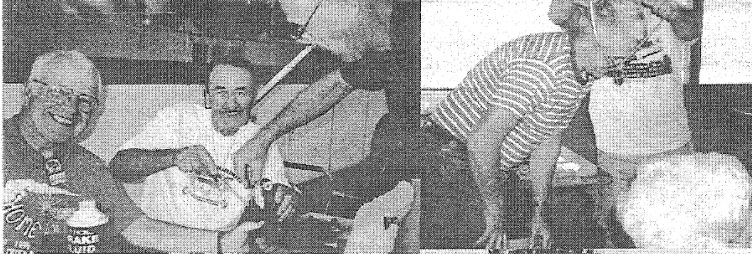
It is apparent that there are some members that regard the Corvair powered Ultra as the **True Ultra Van**, and if you own anything else you are not in **The Group**. I hope there are not many that feel this way, because if so it could split the club into two possible groups. Let's not stick our heads in the sand and ignore the others. Enjoy the fellowship of **EVERYONE!**

What is your opinion.?

Till next time, keep the Frig. full and the wheels turning.

ULTRA VAN MOTOR COACH CLUB'S

ULTRA SOUNDER



What are your plans for 2000? Look were the UVMCC will be!!

Feb. 14th-16th, 2000, Western Winter Rally, at Howard and Marsha Boso's, Apache Junction, AZ

March 21st - 25th, 2000, Eastern Spring Rally, Airstream Park, Christmas, FL

June 15th - 18th, 2000, Eastern Summer Rally, Fox Fire RV Park, Milton, WV

July 18th - 22nd, 2000, CORSA International Convention, Daytona, FL

Sept 20th - 24th, 2000, Ultra National Rally, Amana Colonies RV Park, Amana, Iowa

Western Winter Rally 2000

Apache Junction, Arizona
February 14-16, 2000

Hosts: Howard & Marsha Boso #453

1536 West roundup Street
Apache Junction, AZ 85220
Phone (480) 288-8166
Email Hamboso@juno.com

We have water and electricity, but please come with empty septic tanks. Plenty of room to park and pets are welcome. Good food, games, crafts & tech sessions. We hope to have plenty of sunshine to brighten your winter.

There will be a "Welcome Barbeque" on the first night. (Feb. 14th) come celebrate Valentines Day with us. Thereafter, there will be potlucks and dining out to satisfy your appetites.

Reg. Fee: \$5.00 Rally Camp Fee, \$2.00 per day per person.

NO NEW information was received for the EASTERN SUMMER RALLY or the **ULTRA NATIONAL**. Look for EXPANDED COVERAGE in the JANUARY ISSUE!

Directory Changes:

AREA Codes:

Norm & Marion Helmkey (863)
Jim & Rosemary Howell (865)
John Howell (865)
Bob Reinhardt (623)

New Members:

Holly Hawley 467
12067 Durkee Rd
Grafton, OH 44044
(440) 748-3449

Tim Reinhardt 302
5521 Reba
Las Vegas, NV 89107
(702) 870-2029

Kevin Clark
116 Grafton Ave.,
Dayton, OH 45405
(937) 275-0356

David Riley
15425 Columbia Ave.,
White Rock BC V4B 1K1
Canada

Reinstatement:

Harold & Tote Pickering 271
45 Helms Road
Tularosa, NM 88352
(505) 585-2503

Eastern Spring Rally

March 21st - 25th, 2000

Airstream Park
Christmas, Florida
On state hwy 50
14 miles West of Titusville
No Hosts Yet!

Minutes of the General Meeting
Ultra Van National Rally
Ruidoso Downs, NM

The meeting was called to order at 3:05 PM, by President Don Richards, September 23, 1999.

Don's opening remarks were on driving our Ultra Vans from one century to another.

Don thanked the Western Group for a very good rally.

Don also told the members in attendance, that new amendments will be published early enough in the newsletter, so all regions will have time to discuss them at rallies, and so the general membership will have time to submit to the newsletter editor, their thoughts pro and con on the proposed amendments, prior to being placed on the ballot, for vote by the membership.

Western Regional Rallies: Craigs , October 27- November 5, prior to the Fan Belt Toss in Palm Springs.

Winter Rally: Howard and Marsha Boso's: Feb 14-18, 2000

Spring Rally: Jim and Marlene Craigs: April 17-21, 2000

Summer Rally: Graham Dell and Forrest Gist, co hosts, time and place to be determined in the Northwest.

Jim Craig at this time gave a report on the 101 project, and estimates at least one more year to complete the project.

Eastern Regional Rallies:

Winter Rally: Christmas , Florida, March 21-25, 2000, site: Airstream Park.

Spring Rally: Jack and Skippy Irwin : Huntington, West Virginia, Fox Fire RV Park
June 18-24, 2000

National Rally: Ron and Martha Zoutendam co:hosts : September 20-25, 2000,
The Amana Colonies, Amana , Iowa

A vote was taken among the members present to decide on a new name for the news letter mast head, The 3 most popular, were, Wandering Whales 7 votes, Ultra Times 10 votes, and the winner, Ultra Sounder, 13 votes.

Jim Craig announced the Balloon Fiesta in Albuquerque, NM; October 2-10, at the balloon grounds.

Dan Reinhardt gave the Wagonmasters report, 42 total people, 12 Ultra's, 3 trailers, OMH, 3; and 4 by car. (OMH: other motor homes).

Bob Reinhardt, sheriff, gave his report and said he would keep the 50 cents! His fines for the rally.

The tellers reported the election of officers and amendment votes as follows:

President: Jim Craig
Vice President: Louis Griggs
Secretary: Diane Galli
Treasurer: Marion Helmkey
Newsletter Editor: Jim Howell
Western Director: Bob Reinhardt
Eastern Director: Norm Helmkey

Amendments Votes as follows:

amendment no.1	Did not pass
amendment no.2	passed
amendment no.3	passed
amendment no.4	passed

It was announced at the general meeting, that the Executive Board, had accepted Mr. Ernest Newhouse's resignation as Executive Director, and awarded him the title of: Director Emeritus, in recognition of his dedication for and in UVMCC. An award is being planned.

Meeting adjourned by President Don Richards.

Respectively submitted by:

Diane Galli
Diane Galli, Secretary Pro Tem

OPEN LETTER TO MY CLUB

Thanks for giving me back full membership in the ULTRA Club. I didn't retire from the Club, I just traded motorhomes.

I had joined the Club because I liked the people. I had attended several Rallies (even a National) before I bought an ULTRA-VAN and joined the Club.

After attending many more than fifty ULTRA Rallies (which add up to spending about a year in very close contact with my ULTRA friends) and traveling tens of thousands of miles with club members, I traded off my old ULTRA for a SOB (Some Other Brand), as some members of my Club call my current motorhome. Just like my ULTRA, my new motorhome has a name, and I'm proud of it also.

I'm proud of our ULTRA-VAN Club for having the courage and insight to make us all full members of the ULTRA-VAN Club by passing this recent constitutional amendment. For years there were doubts in my mind about continuing to be a member of the Club as an Associate, but now I feel good about my membership in our Club and hope to remain a member for many more years.

Your fellow traveler, friend, and Club member,

Dan Reinhardt

#800 (formerly #A404)

Our latest trip in #504

Bob and I left on August 7th, 1999 for Brook, Oregon and Corvair Underground's 25th Anniversary Bash.

Got 40 miles from home and the Wild Horse RV park, where we stopped for propane, and decided to "Over knight" it there as I was bucking a 40 mile an hour headwind. Couldn't decide if the coach was missing on one cylinder or not as a result of the head winds.

Next morning dawned, and no winds, so on I drove, stopping in Redding that afternoon at an RV park for the night. Nice RV park, called Mountain Gate.

The next day saw us still driving North, now I have to confess to a VERY dumb move, as we approached the climb over the Siskiyou Mountains to Oregon, I said to Bob, "better get gas here in Yreka, so we know we have enough to get over the mountains", Well the 1/4 tank, would have gotten us there, and as we agreed later, I wouldn't have had to Pack all that added weight. Oh well, live and learn, that's my motto!

The coach ran so cool we were waiting with bated breath for the gauges to tell us we were driving in a delusion, 300 deg for head temps, 140 to 180 tops for transmission temps. The hottest the transmission ever got was 240, climbing to 7900 ft in Idaho, when we crossed Banner Summit.

Any how back to Oregon, We got to Brook, a few days early, so went to an RV Park in Aurora, for a few days, and got caught up with the laundry, and rested. Called Grandkids in Portland, Lon for a new set of plug wires, and talked to Walt Davison, who was at Lon's too.

Seven Ultra's were in attendance, made for a very nice representation, from the lightest version, to the heaviest, and some under construction, various stages. Walt got Long Distance at the banquet Bar-B-Que, having driven the farthest in a Corvair powered vehicle!

The peoples choice ballot for Ultra's was won by Forrest and Sally Gist, of Newburg, Oregon. A really swell couple.

There were a whole lot of NICE corvairs for the Peoples Choice Awards. I forget how many exactly there were.

Powerland Museum is a sure fire MUST See if'n and when you are in the area. Lots of steam powered tractors, a little train, not sure if anyone can use the RV parking, the gatekeeper can let you know, just a neat place to see.

After Powerland, Bob and I headed South to Visit friends for a few days, before we had to head to Idaho and the Sawtooth Range. Had a great time visiting friends we hadn't seen for about 5 years.

AS we were crossing Oregon on Hwy 140, or as it is known, Lake of the Woods Highway, I saw a sign, it read: 4 Mile Lake, 6 miles. Kinda tickled my funny bone.

A few other quirky signs we saw: in Corning, Ca: olive tasting/glass blowers, Chicken Dinner Rd, forget where that was. When were in Glacier View Campground in Red Fish Lake, Id. we had what I thought was 1 mouse in the coach, so Bob set a trap, NADA, next day we borrowed from Brother-in-Law George another trap, and Voila! caught us a mouse, reset, and darned if in 3 minutes we didn't have number 2 mouse. Went to bed having set the 2 traps again, and when I got up in the AM, there were both of them with a mouse apiece. 3 for George's trap, one for ours. Reset and as that was the day we left for home, left them set. As we were driving down the road, I hit a bump in the road, and snap went a trap, sceert the tar outta me! No more mice though. Just the 2 couples.

WE were on some very lonely roads in Oregon and Idaho, by that I mean hardly any traffic! Sure was nice, well maintained 2 lane highways, too. Nice scenery too.

One RV park we stayed in, full hookups for \$12, was in the middle of a cattle ranch, 10 miles East of Lakeview, Oregon. Very nice.

What was really nice was having the small Direct TV dish (DSS) with us. There was only one place we couldn't use it, in our best friends driveway in "beautiful downtown" Grants Pass, OR, because of a 90ft Redwood Tree across the street! Bob is taking the chain saw for our next visit. Of all places to get satellite reception the forest was the last place we expeted to get it, but we did. Not that we watched that much, we were too busy sight seeing. A gold dredge in Custer, Idaho, the town of Custer; Bonanza, Idaho; a ghost town with a boothill cemetary, and a regular cemetary too. That was an all day trip, over gravel roads.

Now we are getting ready to leave for New Mexico, getting the last minute things done, ordering more t-shirts, gathering up all the "stuff" we need to take there. Going to have a full coach going, but I had better have a much lighter load going home!

Looking forward to seeing our Ultra friends, Diane and Bob Galli #504

The Babinetz's Adventure
Deborah A. Babinetz

We left Florida in our Ultra #431 for a wedding in Norfolk, Virginia. In Savannah, Georgia the Ultra drew a crowd. As we passed by the 'squares' where people were dining, their mouths all dropped. As you know, most people have never seen an Ultra. We checked into our room, yes our room at the Quality. We decided a week before the trip to take the Ultra, so we borrowed seats and a sofa from my Chevy Van. My husband had been working extensively on the mechanical aspects for several weeks prior to this trip. He assured me the old girl was ready for her maiden voyage. At the last minute we purchased a roof air conditioner, new tires and had the generator repaired. So off we went. The wedding in Norfolk was beautiful. We anxiously awaited the North Carolina/Tennessee mountains.

Just a few miles before Asheville, NC the old girl started hesitating like a child who didn't want to go to the dentist. Mom and I were singing "I think I can", "I think I can" and the old girl kept on chugging up the mountains. My hubby kept singing "we're on vacation". Unfortunately we lived with gas fumes for several days, (that aroma helped our singing). Our new gas fragrance was radiant as we stopped for eats and shopping. We made it to Gatlinburg, Tennessee. I think the song, "I think I can", sure helped as we sang to the old girl. She needed all the encouragement she could get.

We were very disappointed with Gatlinburg, TN. It was difficult to get parts and there is only one place that would allow you to park a camper downtown. Due to the laws in Gatlinburg, we were not allowed to run our generators which we need for Mitzy One and Mitzy Two (our four legged babies). We stayed in a cabin, with a short walk to town, this was a short walk if you were a mountain climber. After the cabin owner took our money for the room, they told us 'no maid service', "bring the towels to the office by 10:00 AM if you want clean towels", and no coffee in the room, buy your own, plus a \$500.00 pet deposit OUCH!!! Well after three days of hill climbing, trolley riding and heavy rain, we were very anxious to get out of Gatlinburg, TN.

As we approached Knoxville, TN the old girl started smoking, the gray stuff pouring out the back that you know your in deep, deep trouble. It looked like a heavy fog, as I turned around and looked out the back window. I couldn't see any traffic and I'm sure they could see us, or at least the fog. At then auto parts store, my husband made a make shift chimney to reduce the pressure on the valves. This work for about three miles when the old girl quit on Interstate 40. Well somehow with a lot of start and stops, mostly stops, we made it into West Hills Mall. There we left Mom (Granny) and proceeded to rent a truck, (my idea) to tow the old girl home. I could not see leaving her in Knoxville, I don't know how I would get the energy to go back there and I couldn't picture her with snow and ice on her faded white and aluminum body.

At the first place, Ryder wanted over \$500.00 OUCH!!!, to rent a truck and tow bar. We proceeded down to U-Haul, which located a truck and tow bar, eight miles away. They called us a cab with a driver from Hell. I know I can ride a roller coaster after teat experience. We got to U-Haul approximately at 2:00 PM, two hours after leaving the mall. Unfortunately, when we got there our truck was in the garage for repair. (Not a good sign) The service manager assured us the truck was good and we proceeded on our way. As we left the driveway, the speedometer was not working and the transmission didn't know what gear to be in. We continue to drive a mile or so, when we realized as bad as we needed the only available truck in town, we had to turn back, bucking like a wild horse to the U-Haul place. After three and half hours sitting on a trailer hitch and very hungry then part arrived and we finally got on our way.

Now we were in rush hour traffic, trying to get back to Mom(Granny) and our babies. Which we had no way to contact her to let her know of our excursion. Thank God our generator kept her and the Mitzy's cool. Well it took another two hours to figure out how to properly hookup the tow bar, the left wheel had a mind of its own. We finally headed out in our 14 foot U-Haul pickup truck with me, my hubby, granny, the two-Mitzy's in the one and only front seat for a 916 mile trip home to Florida. It took us three days and a lot of stops for our sore butts to get home. Mom purchased a Beverly Hillbilly sign in Gatlinburg as a gift for my husband, she must have known what was about to happen.

1999 Earnie Award
by Norm Helmkay

One of the really great things about the awarding of the Ernie, is the great surprise of the recipient and Howard Boso was no exception. In fact, if I saw Howard's reaction correctly, he was stunned speechless.

Howard joined the UVMCC in 1984 and has attended all but two National Ultra Rallies and has hosted two regional rallies.

Moving to Apache Junction around 1970, he set up an auto repair business which through his club contacts led him into a lot of Ultra work.

Marsha and Howard were married about four years ago and though they are Western members by geography, we in the east often see them as Howard has a brother in Ohio and his trips east often coincide with the Eastern rallies.

While Howard tends to be quiet at the rallies, he often comes up with a simpler solution and has frequently helped a stranded Ultra Vanner back on the road. I had advice from Howard on how to solve an auto transmission problem just two weeks after starting to drive my first Corvair-powered Ultra (#486) and I only had a few days to fix the problem before heading for San Antonio (where we were the hosts). On other occasions, I've personally seen Howard under other folks coaches at Eastern rallies.

At Smoke Run, a coach limped in with absolutely NO foot brakes, having just come through the mountains north of Altona, Pennsylvania. Luckily, Howard had his tools and spent the best part of two days to completely renew the very neglected brake system. On another occasion at Laurel Hills State Park, again Howard was on-the-job to fix a failed rear spindle. It seems like Howard takes a busman's holiday whenever he is on the road.

Howard, ... well-deserved Congratulations on your Ernie. Now if we can just get you to write tech tips for all your innovative Ultra Van fixes, you would make Graham Dell a very happy man.

ULTRA POSTSCRIPTS ★★★★★

Dear ULTRA Friends:

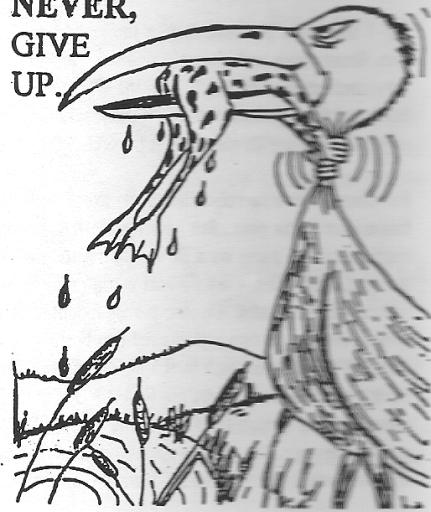
November 1999

We send greetings from Southern California. When looking over the entire contents of a former Club mailing, it was noticed that 40 current Coach Memberships are in California and 12 Member families hail from Florida. All the other Members are scattered in many other States and Canada. Of course, it is motorhome FRIENDSHIPS that count, NOT where we live. There was much more mail and also more calls than ever these past couple months. Thank you everyone. Although not attending the Ultra Motorcoach annual Convention Rally at Ruidoso, New Mexico, my heart and thoughts were right there with ALL of you. Through the grapevine we learned that James Craig is our newly elected PRESIDENT for the year 2000. Congratulations to you, President Jim. Ultra Friend Howard Boso, from Arizona, was voted by the membership to receive the Newhouse SILVER MEDAL for distinguished service over the years. Our very best wishes go to Howard and ALL THE TOP EXECUTIVES AND DIRECTORS, re-elected or newly elected. Ultra Van Motor Coach Club, Inc. is in good hands indeed.

ANOTHER FINE SLOGAN: Humorously, the sketch maybe displays another important human Policy- NEVER give up! Everyone of us have our ups and DOWNS. Often the downs can seem almost impossible to solve. Not one of us is better than anyone else. We all have PROBLEMS. The sketch is for FUN, sure. But it brings up memories. Even when organizing Ultra Motor Coach Club and incorporating it (to provide lawsuit protection for individual members), we had obstacles to overcome. Also, it was found by trial and error (Never give up) that Free-lance articles sold like wild fire if they include sharp sentences and crisp endings. Most columns written with passive words got rejection. We can LAUGH at the frog and Sea Gull, but if we humans seize opportunities AND never give up, success will beckon. Let's predict the outcome in the sketch. I feel sure that BOTH will WIN. The Sea Gull with his powerful lungs, can give one BLOW, ejecting the frog. Both will survive. All in fun.


Just a little something to think about...

NEVER,
BUT
NEVER,
GIVE
UP.



THE NEW MILLENNIUM: Confusion still exists. A little research has helped me. Questions of all types are asked. WHAT does Y2K stand for? They tell us that Y stands for the word year, and 2K stands for 2000. That's the skinny for one question. Ask to learn. We need to communicate. Dead silence solves nothing. Can lead to panic. Another Member asks, "Just WHAT will CONFUSE computers at year end? Well, when they were invented and produced, tens of thousands of large Main-Frame Computers (and millions of smaller ones), have over the years been programmed for ANNUAL changes using only TWO digits, like---97, 98, 99. Now comes the year 2000 which these electronic machines will "read" as 00. To you and me zero zero, is double NOTHING. What will the machines think 00 means? As everyone knows, the brand new year-2000 cars, motorhomes, trucks are now in the Salesrooms. In the State of Maine, despite millions of dollars spent to service and make State Computers Y2K compliant, buyers of new vehicles are receiving TITLES identifying their purchases as, "HORSELESS CARRIAGES". The State MVD Computers went backwards 100 years---recognizing 00 as 1900. Some compliant Computers may be fed false info by non-compliant ones. It will not be the end of the world, but errors can be expected over the next six months or so. It may be wise for those concerned to re-study the article, "YEAR 2000" in the July 1999 Postscripts.

The happy HOLIDAY SEASON will soon arrive. Merry Christmas to all.

Your Ultra Friend, 

Walt's Thoughts and Tips by - Walt Davison

The recent issue (99) of trailer life reports Ford upped the towing weight of their big (BIG) pickup by several thousand pounds by a change in transmission cooler and a switch to synthetic gear lube in the differential. The main problem had been the diff. *** I have basically never used anything but synthetic gear lube and am satisfied with it. I mean - 300,000 miles on a used diff.. OK?

Refrigeration Repairs: If you want a quality, rebuilt cooling unit, contact Midwest Products, 1102 Avenue of Industries, Corning, IA 50841; (800) 331-7698. Midwest Products has a fairly elaborate process for rebuilding its cooling units. It starts by sandblasting the unit, flushing the lines and checking for damage. Double walled hydraulic tubing is bent to fit the particular cooling unit and the inside of the tube is serried to insure uniform cooling, according to the company. The foam pack is cut away and the new tubing is welded in. Then new foam packs are installed. A new boiler box with fresh insulation is added to complete the rebuilding process.

According to Trailer Life: This company really stands behind its products and has rebuilt cooling units available for virtually any refrigerator used in RV's.

*** Walt suggests that we start a new column: **Star Routes** and sends us these:

Star route #1 - Leave Monteagle, TN (home of CPU #350 - Pilkington's) on #41 to Tracy City, pickup #56 North to McMinneville, TN (not Oregon). The road is just lovely. It's largely through huge fields of commercial plant nurseries. Very pastoral and just a nice slow cruiser road.

Star route #2 - When you come out of the Big Horn mountains on #16 make a couple of stops. First at the local police station (West side of town) check out the entry door. A work of art. Then to the local library in downtown Buffalo. As you enter you will see a magnificent example of "art glass" in a wall behind the counter. really outstanding. I check them both out every trip. Now proceed thru Buffalo, crossing I-90, on #16 proceeding north to intercept #14 into Sheridan. No traffic, no crowds, no billboards, just a nice slow cruise on a somewhat narrow old old fashioned road. Like it probably was fifty years ago. I "found" this road in '99, and I'll never use I-90 again.

Not a Star route (because they're too well known), but well worth your time are the two roads the Big Horns. #16 then south end, much the easier of the two. Great views and many el-freezee o'nite sites. The north end is crossed by #14, In my opinion, the 'better' of the ends. But - and it's a BIG BUT, it's a very much steeper climb. And on the west end of the road you have a choice of #14 to Lovell, or #14A into Graybull (Greybull airport is home to the major builder of fire bomber aircraft). At the junction of #14/14A, Burgess Junction, there is a neat Visitors Center. #14A down to Lovell is much the more scenic route, but as I say its also MUCH the STEEPER.

For those of us who subscribe to the excellent Group Ultra "Whales on Wheels", you read of an incident involving fuel leaks/fire hazard etc. This has been hashed out in the past...But new folks arrive...memories fade...AND NOT EVERYONE WILL AGREE WITH ME. So with that disclaimer...I have never used a mechanical fuel pump on a CPU. No matter the quality of the pump (and that apparently is a broad range) the failure mode, if and when, is a potential disaster. Plus using a mechanical pump requires many joints/connections in the engine compartment, which by its very nature is a wonderful source of ignition for fuel leaks. Electric pumps mounted at the tank would seem to me to be a VERY much superior setup. I currently own two coaches #286 (X Chance Fitzgerald) two pickups right to bottom of tank, left and right. If right pump dies (and they all die sooner or later) simply switch on the left pump. And you will not be stuck in the middle of who knows what. #366 has a simple electric pump on the right side pickup (through the bottom into a small sump...when you're out...you are REALLY OUT.). It also has a two gallon reserve tank with it MATCHING electric pump that feeds through a selector valve allowing quick change from one to the other. I like the two pumps in the main tank with Left and Right pickups and will soon add the left one to #366. The matching pumps..Yes I have a spare third pump on board. Pre-wired and plumbed. All three pumps are interchangeable. To save Norm Helmkey from writing in...Norm wisely recommends a 'turnover' oil pressure safety switch. I don't have one.

Now we come to the part I want to really get up on my soapbox and SCREAM about. FIRE. Do everything in your power to NEVER have a fire in/on/around your beloved ULTRA. BUT...BUT...lets play a little game...somehow you perceive that you have a fuel leak or a fire in the engine compartment. No matter your systems...STOP and get EVERYBODY OUT. Then FROM THE OUTSIDE THROUGH THE AIR INLET ON THE CURB SIDE...view the engine compartment...if fire is present, give it a couple of seconds of HALON and wait a few seconds...if still on fire shoot again...if still on fire...clear the area. Stock CPU'S have this propane bottle thing...you REALLY can't be 100% sure of where all the fire is. COACHES ARE PRECIOUS...MEMBERS LIVES ARE MORE IMPORTANT.

Yes! I have a fire tube. Yes! I have fire/heat/carb ice/dust doors. Yes! I have fire or six halons aboard. But 'stock' coaches don't. My firetube tech tip went over like a lead sumpin'. The fire/etc doors fell even flatter. So be it. If you have a KNOWN engine fire and you open the top cover of the compartment, you will probably only assist everything going to ... and a hand basket faster. The engine cover 'style' I call the alligator style has never caught on...I've had it on three of my long term units. #286 has it. It would be one of the first changes I would make to a coach. Never mess up the bed again. Engine access in a couple of seconds for routine servicing. Stock is I believe half inch plywood. Think about this a minute...if a fire goes long enough to burn thru half inch plywood...where do you think the aluminum sides of the engine compartment are going to be??? Yes. I have a trick titanium cover...and I have all the rest of the goodies...BUT...if you don't get the fire out in the first 30 seconds or LESS...you've probably lost it. Make sure its only the coach you lose. Take a few minutes and think it through...what are YOU going to do in YOUR COACH...when IT happens?

The Big Shows
by Norm HelmKay

We had a great trip out to Ruidoso, New Mexico for the 1999 Ultra Van Convention, our round trip was 4,514 miles, a wandering 2,400 going and straight-line back with 2,114 miles. We took 8 days going west with great shopping around the RV Surplus dealers in Michigan and Indiana.

There a place (LA West, Van Converters at Lagrange, Indiana) that has a problem getting rid of the seats they remove from new vans. A local newspaper ad asked readers to come take the seats away. We got a nice pair of new cloth bucket seats still wrapped in plastic for UV #408 we are renovating.

The outbound trip was nearly all on back-roads bucking a stiff West wind (5 of the 8 days). We even traveled part of the old historic Route 66. Saw lots of rusty cars sitting in fields (no Corvairs) and in Portales, NM there were 35 really old farm tractors, in one field.

Mark Domzalski, President of CORSA traveled down from Albuquerque to visit with us, and as he had not been in an Ultra Van before, so he had lots to see.

Boy, if I lived out there, I would do some serious wind generating and solar heating. We had hoped for wind-relief on the homeward journey but it was not to be. Our return trip took 3 days running 55-60 mph, mostly against a south-easterly blow with side gusts to 35 mph. My arms and shoulders were sore from wrestling the steering wheel.

For the first time in 108,000 miles the trip average fuel consumption dropped to 14.9 mpg. Maybe it was the extra seats, but I don't think so, as we run up from Florida occasionally at over 6,000 pounds. Our continuing average dropped from 15.4 to 15.38 which is still pretty good.

Our rush to get home was we had to leave on Thursday for Carlisle and Hershey (The Big Shows).

I've attended the Antique Automobile Club of America (AACA) Fall Meet at Hershey, Pennsylvania for the past 32 consecutive years. In the 12 years since retiring, I usually take old car friends with me in the Ultra Van.

Marion will tell you, Hershey is not one of her favorite spots, but game as she is, Marion is always ready go, if a buddy can't make it. We've had an Ultra Van booth in the "Green Field" every year since 1989.

To explain further, at first, the Hershey AACA meet was just an antique car show. A few AACA members brought parts to swap, so a vendors were allowed to set up east of the football stadium. Known as the "Blue Field", it could accommodate about 1,200 spaces 10 feet wide and 30 feet deep. In 1967, I attended as a spectator and in 1968, had a vendor space in the "Blue Field." A vendor space and a motor home provides a good base to come and go at Hershey without ever having to leave the field, but there is a responsibility to have some items for sale to comply with the flea market rules. My specialty at Hershey are wheeled folding grocery carts. Seniors in Canada call them "bundle buggies" as they use them to transport their groceries bundles home from the corner store. We collect them at garage sales from May to September. Old car nuts get carried away when they find special bargains at a flea market. Often they don't realize how heavy things are, until a certain point. Hopefully, at that instant they see our "bundle buggies."

As demand for more spaces grew, the "Red Field" was opened further east. Our Sleeve-Valve engine group moved there to be all together. Next, the Hershey airport was closed and it became the "White Field." For some obscure reason, the "White Field" was closed and in 1989 and the "Green Field" was opened at the western-most limits of the Hershey Estates. The distance between fields is so great that shuttle busses are run between the fields. Expansion of the Hershey Amusement Park closed the "Red Field" and the "Chocolate Field" was opened between the stadium parking lot and the "Green Field." More expansion closed the "Blue Field", but the airport "White Field" was re-opened. There are now over 10,000 vendor spaces covering over 200 acres.

At our Ultra Rally in Titusville last March, we talked about Hershey and Vince Murray (#510) mentioned he had never been. Marion jumped at the opportunity and invited Vince to go this year. I suggested we add the Carlisle Flea Market (swap meet for those out west) which is the week before the Hershey meet. Bill Miller, the owner of Carlisle is an Ultra Van Club member who once owned #378. Wonder where it has gone.

I had not given too much thought to when we had to be back home and on Friday, realized I was supposed to leave home for Carlisle in just five days and we were over 2,100 miles from home. Saturday, before dawn, we pushed the Ultra out of it's parking spot and coasted down to the highway. Hope you folk beside us had a good sleep.

The trip back east was just like going west, headwinds wind all the way. In both directions we had sustained frontal winds of 35 mph, but we made it home in three days. On September 30, our scheduled depart day, the winds were gusting to 50 mph, so Vince and I agreed to delay departure for another day.

The trip to Carlisle was uneventful, but the fall color was quite spectacular. This was my first trip to Carlisle since 1976, so I was really looking forward to the changes. I heartily recommend Carlisle, it is really great. Not quite as many vendor spaces as Hershey, but much more compact and all the paths are paved, so walking and pulling a "bundle buggy" is much easier.

Parking the Ultra Van at first was a problem. There were lots of adjacent pay-parking lots next to the Carlisle Fairgrounds, but they turned motor homes away. Never mind the Ultra Van was shorter than some of the extended cab pick-ups and vans, but just because it was a motor home, their mind was set, it must take up space than one car. We cruised the side streets and soon found a parking spot just three blocks from the entrance. Next day it was much easier, arriving just before 7 am, we had our pick of many street spaces just a block away.

Vince wanted new alloy wheels for his Ultra Van and did some pricing the first day. Next morning, we took two "bundle buggies" confident we would find an even better deal. After some good old haggling, Vince bought his wheels. The afternoon forecast was for low 80s, so we wheeled his new rims back to the Ultra before it got too warm.

The Carlisle Car Coral has got to be seen to be believed. There were likely over a thousand cars gathered for sale in one spot. Unlike Hershey, where everything is supposed to be car-related and over 25 years old, Carlisle has no limits.

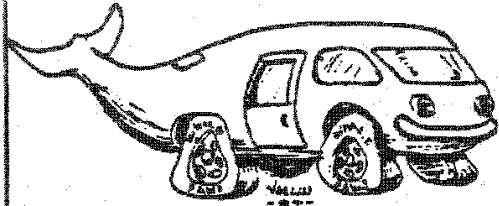
At Carlisle, we walked our legs off each day, so every night was relief for tired muscles as we bedded down in the Ultra Van. Between the end of Carlisle on Sunday and the opening of Hershey on Tuesday, we had a full extra day, so we went to the Corvair Ranch at Gettysburg (where there are over 400 Corvairs). Jeff Stonesifer owner of the Corvair Ranch has two Ultra Vans (246 & 351). Looking out across all the Corvairs lined up in rows, must have been the way Willow Run looked during the Corvair production years.

On the Monday night, it poured buckets, delaying the opening of Hershey until after 2 pm on Tuesday. Luckily, the rest of the week was rain free. The morning temperatures were cool (38 F) but it warmed to near 70 F every afternoon, just right for walking.

The "Joy of Hershey" really began on Wednesday morning. Vince and I took turns going out walking, while the other minded the Ultra Van booth at Hershey. As many years as I've had an Ultra Van at Hershey, there are always those who "discover" it for the first time and Vince soon became a veteran at delivering the Ultra "sales pitch." This year we had an added attraction as I had a sales poster showing #547 up for sale (plug, plug) which is sitting at the "Ranch."

At Carlisle and Hershey, I'm no different than any other bargain hunter and always come home with more "Junque" than I take. I make a point of using the truck toll lane at the border and always ask the toll collector what the Ultra Van weighs as we pass through. This year coming home, we were 5,540 pounds, just "slightly" overloaded.

TECHNICAL WHALE TAILS



"Technical Whale Tales are a collection of technical tips submitted by Ultra Van Motor Coach Club members. While these tips have been reviewed for content and are believed to be both acceptable and workable, there is no guarantee implied that they will work correctly, nor is any liability assumed by the Ultra Van Motor Coach Club, the Technical Chairman or the author for any problems that result from the use of these tips." Forward all Technical Tips to:
~~Non-Stationary, 10 Sergeant St., Kansas City, Mo. 64104~~

Send TECH TIPS to: Graham Dell, 4332 157th Avenue SE, Bellevue, WA 98006

TECH TIP NO. 99-13

SUBJECT Big Bore Engines

UV MANUAL SECTION 13

PAGE 13-3

AUTHOR Graham Dell #292

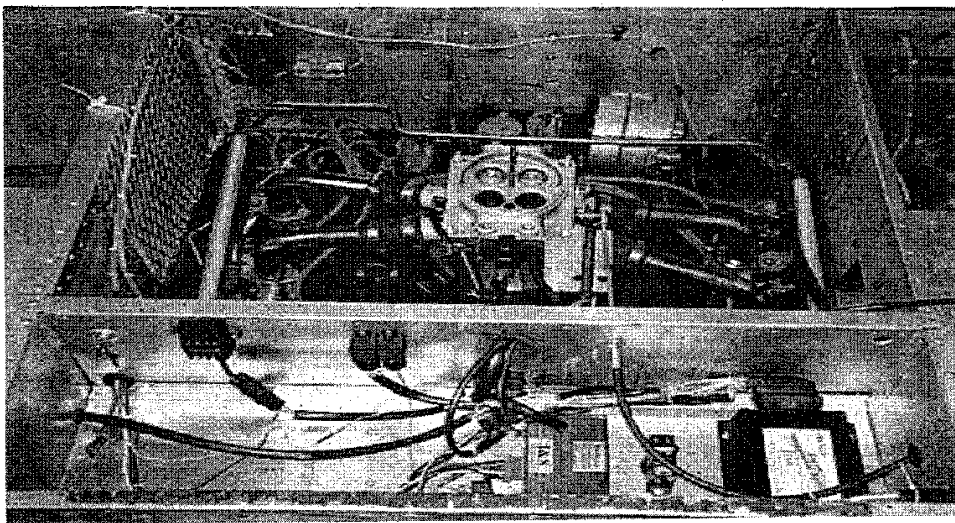
How do you get more 'hill climbing power' out of you Corvair powered Ultra Van? Well, I'm trying cubic inches and fuel injection. Should be the source of more torque at low rpms, right?

A rebuild of my 140 uses these non-standard parts:

- 92mm volkswagen pistons and cylinders
- center mounted throttle body with four air runners
- port fuel injection
- Haltech E6 fuel management system
- J & S knock sensor

I now have 181.61 cubic inches and timing controlled by the Haltech with the Safeguard watch over me. (see more at www.corvairkid.com) Have accumulated only 500 miles of driving, so it's a little early for performance comments; other than it looks promising.

I know I could have made a down payment on a new Other Brand RV for the price of my modifications, but it wouldn't have been a "beloved Whale"!



Membership renewals are now due.

Please check the address label on this newsletter. If your label shows '99, please send your check for \$15 (payable to UVMCC) to:

Marion Helmkey
73 Sargent Street
Haines City, FL 33844

This is also a good time to update any address, phone number or e-mail changes.

UVMCC Annual Financial Statement September 1, 1998 - August 31, 1999

August 31, 1998 Opening Bank Balance		\$ 1,842.20
Receipts		
Dues	\$ 2,340.00	
Matured CD	\$ 2,500.00	
National Rally	\$ 230.13	
Merchandise	\$ 196.75	
Interest	\$ 52.21	
California Tax Refund	\$ 35.50	
Benham Dividend	\$ 20.34	
Tech Tip Purchase	\$ 14.00	
Sheriff Fines	\$ 1.50	
Total	\$ 5,390.43	\$5,390.43
		\$7,232.63
Expenses		
Re-Invest CD	\$ 3,000.00	
Newsletter	\$ 1,175.00	
National Rally Advance	\$ 600.00	
Tech Tip Reprint	\$ 500.85	
Insurance	\$ 300.00	
Postage	\$ 69.88	
Dues Overpayment (returned)	\$ 15.00	
Tech Tip Mailing Envelopes	\$ 20.96	
Tech Tip Portfolios	\$ 10.56	
California Franchise Tax	\$ 10.00	
Telephone	\$ 8.54	
Total	\$ 5,710.79	\$ 5,710.79
September 1 Closing Bank Balance		\$ 1,521.84
CD Maturing	\$ 3,000.00	\$ 3,000.00
Club Financial Position	September 1, 1999	\$4,521.84

Respectfully Submitted,

Marion Helmkey
UVMCC Treasurer

TECH TIP NO. 99-14

SUBJECT Deep Cycle Batteries

UV MANUAL SECTION 15

PAGE 14-18

AUTHOR Graham Dell #292

Deep cycle batteries are not car batteries. They are constructed differently than car batteries and **require** specialized monitoring and charging equipment to operate efficiently for long periods. Expensive **batteries** are no solution to the power equation; even the best batteries can be ruined by mistreatment.

The further a battery is discharged, the greater the mechanical stresses on its plates. Deep discharges shorten the life of a battery. As a rule, it is best not to discharge batteries more than 50% of their rated Amp hour capacity.

A battery is fully charged at 12.8 volts and 50% discharged at 12.2 volts (depending on temperature) measured on a battery at rest for 24 hrs. Overcharging kills batteries by corroding positive plates; under charging builds lead sulfate on negative plates. A low temperature requires higher charging voltage; too high a temperature may cause thermal runaway and dangerous consequences.

What are we to do? Take a look at Heart Interface's Link 10, other companies offer similar gauges, that tracks the state of charge of your batteries. These meters display linear Amp hours consumed, Amp hours remaining, compensated for the rate of discharge. Proper instrumentation is the key to long battery life.

TECH TIP NO. 99-15

SUBJECT Engine Paint for Cooling

UV MANUAL SECTION 13

PAGE 13-17

AUTHOR Jim Craig #604

Flat black paint has been used for years in the auto and motorcycle fields to help cool certain parts of the engine and protect the surfaces from rust etc. I found a very good 1200 degree flat black at Walmart. Brand name. Comes in a red and black 12oz aerosol can for about \$ 3.50. It sprays on very thin, so use several coats till you have covered all the bare metal areas. It will cure after you have run the engine and get up to normal heat range.

This paint can be used for valve covers, lower half of the push rod tubes, lower shrouds, mufflers and pipes.

TECH TIP NO. 99-16

SUBJECT Tool for Sealant Squeeze Tubes

UV MANUAL SECTION 17

PAGE 17-6

AUTHOR Jim Craig #604

This has to be one of the best little tools in my toolbox. What is it? It is a steel tool called the Tube Grip for gripping the silicone gasket squeeze tubes in which it compresses every last drop from the tube without rupturing it. They are available direct from the manufacturer Valco Cincinnati, Ohio 1-800-788-3865 Walt Davison gave mine to me. Said something about it being too heavy to haul in his Ultra all the way to Florida. He would buy another when he got home. OK!

TECH TIP NO. 99-17

SUBJECT Heim Joints, Front Steering

UV MANUAL SECTION 10

PAGE 10-43

AUTHOR Jim Craig #604

There are Heim Joints and then there are other Heim Joints. Most of the Ultras had the #TR-7 or TR-7N heim joints. The -7N was one that had a zerk fitting installed for applying grease. These joints were the least expensive for Ultra to purchase or perhaps the only ones available at the time. When you get ready to replace your joints, purchase the better grade #AR-7N. It is made with a hardened steel ball and inner race which will give a lot longer service life. Seal Master has one with a zerk fitting, available at your local bearing supply or check the For Sale column in the news letter. Price is \$26-32.00.

TECH TIP NO. 99-18

SUBJECT Bicycle Speedometers

UV MANUAL SECTION 15

PAGE 15-72

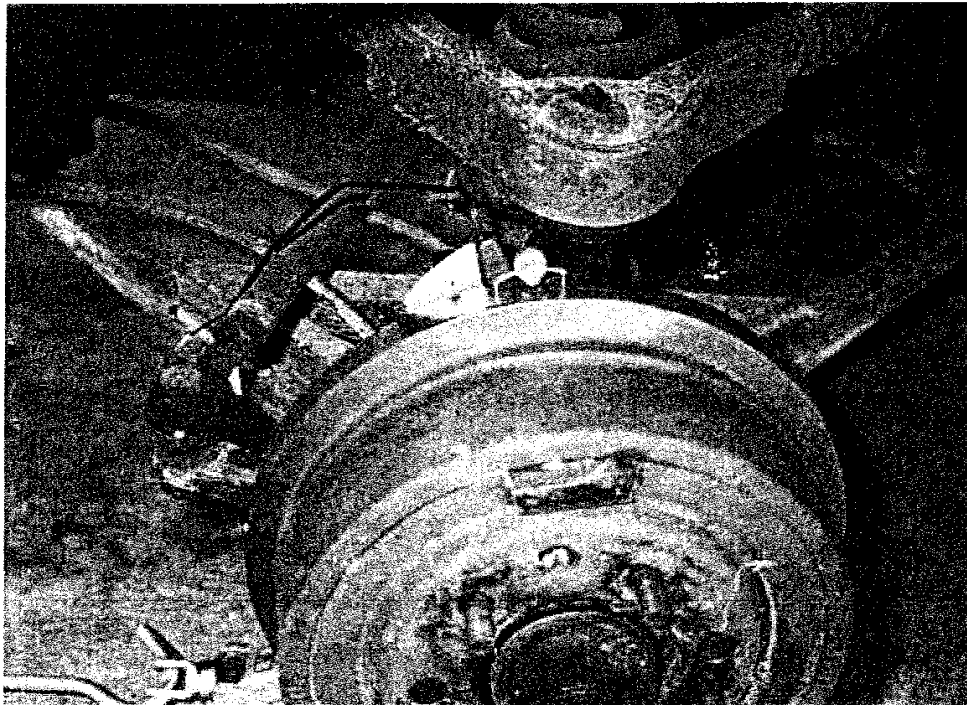
AUTHOR Richard Finch #443

The very first day I drove our Ultra Van, when we purchased it, August 1998, I believed that the factory Stewart Warner 160-mph speedometer was registering low. When it read 55 mph, I was staying up with all the traffic, at 65 mph, I would be passing all the traffic, and it would never read 70 mph, no matter how many cars and big RVs I would pass. So, I decided to take a hint from Walt Davison and install a bicycle speedometer pick up and sending unit on the left front wheel and mount the head near my SW speedometer on the dash board.

I purchased an Avocet bicycle speedometer for \$ 25.00 at my local bike shop and installed it as shown in the accompanying picture. Now I see that 55 on the SW gauge is actually 65 on the calibrated bicycle speedometer, and 65 on the SW is actually 80 mph!!! Now I cruise on the SW speedometer. And, I do have the correction gearbox installed in my speedometer cable.

Mounting and calibrating the Avocet took about 16 hours. It is so accurate and easy to read that I seldom even look at the SW speedometer any more. I get consistent 42-mph full throttle up-shifts and 28-mph full-throttle downshifts as verified by the Avocet speedometer.

Most bicycle speedometers are multi-function and are accurate to 1 mph at 99 mph. I would recommend a bicycle speedometer as an auxiliary instrument on any Ultra Van.



Coaches For Sale

1967 Ultra Van #294, 140 HP, Corvair, Powerglide, Cherrywood interior. Bigger Fridge, generator, no dents, metal bumpers. Needs paint. Has been setting for awhile. Widow wants to sell it along with an extra 140 HP engine, 3 extra Powerglides and Oldsmobile 455 Tornado engine and transaxle, \$3,500 takes it all. Contact Hilda Green, 1556 W. 226th St., Torrance, CA 90501. (310) 328-3741.

1967 Ultra Van #321, 110 HP, Powerglide, Roof Air, Good straight body, \$6,500.00. Call Jean McMasters at (561) 626-0388.

1969 Ultra Van #507, V/6, 3.6 liter, 3sp/trans, Excel. cond., Solar pnt., disk brakes -frt., 10k miles on V/6 conversion, Cat and hot water heater, Walnut interior, 12-15mpg. No cooling problems. New seat upholstery and curtains. Late style refrig. Large table, Dual bats., Builtin leveling system. Glass and radial tires are in excel. cond. Ready to travel. Owner is not using it and says to move it out. Video and photos avail. \$8.ppd. All offers considered. Contact: **Jim Craig**, 760 366 9104 or jrcraig1@juno.com

1969 Ultra Van #472, Corvair w/ auto. NEW ring and valve job. Excel cond thru out. Like new paint, beige with brown stripes, good radial tires, Late Dometic refrig., White interior, Blue trim, curtains and etc., Tinted windows, CB. Ready to travel anywhere. Recent new 4.11 gears installed. 12-15 mpg. Metallic frt. & rear brakes. This is a really good looking Ultra that always get lots of comments any time you stop for gas and etc. Dont miss checking out this BEST of the Ultras now for sale. Video and photos avail. \$8.ppd. Contact: **Jim Craig** 760 366 9104 or jrcraig1@juno.com Price; \$9495. obo

1970 Ultra Van #547, V8 powered with many upgrades. Needs paint, hence the low price of \$6,000.00. This was Norm Helmkey's first coach and it been driven over 2,500 miles since the Corsa National in St. Louis. For details, contact: **Jeff Stonesifer** at The Corvair Ranch (717) 624-2805,

Ultra Parts for Sale(Pre-owned)

V/8 Corvette dif., \$100., V/8 drive assy. \$95., Ralph Generator, 3000watt, compl. w/spare assy. \$75., V/8 Rear discs \$18.ea, Trailing arms, \$20. V/8 auto trans., Powerglide 2sp. \$40., List of NEW Ultra parts avail. (Request). Many Corvair core engines, diff;s and automatics. **Jim Craig**, 760 366 9104 or jrcraig1@juno.com Shipping extra.

NEW Ultra Parts:

Macerator 12 v pump, \$50.ea.
Fiberglass bumpers, 1pr. (Frt. & Rear) \$45. ea. / Foam bumpers w/ covers. 6ea., \$35. ea.
Speedo meter cable and housing assy. 3ea., \$30.ea.
Front Vents w/ inner lever. 1pr. \$40.
Ultra Coach plastic name plate. 1pr. \$20.
Hinge. piano type, 4 1/2 x 5, main door, \$20.ea
Latch assy w/keys, Main & rear drs. 5ea., \$37.ea
Tank, for gas or water, Alum. late style, 30 gal. \$250.
Tank, for disposal, fiberglass, 50 gal. 2ea., \$250.
Heim Joints, Standard style. p/n TR-VN, \$19.95 ea.
Heim Joints, Precision type, p/n AR-7N, \$29.95 ea.
Spherical bearing, #SBG-6S, for bellcrank, \$17.95 ea.
Nameplates, Ultra Van, 1pr., \$19.95, / Travalon, 1pr., \$19.95
Springs, Return, for main dr. latch, 1pr. reqd. \$3.00
Manual, Ryerson Ultra Repair & Service, \$55.ea. ppd.
Adapter, for Thermister temp sender. \$12.95 ea.
Tool, Ultra V/8 & Corvair rear spindle remover. \$19.95ea.
Tool, Ultra V/8 & Corvair ignition sw. bezel remover. \$8.95ea.
Bolt, Shoulder, 1/2" x 4 1/4" For late type bellcranks. \$9.95 ea.
Steel plates, 8 per set, 1/4" x 2" x 4", drilled & w/s/steel bolts, For late Ultra or upgrade, \$40.
Bellcranks, alum, AS NEW, Modified per the Manual, w/all new bushings, bearings & bolts. 1 Set, L & R, \$140. exchange, \$80. core charge.
*** All above plus shipping. **Jim Craig**, #604, (760) 366 9104 ***

Windshields, NEW, full size, not recommended to cut. \$495.ea. Can deliver to your home or Glass shop. Rubber moulding, 25 feet. \$45. Valve covers, Corvair, Black powder coated, 1 pr. \$29.95 Exchange. \$19.95 core charge. (Core charge returned when you return acceptable, non rusty covers.) Shipping extra.

Brand new **Ultra Rubber Air Bags** for suspension, #AYN1T1401(C-1), 2ea., #AYN1T14(C-7), 2ea. If you have shopped for these, you will know they are hard to locate. These are for front and rear respectfully. Priced below cost. **Jim Craig**, (760) 366 9104

UVMCC

Ultra Van Motor Coach Club, Inc.

Jim L. Howell, Editor

P.O. Box 5942

Knoxville, TN 37928-0942

First Class

Pres: Jim Craig #604; **VicePres:** Louis Griggs #334; **Sec:** Diane Galli #504
Treas: Marion HelmKay #486; **Tech Cord:** Graham Dell #292
Directors(East): Jean McMasters, Norm HelmKay, Ruth Harvey
Directors(West): Bob Reinhardt, Bob Frantz, Bob Galli

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.

Feb 14th-16th, 2000, Western Winter Rally, at Howard and Marsha Boso's, *** see flyer ***

March 21st - 25th, 2000, Eastern Spring Rally at Airstream Park, Christmas, FL

June 15th-18th, 2000, Eastern Summer Rally, "Fox Fire", Huntington, WV

July 18th-22nd, 2000, CORSA Internation Convention, Daytona Beach, FL.

Sept 20th-24th, 2000, Ultra National Rally, "Amana Colonies RV Park", Amana, Iowa.