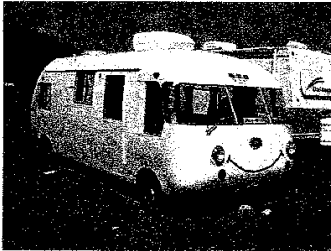


March 2000

Volume 34 Issue 2



A View Through The Windshield
Jim Craig, President

The Arizona rally was really great. Good weather, friendships, pot lucks, tech. & craft sessions. Thanks to Marsha & Howard Boso. Another good get together! See the rally report elsewhere in this issue for more details.

After the rally, Marlene and I headed north to San Francisco/ San Rafael area. in #604 to take a new Galli rebuilt Corvair differential to our son Robert. For reasons unknown at this time his original rebuilt diff. had got real noisy. This was for the 1964 Corvair Spyder convertible he had restored last year. In route we delivered some new Ultra Van windows to member Ed Gurr in Fremont, near San Jose. Ed has purchased the Petersons #601, which has the early series plastic windows. He is upgrading the unit and will have it roadworthy in the near future.

We visited the David and Lucille Peterson while at Roberts and they are now living in San Rafael in a new retirement complex in their own home. Their address is; 713 Deer Valley Rd., San Rafael, CA. 94903, Tele. 415 479 4904.

They have enjoyed many calls & letters from you all. They both are doing great and looking good with no health problems. David is a young 84 and moves about smartly.

During our visit with them, it was revealed that during the early Ultra Van manufacturing period, prior to Hutchinson time, GM executive Ed Cole (of Corvair fame) saw David in an Ultra Van in Oakland and liked what he saw and invited him to come to Detroit with the Ultra to show it to some of the top GM officials. He did and they welcomed him and he was allowed to demonstrate the Ultra. Some interest was shown, but GM made no commitment. GM indicated they were not interested in getting into the RV industry at that time, so-- what did they do? They started the GMC RV project, of course. Hmm? Thought you would enjoy this bit of trivia.

Your Merchandize Chairpersons now have some NEW Ultra lapel pins.(The small white Ultra pins). We have 300 of them, so put your order in for yourself and friends. Price is; \$2.75 ea. Chairpersons are Nancy Pratt, (East) & Marsha Boso,(West).

Several suggestions have come forth regarding the NEW jacket patch and hopefully by the next newsletter we will have decided on the final design. Nancy has provided a suggestion as well as others and she provided a shop name for possibly making them.

Norm Helmkeys by-law committee is in final review of the 1st phase update. It is really a BIG job and when completed they will print a new by-law booklet. The 2nd. phase will require numerous amendments so it will take a lot more time to complete. A BIG thank you to all that are working on this.

The Gallis have the NEW directory about ready to go to print. They should be available before the next east / west rallies. Thanks to Bob & Diane and also all the others that have helped on this project.

Membership renewal: As of Feb. 15, 2000 there was 52 of our Ultra members that had not renewed their membership. The club telephone committee will have contacted them by the time you read this. If you are reading this, your dues most likely have been paid. Thank you. All others received their last newsletter in January.

Memberships expire on Dec. 31 each year. We try to collect dues at the Ultra National (Ultra Week). They are delinquent on Jan. 1st per the club by-laws. It is necessary that the dues be collected on time in order to meet the clubs financial requirements.

Technical Coordinator Graham Dell needs more tech tips. Each of us has at least one that we could forward to him, so do it now while you are thinking about it. If we all do this he will have plenty to last for a while. Forward them directly to him, not the editor. His email is: Home address; 4332 157th Ave SE, Bellevue, WA. 98006

The 101-rework project is on hold until October of this year. The major things that still are required to be done are installation of the kitchen cabinet, bathroom, and rear interior panels, carpet and the paint job. After that it will be ready to sell.

A Corvair Mini Convention is scheduled for May 5, 6, & 7 in Cambria, CA. This is a fun event and some of the best Santa Maria bar b que beef you have ever tasted will be served at the banquet. They will have a car show, swap meet, tours and etc. are planned. Contact: Bob & Diane Galli at 805 466 2737 or for additional details.

ULTRA VAN MOTOR COACH CLUB'S

ULTRA SOUNDER

View Through the Windshield cont:

Semi Official Notice (Important Stuff)

by Walter Davison

Ultra Week: The Ultra Van Club National Rally. Are planning on traveling to Amana, Iowa for this event? It is NOW time to set aside the time to enjoy the fellowship & camaraderie of this gathering of Ultra owners. Ron & Martha Zoutendam and Jean Mc Masters have a good event planned with many activities & etc. So--- get your Ultra ready for this great event.

A Place To Park: Member Anita Tefft sent me the following info; \$5.00 Buys RV drivers a night in a friendly lot. (From the San Jose, CA. Mercury News, Dec. 5, 1999.) For \$29.95 a year RV owners can join up and get a handbook listing the groups participating locations. About 40 malls, and 56 hotels and casinos in 34 states now participate. Only self contained RV's are allowed to join. RV's call a toll free number to make a reservation. If you are interested, call RV Overnights at 941 575 3500 or see

Selling Your Ultra Van? Some years ago at one of the clubs Nationals the subject of selling your Ultra was discussed and it was agreed that the seller would pay for and submit to the club an application for the new buyer/owner for 1 years membership. I have been made aware that this is not happening in some cases. So--- please take the time to do this in order for the new member to made aware of our great club and the rallies & other benefits that he would enjoy.

Ultra Van Parts: Do you have Ultra Van spares that you want to sell? If so, they can be used for someone's Ultra project. Send your advertisement to the clubs editor

Marlene and I are still planning a trip to the East Coast, Virginia, Penn., So. Carolina and Florida. We will be visiting family, friends, Ultra rally in W/ Virginia and the CORSA National in Daytona. We hope to leave California in late May. (This is the reason for delaying the 101 rally that we normally have this time of year.) We are looking forward to seeing a lot of you in the coming months. Cheers, Jim

As of now there is a place in the great state of Alabama that you, ULTRA PEOPLE, should know of. For lack of an official name .. so far .. let's just call it ULTRA EAST. Yes numbers 366/286 have a HOME. I'm allowed to sleep on the on premises. What's really important here is ... this will make a great rallying point for 'WESTERNERS???' on there way to CORSA 2000 at Daytona. And if you do not stop you will never be forgiven!!! Details are available by phone (256) 245-9728 or the Miami number (305) 444-1937. More in next bulletin.

I was pleasantly suprised at the wonderful outpouring of star routes by the various members. ???WHAT???WHERE??? Come on SHARE WITH US!!!

STAR ROUTE #3 - On the Colorado page of you Rand McNally, look at N / 9.5 just over the border in NM find the town of Chama NM. That's the western terminus ogf the Combres/Toltec Scenic Railroad. Chama is sort of your standard 'T' shirt tourist town. Leave it NE bound on #17 and you will climb up to the RR station at Combres pass. I've overnited in the parking lot there several times. But a better (I think) place is the NFGC just east of there. And many FREEZZEE spots are all around you. Whatever, continue East to Antonita..the Eastern terminus of the RR. Nice complex there if you're into HEAVY machinery. Of course I'm not!! But it's still very well done. As the map shows the pass is over ten thousand feet, so for most of us this is a summer time deal...enjoy..I know I will NEXT TIME.

In the last issue a member makes a strong??? case for towing with an Ultra Van. I would refer you to the Jan'97 issue of CORSA. In an article by Smitty Smith of Virginia, I quote "Anyone who blithely takes off cross country with even a small utility trailer behind a Corvair expecting to cruise at 65 is like a kid swimming in a polluted river, having lots of fun, but oblivious to the danger he is in". The whole article is worthwhile, but I especially like the above quote.

I wonder if there would be any interest in a 'story' about a factory NEW replacement engine and the rather involved process of preparing if for service in an Ultra Van. It will surprise many I'm sure as to how much work is required on a NEW engine to try and assure reliable service. Any interest out there? Give the Tech Guy or Editor or me a call.



In Memory of Eugenia Reyburn, or Gene as she was affectionately known to the Ultra Van Community, died quietly Sunday, January 23, 2000, at The Atascadero Christian Home; where she and Milt, had been residents for the last 2 years. Gene and Milt were the original owners of the Ultra Van Bob and I own, love, and drive the heck out of. They were long time UVMCC members, and gave Bob and I our first year membership into UVMCC, saying to us, it was an unwritten rule that when a member sold a coach, they were to pay the first years membership for the new owners. That's the kind of person Gene was. Gene was 92 years old, and married 70 years to her best friend and husband, Milt. Gene was also the Mother of 2 boys, the eldest, Wayne and I were in the same graduating class in 1950 from, Atascadero High School, and Kenneth was a few years behind. Gene liked crafts, and we are the recipients of some of her handiwork. A Memorial Service was held Friday, January 28, 2000, at 2 PM, at the Atascadero Bible Church. In lieu of flowers the family was suggesting sending a memorial in Gene's name to either the Atascadero Christian Home, or The Atascadero Bible Church. The addresses are: **Atascadero Christian Home, 8455 Santa Rosa Rd, Atascadero, CA 93422** and **Atascadero Bible Church, P.O. Box 987, Atascadero, CA 93423**

WESTERN ULTRA RALLY or How the Steenburgs almost lost their teeth in A High Wind By - Diane Galli

Left home on the 8th of February, meeting at Jim Craig's for a few days in Quartzite, AZ, for the big Flea Market that is held there every year at this time.

Bob and I tried out our new route on Bitter Water Valley road, and it didn't save us any time or miles, but it was easier, as we have no tall hills to climb, and no truck and car traffic, we did see 1 vehicle, the local horseshoer.

We spent 3 days there having a good time, Jim, Marlene, and their guest, Gwen Allen, a good friend to all us western UVers, Gwen lives in 29 Palms, and knows us all from past rallies at Jim and Marlenes. Arnold and Edna Steenburg met us in Quartzite too.

Got to Howard and Marsha Boso's on Sunday, the 13th, to be greeted by, Doug and Nancy Pratt, Sandy and Cliff Swick, friends of Pratts, who a lot of folks know in the Club. Also in attendance were, Claire and John Hoffman, Jane and Ed Harrison, Sally and Forrest Gist, Threasa Vandersteeg, Nobia Suckow, Bob Reinhardt, Dan and Betty Reinhardt, Howard and Marsha Boso, and Marsha's daughter, Rachel, and Bob and Roberta Franz.

There were 9 Ultra's, 1 Vixen, 1 Volkswagen Van, and 1 tent trailer, making for a well attended rally.

Monday was the first day of the rally; Howard had put plastic sheeting up all around The patio so as to keeps the winds from blowing through us, and to keep out the cold. It makes for a very cozy place to meet, Marsha and Howard had a long row of tables covered with matching cloths made by Marsha, with the decorations making a very festive room for Valentine's Day. Did I mention the tablecloths been red denim with flowers all over Red roses, and all manner of hearts, depict the day. A gay and festive setting for the week.

The first night Howard and Marsha had a Welcome Bar-B-Que., Marsha as usual did an outstanding job in the kitchen, with help from Nancy and Sandy, and those of us, not me, who were allowed to help. I have a tendency to stay out of other peoples kitchens, not my bag. Boy did we ever tie on the 'feedbag' too. From soup to dessert, we were a very stuffed lot of **Ultra Vanners**. Yum Yum, Good Food.

One day we did a craft that Claire had brought to share, while the men did their craft session, commonly referred to as a tech session. Claire had some kitty cat material all ready cut and the fusible web ironed on, for us to make little 'kitty cats' of, to iron on card fronts for note cards. They turned out so very nice. We copied (drew around) the cat templates Claire had brought, on to the back side (fusible web) of the material, cut them out and then removed the paper backing, and Claire ironed them on the folded card stock wherever we wanted -- centered or off set.

Threasa Vandersteeg had also brought for us Easter Baskets, grass, colored and blown eggs, silk flowers, and all manner of things to make for Easter. That was a do it whenever you wanted to craft ... As usual we women played cards, cooked for the pot lock on Thursday, but I get ahead of myself here.

On Wednesday some 20+ of us piled into 4 cars and went to the Barleen Family Theater and dinner house for a night of food and entertainment. A good time was had by all, some had gone last year, but we had a few first timers, so got to show them the Dickens Christmas Village the Barleens have put up over to view, we also found out that this is their last year, as a family singing group. So sad to hear.

Wednesday was also a general meeting for all attending the rally. I will report on that in another article. The group attending clubbed together for a gift for our hosts, and as Jim was presenting it to Marsha, he stumbled on an uneven brick and dropped the package, such a clatter of broken glass you didnt want to hear, but we did. Well don't you know she opened a box of broken glass? What a good laugh we all had, and Marsha took it in the spirit it was intended. Had her going for awhile tho. The gift was courtesy of Threasa Vandersteeg, and some good acting by Jim Craig as the presenter. Marlene got it all on videotape. Jim missed his calling -- not taking up acting.

Thursday was get-away day for some, and potluck for the rest. May I just say we Ultra Ladies and some of the men are mighty fine cooks. We licked the platters clean.

Friday saw the last of us packing for the trip home; another good rally came to an end. Darn! Craig's and Galli's went to Nobia's and spent the next 2 nights in her front yard, Friday being Bob's 72nd birthday, we all went to dinner, and celebrated with him and for him. Nobia knew of a great Mexican restaurant, so that is where we went, joined by the Hoffmans and Harrisons.

BOSO's Winter Western Rally continued:

Saturday- Jim and Bob went to visit an old friend, and Marlene, Nobie, Gwen and I went to Threasa's for breakfast, met by John, Claire and Jane, for a morning of garage 'saleing' in Sun City West and Sun City. What fun and I am here to tell you that that is not one of the fun things I do. Threasa had a fine breakfast for us, followed later after our day of yard and garage saleing, a dandy lunch, Marsha joined us then, and stayed for a most dee-lishus dinner of roast beef, and all the trimmings. What a day we did have, and a fun one too!

Sunday- The Craig's, and Galli's once again hit the road for home this time. Well - Craig's for home, and we went along to their house and stayed for dinner, breakfast, dinner, and finally on Tuesday left them for home. Kind of felt like Monty Wooley in the movie, 'The Man who came To Dinner', only we did know when to leave -- when the weather cleared.

Marlene invited guests who were our friends, as well as, theirs for dinner Monday evening, Jim, Bob, and Bob Ballew talked 'shop', Corvairs, and we women just talked. So now Bob and I are home, and we certainly will miss everyone till we see them again at the next rally in April.

I forgot, one night, hence the reason for the subtitle, it was VERY windy at Howard's and Edna and Arnold were sleeping in the Volkswagen. Edna had a card table set up outside, and when the winds rose, Edna or Arnold, can't remember which, doesn't matter, had to get up to save the stuff outside, of which their teeth, in their respective holders were on the table, and Edna didn't want to have to find them in the AM from where ever the wind might have taken them. Had a good laugh over that when Edna was telling us her trials and tribulations then next morning. I told her I was going to report this for everyone to enjoy.

I had better quit before Jim has to run this in installments.

PS: We missed you, Helen and Charlie Smith, and all the rest who were unable to attend for whatever reason. Try to make the next one if at all possible.

Bob and Diane Galli # 504

Arizona Rally pictures and a meal at Threasa's house.



Eastern Rallys for the Year 2000!

Ultra National Rally - Amana Colonies

Amana, Iowa
September 20th-24th, 2000

Eastern Summer Rally Fox Fire Resort

Milton, West Virginia
June 14th - 18th, 2000

Hosts: Jack & 'Skippy' Irwin
224 Norway Avenue
Huntington, WV 25705
email - Sowears@aol.com

Convenient Location HISTORY

- A National Historic Landmark
- Four museums capture communal living in the Amana Colonies prior to 1932
- The villages feature hundreds of historic buildings dating back to the late 1800s and early 1900s

NATURE

- Only 2 miles from the Amana Colonies Golf Course
- Near the historic Amana Lily Lake
- Adjacent to the Amana Colonies Recreation Trail, a 3.2 mile paved trail, ideal for walking or biking
- Just 4 miles from the Amana Nature Trail

SHOPPING & DINING

- Only 1/2 mile from Amana, the largest of the seven villages of the Amana Colonies
- Over 50 unique shops
- Visit Iowa's only Woolen Mill
- Take a free tour of the Amana Furniture Shop
- Sample delicious smoked specialties at the Amana Meat Shop & Smokehouse
- 8 wineries and a micro brewery
- Famous restaurants serving authentic German or American cuisine

Reservations are recommended. Weekly, monthly, and special group rates are available.



**Amana
Colonies
RV PARK**

For reservations or more information, Call: (319) 622-7616 or Write: Amana Colonies RV Park

Accommodations

- 60 acres of campground to accommodate groups of all sizes
- 20 and 30 amp hookups
- Friendly campground staff
- Fire rings in designated areas
- Paved and gravel roads
- Level sites with water and sewer hookups
- Showers
- Modern restrooms (handicap accessible)
- Campers' store
- Public phones
- Playground
- Recreation room
- Laundromat

The Amana Colonies RV Park is located in the heart of Iowa's historic Amana Colonies. This National Historic Landmark hosts over a million visitors each year. Featuring seven historic villages in close proximity, the area is famous for its Old World charm and hospitality. You'll find excellent restaurants, historic architecture, unique shops, and fascinating museums.

For your copy of this brochure and other information on the Rally and this area please contact:
Dr. Ron Zoutendam,
(712) 324-4660 or
email at:

rmzoutendam@worldnet.att.net

It's like spring here today and we are getting excited about having The Eastern Regional Summer Rally here at the "FOX FIRE" on June 14th, 15th, 16th, 17th, AND 18th, so far the tentative plans will include a "POT LUCK" dinner on Thursday night, a trip to "BLENKO GLASS" on Friday, a business meeting, and dinner meeting on Friday night. "BLENKO GLASS" has a special running on the PBS stations called "HEARTS OF GLASS". You might want to check your PBS listings.

We already have 6 members planning to come: Jim Howell from Tennessee, Jean McMasters from Florida, Vern and Debra Hammer from Illinois, and Louis and Maybel Griggs from Maryland. Boy! What a start. Now let's hear from the rest of you!!

You can contact us by Email: SOWEARS@AOL.COM or you can send a note to: 224 Norway Ave., Huntington, WV. 25705, or Phone us at 304-525-1033.

As we say here in West Virginia - "Ya All Come, You Here!"

Skip and Jack Irwin #487

For information on upcoming local festivals and events, please call the Amana Colonies Convention and Visitors Bureau at 1-800-245-5465.



Western Rallies for the Year 2000!

Northwest Summer Rally 2000

ANTIQUE POWERLAND

Brooks, Oregon
June 14-17, 2000

Registration to:

Forrest and Sally Gist #413
25655 NE North Valley Road
Newberg, OR 97123-6427
Phone: (503) 538-9654

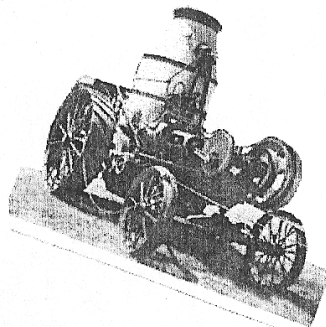
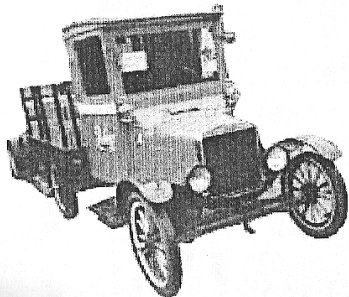
Questions: email GrahamDell@msn.com

Registration Fee: \$7.50

Camp Fee: \$10.00 per night

Power and water, come with empty holding tank.

Directions: Exit 263 Interstate 5, Turn west 1/4 mile



Western Ultra Van Rally

Casa de Fruta

RV Orchard Resort

10031 Pacheco Pass Highway

Hollister, California 95023

April 12-14, 2000

Host: Jim & Marlene Craig

Location: Highway 152 between Interstate 5 & 101

Tele: 1 800 549 3813 or 408 842 9316

Reservations have been made for ten RV'S for spaces under 28 feet. If you have a longer unit you will have to call the above numbers to confirm your space.

Full Hookups, Pull Thru's, Satellite TV

Rate: \$23/day for 3 nights

For those of you that have sold your Ultra ,but like to join us ,there is a motel on site. Prices range from \$56. To \$70.

Call early for reservations.

Bring: Food for one Pot Luck, warm jacket , camera and money . There are lots of things to do on site , such the Fruit Stand, Casa de Choo Choo, Casa de Gift Shop, Casa de Zoo, Casa de Wine & Deli, Casa de Sweets, Casa de Coffee Shop & Casa de Cars.

We have a meeting hall, so bring your Crafts & Tech Projects .

ULTRA POSTSCRIPTS ★★★★★

Dear ULTRA Friends:

March 2000

All of us have by now experienced the last blast of Winter, with Spring just around the corner. We read about and saw on TV the windy snow storms and icy conditions in certain northern and eastern states. Those reports vividly reminded me of my youth-days in Minnesota. Here in the Los Angeles area we've had beautiful sunny weather. Lately, now and then, some rain fell, mostly at night. All the trees and palms along our streets are bowing in appreciation. Don't giggle! They were thirsty; now they can drink. We are still a few inches below our normal rainfall. Let me **THANK YOU** for all your cards, calls, and letters.

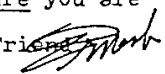
HAPPY TRAVELERS: Here are some comments while sipping my Breakfast coffee: It is still a fact that families who own Motorhomes are very fortunate. They can plan a long tour across country, or shorter trips to attend Club "fun" Rallies, or visit Scenic Parks, or a trout filled Lake, or friends or relatives. There is no need to worry about or arrange reservations at Motels or Hotels anywhere. And, Ultra Club offers membership to all Ultra owners. It does NOT discriminate... as long as they abide by Club regulations. I believe it was Groucho Marx who said, "I'd never belong to a Club that would have me as a member." Ha, ha!



WHOM DO WE TRUST: A member asks about our good old U.S.A., still remaining the greatest Nation on earth? She had read that, throughout all history, all once large and powerful Nations, FAILED miserably in under 200 years. Our Country still survives at 224 years since it's founding...WHY? We could name all the failures, from the Roman Empire to the Soviet Union, to the Inca Empire in South America, but that would be redundant. Is the US of A still around because our Founding Fathers established a super-sound system of Government? Of course... yes that is one powerful reason in my humble opinion. Let me be brave for a minute. The dozens of "Executive Orders" that have almost been kept secret (few American citizens even know about them) could start serious problems. Here is another thought to consider: Every metal U.S. coin that we buy things with, from the measly penny to the, so called, Almighty Dollar, carries the words, "In God We Trust". Every piece of paper currency, from the one dollar bill, the five, ten, 20, 50, 100, spouts the same four words in bold faced type. Each one of us, even if agnostic or atheist, proclaims that "message" with every purchase made. No other Nation on earth acknowledges a higher power on their currency. Could that be another reason for our longer survival? That's a question to ponder, NOT an answer. Was this discussion helpful to you who asked?

STRAIGHT UP AND DOWN: Except for a few Vans, EVERY automobile and truck manufactured in the world today, including all Motor Coaches, have one to four passenger DOORS that swing open like the doors in our homes. In any narrow parking space it is often difficult to enter or exit our vehicles. This is especially true if you have had a smashed pelvis and broken leg joint, as in my own case. Also, the deep dents or nicks caused by careless auto owners who may bang their doors against your vehicle, can be disheartening. NOW there is a solution in the wind. A manufacturer of expensive cars in Italy, the Lamborghini factory, has perfected a sliding up and down door. According to reports, it will be used on all their cars. The Mercedes Benz factory in Germany once built a car with "Gull Wing" doors and a British car had a similar arrangement. They had some leakage problems and discontinued them. The Italian Firm, it is said, has solved such difficulty. All manufacturers, world wide, may eventually use the new Italian, ending the cramped exit or entrance of close parking.

CALCULATION ERROR: After reading this you may consider need for wrinkle cream or even a Sleeping Powder? A very personal experience came to my attention. A large, otherwise reliable Banking Chain mailed their Reports covering C.D.s and Money Mkt. accounts. A quick studying showed that the maturing balance was nearly the SAME as the starting deposit. What!?!? I called regarding the loss of a full year of earnings. The obliging Accountant said he'd mail me a corrected printout. Would the Bank have discovered their Computer's mistake? Did their Main Frame do this to thousands of their other depositors also? I'll never know. A word of caution: Check EACH Bank or Brokerage statement--to make sure you are not being gyped by a machine.

HAPPY TRAVELING. Your Ultra Friend 

More of #375's ADVENTURES by Ron Zoutendam

Now let's continue our story of 375 and the events of 1999. While viewing the rear suspension, examining the brakes, packing the wheels, etc, the vehicle fell off the jack stand. This was shortly before our anticipated hunting trip to Wyoming in early October.

The gas tank developed a leak as a result of this accident and other damage was done to the right side of the coach. In an effort to get us on our way for the hunting trip, Rich, at the body shop did his best to get the tank repaired, put it back together and get us on the road with the idea we would have to do the rest of the repairs after we returned.

Shortly after we left for our hunting trip to Wyoming, it became apparent that when the gas tank was full - it leaked. That did not pose a problem because we usually filled the tank and went down the road. Generally, soon after we got on the road the tank quit leaking and we did just fine.

After our less than successful hunt (1 1/2 deer for 4 guys), we headed home. we actually had a wonderful time in spite of lack of trophy success.

However, on the way home at Wall, SD, we made the nearly fatal mistake by filling our gas tank and stopping to have a leisurely breakfast, we went "all out" and had eggs, bacon, toast, etc. Shortly after eating, one of my friends heard a pop under the refrigerator. It soon became apparent that there was a fire involving the gas that had leaked while we were standing. The refrigerator pilot light conveniently ignited the pool of gasoline.

Needless to say, there was a good bit of scurrying, turning off the propane. With the help of a fire extinguisher and several experienced people who knew how to use it, we did extinguish the fire...

Right now we are in the process of negotiating with the insurance company over the repair of the fire damaged vehicle. Actually we have two problems, one is the fire damage and the other is the structural damage from the coach having fallen off the jack stand. I anticipate that we will have this all remedied well in advance of the Amana Rally, but first we must get #375 out of the cold and down to sunny Florida.

Because I couldn't find anyone who really knew how to repair 375, Jean McMasters came up the last week in November. He assessed the situation and plead my case with the insurance adjuster, who reluctantly agreed on a dollar amount to repair the coach.

We made plans to take #375 to N. Palm Beach, a long ways from NW Iowa and since it looked as if at least one head had to come off, we finally made plans to tow the coach to Florida behind my Suburban. Before Jean left for Florida, he wired the coach for towing and drew plans for my body man (Rich) to make a tow-bar.

Since Martha and I had planned to be away from home the months of Feb. and March (previously having made plans to spend those two months in Bahrain, a middle east island off the coast of Saudi Arabia in the Arabian {or Persian} Gulf), we decided to take an extra week preceding and tow the vehicle to N. Palm Beach. Rich did make the tow bar and he and I made several test trips with #375 in tow behind my old faithful Suburban. Ice, snow, and wind prompted us to postpone several of these test runs but by Jan 22....we were prepared!

After a good deal of packing (we were not to return home until April) we embarked from NW Iowa by way of Omaha, NE, where we picked Jean up at the airport. The trip seemed a lot less formidable with a mechanic along, to say nothing about a spare driver. The first few miles were the most tedious until I got the feel of it. Actually, it towed superbly. The suburban barely noticing the extra weight. The gas gauge did seem to notice and did get a little extra thirsty.

The weather was beautiful but we did get a bit cool the first few nights. We were especially cold the first night in Joplin, MO. We should have left the catalytic heater on, especially for Jean, since the blood of Floridians runs pretty thin. Of course, it was not our fault that he left his key in Florida for his suitcase in which his sleeping bag was securely locked. Necessity is the Mother of Invention and he figured out a way to get his suitcase open the second evening.

On Sunday afternoon (second day) Jean noticed that the coach was riding a little to the left of center. For some reason it bothered him to see more of the trailing vehicle in the left rear view mirror than in the right!!! As he suspected, a severely sharp left turn had bent the towbar. We proceeded cautiously and put up for the night at a Flying J, in NW Mississippi.

On Monday morning, while waiting for a welder, Tom Ratcliff (of Abbeyville, MS) who had met Jean 10 years earlier in or near the same town, (His fascination with the ULTRA prompted him to stop) led us to a reputable repairman down the road 20 miles who reinforced the weak area in the tow bar. We were on our way. The weather continued to be perfect. After a night at a rest stop on I-10 in Northern Florida, we arrived safely 1900 miles from home, at N. Palm Beach. The trip had been nearly perfect We had cruised at 60-65 mph on the interstates and had made about 12 mpg! See ya at the National!

More 408 by Norm Helmkey

In the last episode, #408 was left at the Corvair Ranch with its stable mate #356 which we had taken there in the fall of 1997. A friend who runs a body and paint shop saw old reliable #486 and decided he wanted one.

After "Fall Hershey 1998", I took old reliable #486 to my friend for a paint job. When it was finished I took #408 to him so he could work on it all winter, while we baked in the Florida sun.

In May 1999, on our return, #408 came home to begin a total transformation. The inside was stripped bare with all the cabinets, paneling and insulation removed. Though 408 had barely run 50,000 miles, it had sat for 15 years without turning a wheel, so it needed a lot of TLC to renew all the running gear.

In between summer trips to Camp Dearborn for the Tin Can Tourists rally, the Indy 500, the Willys show in Pennsylvania, the Old Autos Festival at Bothwell, Ontario and a couple of Corvair meets before our trip to Ruidoso, plus visits of our kids and friends, I found time to ready #408 for the 1,500 mile trip to Florida in November. It was pretty bare inside with just seats and a bunch of bags and boxes.

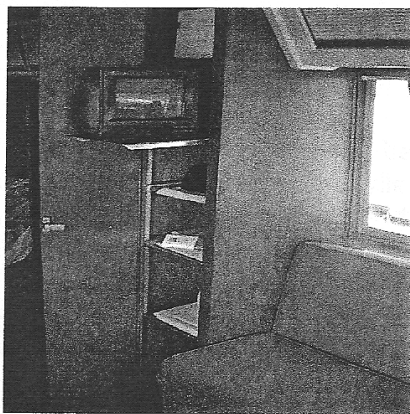
During the winter of 1999/2000, I worked hard to totally renovate the inside. We've made many changes so it is quite different

from any of our previous coaches, but it looks exactly the same from the outside, complete with Smilie grin on the front.



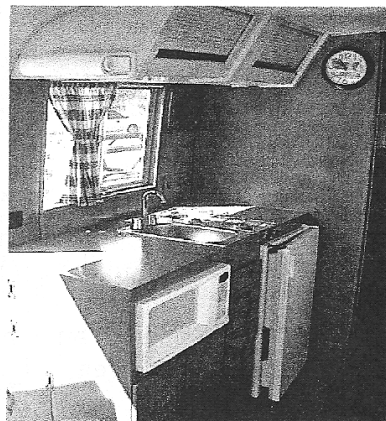
The insulation was upgraded with more modern materials and any damaged Formica panels were replaced. Home Depot ordered the original Wild Cherry (artisan finish) from Formica at a very reasonable \$1.27 a square foot.

As you can see from the pictures, the galley counter is totally new with extra drawers and storage.

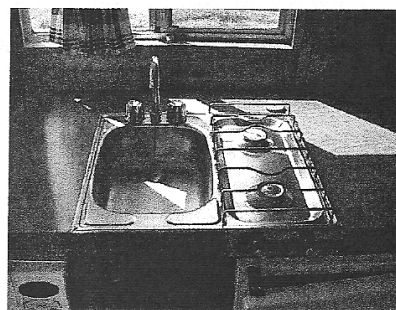


On the driver side we added a full length floor to ceiling cabinet with slide-out shelves. The original overhead cabinets were all removed and replaced with a lighter Airstream version that feature roll-

up doors. Cabin lighting is nearly all 12 volt halogen lamps.



The galley cabinet has a regular 4 cubic foot apartment-size refrigerator and a microwave oven. These are both powered by a 1,500/3,000 watt inverter when on the road without shore power available. I had concerns about going completely electric for the refrigerator, but in the first 3,000 miles of travel it has worked very well. The cook-top is a unique two-burner/sink easy-to-clean combination from Europe.



There are many more changes, but that's a story for next time.

RESCUING A (BEACHED) WHALE

Byron Short - Proud new owners of #482

We were full-time RVers for about 6 years after I retired. About a year ago my wife's illness started preventing her from climbing in and out of a 4wd Suburban and a travel trailer.

After seeing the Ultra Van web page, I started looking for one. I found one in Dalton Ga. but was unable to swing the deal at that time . I let my Corvair buddy, Bob Brown have that one and kept on looking.

This fall I received an email from Norm Helmkey informing me of # 482 that was available in my area. I contacted the owners, James and Lisa Carvin and made arrangements to see the unit. They had lost track of the unit and just recently located it. It was in Bunnell, FL very close to Flagler Beach (ie. beached whale). I went and looked at it. Although it looked pretty rough and had a blown engine, I could see a lot of potential in it plus it had a new Onan microlite generator with 8 hours on it . We and the Carvin's then agreed on the price. We arranged to pick it up the 15 of Nov.

We went back to Bunnell on the 15th. I contacted my RV towing service and got it transported to my back yard in Beverly Hills ,Florida (that is).

The engine is out and in the machine shop to check crankshaft, cam gear, camshaft and redo the heads. One piston had a hole about the size of a half dollar. That may have been why it wouldn't run? Will probably get it back up and running in the spring.

In the meantime I am working on the interior cleaning etc. When I get through with it, it will be an all electric coach . No propane! Shore, generator, and inverter powered.

I probably won't get it painted or some body work done by then, but hope to see some of you at the Spring rally in Christmas, FL. That's the story on the beached whale, I believe we can get it breathing and back to swimming again.

Not Bad for 94 by Marion Helmkey

One of the joys of being the Treasurer, is reading the friendly little notes that members often send with their dues payment.

Those of you who remember Niva Brining will be glad to know that she is getting along fine. In Niva's letter, she says: "Eyesight bad, difficult to stand, valves in leg muscles weak, heart won't pump blood to my brain, but why wouldn't I like it here, with my own furniture, I get three meals a day, have plenty of activities and no work to do, not bad for a 94 year old!"

Niva has moved into an "Assisted Living" facility. Her new address is: 350 Union Road, #139, Englewood, OH 45322-2133.

I'm sure Niva would love to hear from many of her old Ultra friends.

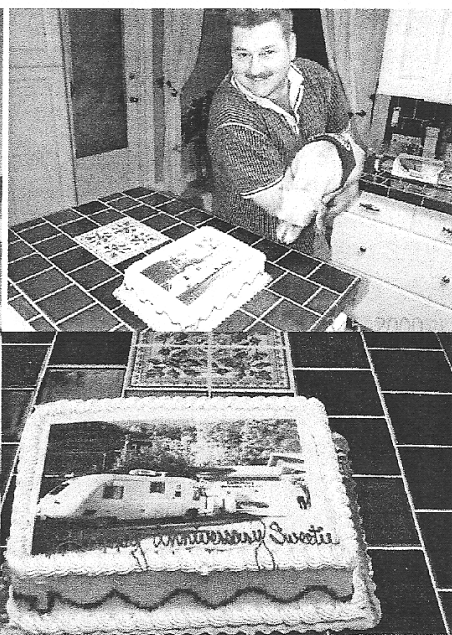
Where have you taken your Ultra Van?

by - Jim L. Howell #216

During the last few years that I have done this newsletter I have noticed that many owners use their Ultra Vans to go to rallies or maybe on vacations, but few use them to go to the post office, or grocery store. I rarely get any stories (with pictures) of coaches doing the normal vacation things, or stories of coaches being used to travel and associated pictures of them in unusual sites.

Our coaches are only 22 feet long and can park in many more locations than the larger modern motor homes. So when you are getting ready to travel, then put some film in your camera and get out your writing pad and let the rest of enjoy your trip with you. Below are some examples of our favorite coaches at malls, car shows, rest areas, horse shows etc. What better way to enjoy and showplace our Ultra Vans.

As you can see I have had 216 at horse shows, car shows, Ultra Van rallies and parades. I have also included several pictures of Jean's 330 at the same types of places. Our coaches always get the 'looks' and 'laughs' that few other vehicles get.



THE ULTRA ICING ON THE CAKE

by Mike Babinetz

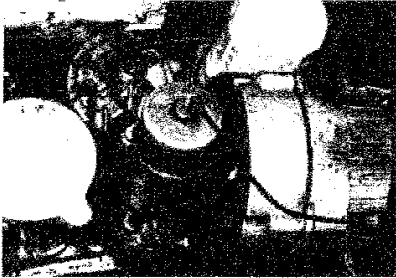
For our 17th wedding anniversary, my bride had this special cake made with a picture of 431 at the Gatlingburg Welcome Center. You see we picked up 431 on our 16th wedding anniversary, so from now on we have two anniversaries on the same day. And we look forward to many more. Thanks Babz.

TECH TIP NO. 00-12

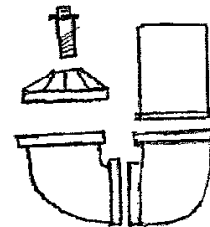
SUBJECT Oil filter mount

UV MANUAL SECTION 13 Page 15 AUTHOR Louis Griggs #334

Removal of the oil filter on a Corvair powered Ultra is always a challenge. Using two right angle adapters, available from Clarks or Corvair Underground, makes the filter more accessible and allows the use of spin on filters.



The oil filler pipe has been extended for easier filling. The oil pressure-sending unit stands on a 6" length of black iron pipe screwed into a black iron 1/8" pipe tee. The other leg of the tee holds the idiot light sending unit.



TECH TIP NO. 00-13

SUBJECT Comfortable swivel seats

UV MANUAL SECTION 1

AUTHOR Richard Finch #443

Gayle and I selected, leather, 8 way power bucket seats from a 1987 Cadillac Seville Coupe. To install on the modified wheel wells (extension removed) it was necessary to reinforce the mounting surface and attach a swivel base.

I used a 3/16 x 18 x 18 6061-T6-aluminum plate covered on the topside with Formica to provide a slick swivel-bearing surface for a matching size aluminum plate that was bolted to the bottom of my new seats. The plate picks up 18 of the original rivet holes at the inside or middle edge of the wheel well. I installed an aluminum angle 1 1/2 x 1/8 under the outside edge of the plate, sandwiching the fender sheet metal between the angle and the plate.

On the passenger side, I had to use two aluminum angles on the under side because the seat base did not pick up the edge row of rivets as I had sawed off that extension rather than drilling out all the rivets.

I used a 3/4 grade 8 bolt as the hinge for each swivel seat, with holes drilled completely through the seat bases and the wheel well top. The shear strength of that bolt is about 20 times the required strength for seat mounts in cars. I used a self-locking nut and a stack of large area washers so that I can tighten or loosen the swivel mechanism as necessary to provide a free swivel.

My calculations are that my fenders and front suspension mounting points are 125% stronger than they were before modification. After 5,000 miles of driving, no squeaks or suspension sag have been noticed and I have experienced a much happier tailbone.

TECH TIP NO. 00-08

SUBJECT One wire alternator

UV MANUAL SECTION 15 Page 15-45 AUTHOR Jim Craig #604

You are on the cross-country trip you have planed for so long and out on the "most lonesome" road when all at once the alternator warning light comes on.

Great, no spare on board, but enough battery power to get to the next town. Good luck finding a Corvair alternator anywhere out there.

To prevent this happening to you, consider upgrading to a newer alternator with a built in regulator. For the V8 Ultra, this unit can be purchased direct off the shelf, for the Corvair Ultra, the unit can be built up by your local alternator shop. They use half of a Corvair alternator, the pulley end, and attach a late Chevrolet assy to the other end that has a built-in voltage regulator.

With this setup it is possible to repair/replace your alternator anywhere you travel. No problem!

TECH TIP NO. 00-9 SUBJECT Modify driver/passenger seat base

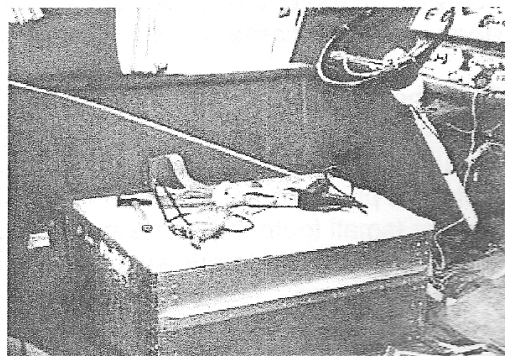
UV MANUAL SECTION 1 AUTHOR Richard Finch #443

After bruising my shins for the third time on the angle extensions that stick out from each front wheel housing, I decided to remove them. Gayle and I had decided that we wanted 8 way power bucket seats and more room between the seats. Our children and grandkids are grown, so we don't need the sliding bench seats for additional bed space.

The Ultra is built like an aircraft, monocoque aluminum structure and fiberglass riveted together to carry suspension and equipment loads. It does this very well. Aircraft sheet metal and structure modification procedures should be followed when altering the basic design.

Working on the drivers seat platform, I decided to be as "aircraft" as possible and drill the heads off all the rivets and, punch out the stems and buck-tails in order to remove the extension. I planned to replace the rivets with cherry brand rivets and 3/16" diameter AN bolts and nuts. I used a few cherry rivets but it was much easier to replace the rivets with the nuts and bolts.

The lower row of rivets is bucked from the opposite side of the structure. The easy way to dislodge them was with a steel wedge, like a blunt wood chisel, that I drove between each rivet and the wall structure. This split each rivet hole in the piece that I removed, but did not damage the wheel well structure. I will keep an eye on that lower row each time I pack the wheel bearings to see if any of the rivets work themselves loose.



TECH TIP NO. 00-10 SUBJECT Smart charging

UV MANUAL SECTION 15 Page 18 AUTHOR Graham Dell #292

In Tech Tip No. 00-6, battery charging was discussed with the voltage regulator controlling the charge while driving. It is necessary for the battery to receive 14.2 to 14.4 volts (acceptance cycle) to restore the charge level of the battery.

When we are plugged in to 120 volts AC, what should be done about restoring the charge to deep cycle batteries and providing DC current for lights and appliances? Batteries charge best with a constant-current charge till they begin to gas (bulk charge) at which time about 75% of full charge is achieved and then current is gradually reduced (absorption stage) to around 5 amps to finish the charge at about 14.5 volts. Voltage is then maintained around 13.5 volts (float stage). Charging voltage should be modified for temperature, lowering in hot weather and raising in cold to take maximum advantage of battery chemistry.

Sounds like we need a smart charger. Statpower () Burnaby, B.C. offers their Truecharge 40+, converter/charger that handles all of our requirements. In addition, you can leave it plugged in while you are storing your Coach and it will "wake up" every 21 days and take your batteries on the equivalent of a 100-mile trip topping off their charge.

TECH TIP NO. 00-11 SUBJECT Corvair oil pans

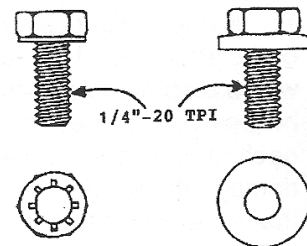
UV MANUAL SECTION 13 Page 13-25 AUTHOR Bob Ballew

The oil pan has been blamed for giving the Corvair a bad name. This article is in defense of the oil pan; there is absolutely nothing wrong with them (notice I say *them*) the problem lies with the way we have been told to do the installation.

The total number of Corvairs produced is 1,786,243 (78.2% are early and 21.8% late models). Another way of putting it is, there were three and a half times more early oil pans than late. What does this have to do about anything? Well, I bet you didn't know there were two different oil pans each with its' own torque specs.

Installing an oil pan, we are trying to compress and seal the crankcase with a soft gasket. Think of walking in snow. We sink in and get snow in our shoes and socks, put on snowshoes, and we can walk on top of the snow. Or to put it another way, the bigger the *footprint*, the more load (torque) we can carry.

Even though there are two different oil pans, it is not the difference in pans but the lack of understanding of fasteners and their components (washers) that causes the leaking problems. It is the washers on the bolts that push the pan against the gasket, early with its' small washer (small footprint) and late with a larger washer (large footprint). Use the late torque specs on the small footprint and you get a bent leaking pan.



Coaches For Sale

1967 Ultra Van #294, 140 HP, Corvair, Powerglide, Cherrywood interior. Bigger Frdg., 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.

1968 Ultra van #333 needs restoration, 68K miles, have extra engine and transmission. best offer over \$2000.00 call **Jim Richards** (541) 688-0088, Email jim_r@efn.org

1969 Ultra Van #507, V/6, 3.6 liter, 3sp/trans, Excel. cond., Solar pnl., 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. Asking \$4,495.00. 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: \$6995. obo

1970 Ultra Van #547, V8 powered with many upgrades. Needs paint, hence the low price of \$5,800.00. 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,

New and Used Ultra Parts

Macerator 12 v pump, \$50.ea.

Speedo meter cable and housing assy. 3ea., \$30.ea.

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-YN, \$19.95 ea.

Heim Joints, Precision type, p/n AR-7N, \$29.95 ea.

Spherical bearing, #SBG-6S, for bellcrank, \$17.95 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.

Vair auto trans governors, (used) Pressure test for wear and good gear. \$25.00 each.

Steel plates, 8 per set, 1/4" x 2" x 4", drilled & w/s/steel bolts, For late Ultra or upgrade, \$40.

Fiberglass bumpers, 1pr. (Frt. & Rear) \$55. ea. W/ vinyl cover vise Foam bumpers w/covers, 6ea., \$35. ea.

New Roof air conditioner, 110v, DuoTherm, Penguin, 13,500 BTU, low profile. \$649.00

New refrigerator, Norcold, model 663/683, size 60x24x22. 6.5 cu.ft., \$675.00

New Ultra awning fully enclosed alum. case, round, never installed. A & E 2500 13x7, \$300.00

Used near new Ultra awning, fully enclosed alum. case, 13x7. \$250.00

Bellcranks, alum, AS NEW, Modified per the Manual, w/all new bushings, bearings & bolts. 1 Set, L & R, \$140. exchange, \$80. core charge.

Vair automatic Trans., complete Overhaul kit - \$95.00 each

Vair automatic Trans., gasket and O-ring kit - \$40.00 each

Vair automatic trans., pan gasket - \$5.00 each

New orig. red Ultra tail light lens - \$24.00 each

New (not orig.) tail light lens (requires drilling) \$10.00 ea.

New 110hp overhaul gasket kit. \$89.95

Nameplates, Ultra Van, 1pr., \$19.95/ Travalon, 1pr, \$19.95

Springs, return, for main door latch, 1 pair reqd. \$3.00

Manual, Ryerson Ultra Repair & Service, \$55.00 each ppd.

Adapter, for Thermister temp sender. \$12.95 each

V/8 Corvette dif., \$100. V/8 drive assy. \$95., 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.

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.

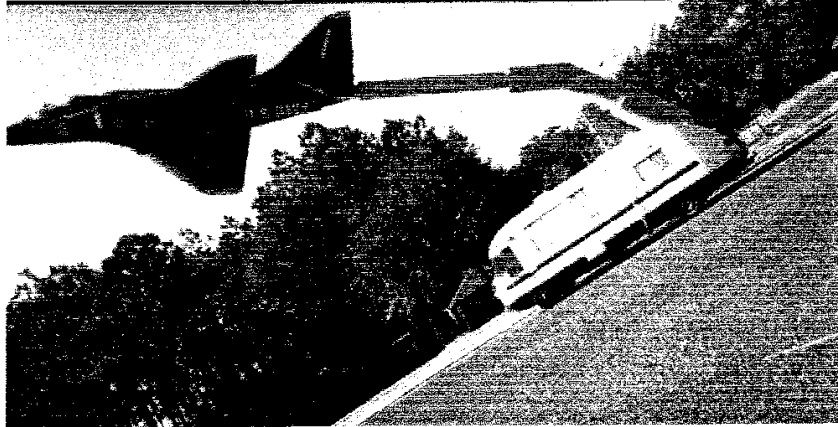
*** All above plus shipping. Jim Craig, #604, (760) 366 9104 ***

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First Class

Where is this Rest Area?



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All reports of Regional Rallies, advertisements, or other input for the Newsletter are to be sent to the Editor. 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.**

RALLY FLYERS ARE TO BE CAMERA READY AND SENT TO EDITOR BY REGULAR MAIL BEFORE DEADLINE!