

May 2000

A VIEW THRU THE WINDSHIELD

Jim Craig, President

Volume 34 Issue 3



ULTRA VAN MOTOR COACH CLUB'S

ULTRA SOUNDER

This is getting to be fun! ANOTHER Ultra Rally to go to, wow! Marlene and I headed #604 (Our Roy Muranaka Ultra Van SPECIAL) West into the setting sun. Headed for the California Coast. How sweet it is! We are scheduled to spend a couple of days prior to the Casa de Fruta Rally visiting with Diane & Bob Galli. While there, they had arranged for me to purchase a satellite DirectTV system thru their daughter who works at the local Radio Shack. After arriving they assisted me in hooking it up and getting it operational. Prior to leaving home I had spent several days installing all of the wires and connectors and a cabinet to put the TV/VCR on. Everything works beautifully. Gosh, what is next? GPS, On road E-mail & a radar detector? Hmm?

Yes, #604 is developing into a beautiful roadable traveling /camping unit. We get many thumps up from other traveling people. A lot of them shout out their windows, It's beautiful. Our plans for traveling back East are on hold. We cannot start out until my Mom's house sells, so we are in limbo until then.

The recent Western rally at Casa de Fruta was a great event. Very relaxing and low key. Seven Ultra's and three others. WHERE IS EVERYONE that owns a Ultra that lives in California? You missed a great rally. Our SPECIAL guests for this event was Mory & Esther Snyder of Antioch, CA. They attended with Bob Franz. They are 90 years young and doing fine, thank you. It was a treat to have them there. We all hope to see you two at the next 101 rework rally. See rally report elsewhere in this issue.

Directory Committee: Bob & Diane Galli now have the new directory available. See their comments elsewhere in this issue on how to get a copy. Thanks to you two for getting this done for the club. Good Job!

By-Laws Committee: Norm & Marion Helmky & Bob Reinhardt have completed the first phase of the updating and some new copies have been printed by the time you read this and they will be available through the Secretary (For regular members) & Treasurer (New members). Several new by-law amendments are necessary to complete the final update. These will be presented at the next western rally and put on the next ballot to be voted on. (These are recommendations by the committee). Thank You, Guys for this VERY time consuming task!

Presenting A By-Law Amendment? When presenting an amendment be sure to write out the existing by-law, than write it out how it would read with your amendment. The thought here is to make sure it reads correctly and has all of the necessary words in it. If yours gets approved and is not complete in text and grammar, possibly another amendment will be required to update it. A good example of an approved amendment that was not thought out completely is the amendment #4 noted on page 10 of the UVMCC newsletter, Vol. 99-04. This concerns the new Editor's position. The amendment wording is ok, but since there was not anything previously written in the by-laws for the Editor, a lot of the approved amendment's wording did not have any place to tie in with. A NEW amendment will be submitted to spell out the full details of the Editor's job and the previously approved amendment will be included. Of course when a proposed amendment is submitted to the President for review and posting in the newsletter he should catch this type of thing. A catch 22?

By-Law Trivia: You may not be aware of it, but our current by-laws were approved in 1985. Can you believe we are still working on them. Wow! Amendments have been presented almost each year since that time. No, is doesn't mean they were that bad, just times and failing memberships required the changes. Hopefully in 2001 we will not need any more amendments and we can expend our energy on ways to get our members to attend the club rallies.

Rallies in the East & West: Now is the time to get the Ultra ready for the next Rally in your area. Check elsewhere in this issue for dates and details. The hosts put a lot of their time & effort in preparing these, so let's all show our support to them.

New Ernie Newhouse Award Committee: I have assigned Dan Reinhardt to serve as Chairman and Bob Franz will assist. They will examine the current by-laws to see how it can be made more applicable to qualified members. A list of requirements will probably be listed in order for a member to qualify & be a nominee for the award. If you would like to present any comments regarding this, contact the committee.

2000 National Ultra Rally: The Zoutendams's are busy putting all the details in place for the BIG National in Iowa. See flyer in this issue. BE THERE with rest of us for a great time.

See you on the road. Jim



Western Ultra Rally photos at Casa de Fruta: (left to right and down)
 Craig's & Galli's, Craig's & Galli's Satellite Dishes, after 7 arrivals, fish-eye view.
 The 'crew' waiting at restaurant for dinner (4 pictures)
 Inside UV604, Next 2 photos are at the Pot Luck.

Western Spring Rally - Casa de Fruta - April 12-14th, 2000

By Diane Galli #504

Casa de Fruta is in Hollister, Ca, a very nice place to meet, restaurant, deli, wine tasting, bakery and sweet shoppe, Gift shop, and fruit and veggie stand.

A nice meeting place out of the elements was ours to use, part of our camping fees.

Jim and Marlene came a few days early to our place, Bob and Jim got the DSS dish installed and running for Jim in his coach.

On Tuesday the 11th we left for the RV Park , stopping in King city for lunch, then on to Hollister. We arrived about 2 PM, got all set up, both satellite dishes working, digital camera out and working, and we had just settled in for a relaxing afternoon, when who should drive in but Howard and Marsha Boso, followed soon after by the Reinhardts, Dan and Betty ,and Bob. Gladly and Lester Bell and Evie Shepherd, came from British Columbia and Portland, Oregon respectively, Forrest and Sally Gist from Newburg, OR got there, followed soon after by Arnold and Edna Steenburg from Rancho Cucamonga.

Forrest was promptly given the job of sheriff, and the 50cents Jim had collected prior to his arrival, that he had collected from Bob and me for not being properly attired. How embarrassing, the first time we had ever done that, and most likely the last, I hope.

Bob Franz came with some old time Ultra Vanners, Mory and Esther Snyder, how nice it was to at last meet them, what a delightful couple they are. Mory is 90 years young and Esther is, well mind my own business. Roberta Franz missed the rally as she had flown back to South Carolina for a tour of Charleston, and environs. I am hoping she will write an article about her trip.

Gladly brought a plastic canvas craft for the ladies to do, and some got right in and got to work with a will. Not yours truly though, as I am not a great needle person. The men met for a tech session, but I think it was more session than tech.

A pot luck was held on Thursday night, my such a lot of good food was spread out for our delectation. We ate till we popped I am sure, and we still had left overs!

Friday was cooks night out, so some of us walked the half mile to the restaurant, and some rode. Bob Franz had ridden over earlier in the day and made reservations for us. We really needed the walk back! to walk off the good food.

Saturday saw a few leaving for home, some of us stayed another night, and had another potluck, the weather cooperated and we got to eat outside. How nice. We had one night of rain, but no more. Old Mother Nature really did us proud for the rally. Nice and cool, not too hot.

We were entertained by the local residents every day and evening till it was their bed time, and they all repaired to their respective perches in the tall trees. The local residents being Pea Fowl, pea hens and peacocks. Boy did those peacocks ever strut their stuff for the ladies, and they are very tame. Just getting their new tail feathers from the fall molt, and letting the ladies know they were ready to play. Had a lot of lookers among the other RV'ers come by and check us out, look in , exclaim over the roominess, all the usual stuff.

Sunday the 16th saw the last of us leave, but before we did, Jim Bents drove down from San Jose' to visit, he being an old UV owner. Was nice to meet him, he got to visit with Gladly and Lester too. He knew them very well.

So it was off to home for us, Gladly and Lester were slowly heading North once again, visiting along the way.

Bob and I got home in time to unload the Ultra, and get settled in front of the fire in the stove, just before a storm of 2" of rain hit for the rest of Sunday and all day Monday.

Now it back to the business at hand here at home. I hope everyone had an uneventful trip home, we did. The Rally was a very good one too. A lot of good fellowship with the attendee's. The Absent ones were indeed missed.

Those attending were: Jim and Marlene Craig, Bob Reinhard, Dan and Betty Reinhardt, Forrest and Sally Gist, Lester and Gladly Bell, Evie Shepherd, Bob Franz, Mory and Esther Snyder, Arnold and Edna Steenburg, Howard and Marsha Boso, Bob and Diane Galli

As Porky Pig says; That's all folks

Eastern Spring Rally Report

March 21st through March 26th.

by - Don Richards

The eastern (EMU) branch of Ultra held a rally at the Airstream Park at Christmas Florida on March 21st through 24th with the following members attending: Ruth and Gordon Harvey, Marge and Pat Fitzgerald, Marilyn and Walt Davison, Marion and Norman Helmkey, Kaye and Clyde Stanton, Mickey and Don Richards, Gail and Vince Murray, Helen and Charles Smith, Jackie and Bob Brown, Bonnie and Dick Granger, Jean McMasters, Jerry Dute, Holly Hawley, and Byron Short. There were nine Ultra Vans represented, one Rialta, one Casita, one camper van, and the Grangers in their car.

Tuesday was given to arrivals, coach hopping, and greeting each other again. All were pleased to see the Murrays from Ontario arrive and the Browns who came later in the rally. Most of the members were from Florida, but there were three from Ohio, one from Michigan, and two from Ontario. Walt is also from Alabama, one of a growing number of members who have two (or three if you count the Ultra) residences. Several ate out at a local fish place recommended by other members.

On **Wednesday**, after rolls and coffee, the men held a tech session led by Walt and the women did crafts led by Ruth and Marge. An informal afternoon was followed by a potluck meal with tapes and games afterward.

Thursday, after rolls and coffee, Norm and Don drove to investigate a campground near Titusville with tech session and crafts for the others. In the afternoon most of the men drove to Winter Park to shop at a surplus and aircraft supply (Sky Craft), returning with many rare, useful and necessary items. Some of the ladies drove to a local craft outlet. Several drove to a well-known seafood restaurant in the evening.

Friday was another beautiful day full of sunshine and fresh Florida weather. After rolls and coffee, a business meeting was held and chaired by the senior directory - Ruth Harvey. Members discussed the coming Huntington, West Virginia rally hosted by the Irwins, and the National in Iowa hosted by the Zoutendams. Kaye Stanton's minutes will appear elsewhere. An excellent potluck meal was followed by a Yankee Swap and the puzzle was completed.

Saturday saw goodbyes after rolls and coffee. The Airstream Park was near the Cape and was level, commodious, shaded and private. A large utility building was made available for our exclusive use, as well as, the park's showers, laundry, pool and other areas. And the price was reasonable.

Much appreciation was acknowledged to the Helmkeys for hosting the rally, assisted by the Harveys and Clyde for acting as wagonmaster.

Roberta Franz says,
"It may be later than you think!"

So sorry to miss the Casa de Fruta Rally, Veda, a best friend and I had planned a trip, the "South in the Spring", which means Savannah and Charleston at azalea time in April. Money and plans were both arranged and we were hoping to stay well so we could take this all women trip. We both love old houses, antiques, and history. A month before, she slipped at church and broke her hip. they operated and everything was going along fine. In case she was still needing a walker she asked a daughter-in-law if she would be able to go in her place, but she was still hoping to go. Then one afternoon, she got a terrible headache, put her head on the table and she was gone. The shock was hard to take. Then both daughters-in-law decided to go with me and we had a great time in honor of this fine person we loved so much.

Evy Shepard came home with Bob from Casa de Fruta and two days later, Lester & Gladys Bell joined us at Snyder's in Antioch. All had been at the Rally. Jim and Marlene Craig also arrived. The new owners of our Ultra, Hugh and Consuelo Peterson were invited to meet with us at dinner and get to know other Ultra Vanners. We had a great time and you will enjoy these new members. We hope to meet again at the Oregon Rally in July. You all come, hear? Love to all, Roberta.

Coast to Coast by Norm Helmkey

As some of the UVers know, we are getting our Ultra Van ready for the "Canadian Coast to Coast 2000 Tour."

It begins in Victoria, British Columbia on July 7 and winds its way across Canada (except for one detour into the US) and ends up in St. John's, Newfoundland on August 18.

It will take another week or so to get back to Ontario, where we will have just a week or so to get ready to run back out to Iowa for the Ultra Van Annual Rally.

We booked on the C2C-2K over two years ago when the tour was announced. The tour is limited to just 200 vehicles that were 30 years or older. Our tour number is 138 and we applied just two weeks after the announcement.

At long last, there is a tour web site complete with maps and route. Not all the vehicles are posted yet but take a look at:

<http://www.reevestechnologies.com/coasttocoast/list.htm>

As far as I know there is only one other air-cooled car on the tour. It is entry #22, and it was built in 1922.

So you folk will know, while you are attending the CORSA 2000 in Florida, we will be somewhere in the Rockies.

Casa de Fruta Western Rally Meeting

Meeting was opened by President Jim Craig, at 1:05 PM, April, 14, 2000.
Esther Snyder led everyone in the singing of: The Spirit of Ultra.

Dan and Betty Reinhardt reported on the January, 2001 rally, possible site being the Methodist Church in Parker, Arizona. Dates to be determined.

Bob Reinhardt reported on the By-laws Committee progress, on the revisions he and Norm Helmkey are working on.

Bob Galli reported that the directory is at the printers and should be ready for pickup when we get home. They will be ready for those that want them by written request, from the club Secretary, and Merchandise Chairperson's. First copy is free. \$2.00 each additional copy. The treasures will have copies for new members only.

Sheriff Forrest Gist reported a total of \$1.25 in fines, fifty cents from himself.

Merchandise Chairman, Marsha Boso reported sales of over \$100.

Attendees of the Rally

Jim and Marlene Craig
Bob Franz
Mory and Esther Snyder
Dan and Betty Reinhardt
Bob Reinhardt
Forrest and Sally Gist
Howard and Marsha Boso
Gladys and Lester Bell
Evelyn Shepberd
Edna and Arnold Steenburg
Bob and Diane Galli

It was moved and seconded to adjourn the meeting at 2:20 PM.

Respectively Submitted,

Diane Galli

UVMCC Quarterly Treasurer's Report
Dec 31, 1999- April 30, 2000

| | | |
|---|------------|------------|
| Opening Bank Balance as of 12/31/1999 | | \$1,417.55 |
| Receipts | | |
| C/D cashed | \$1,000.00 | |
| Dues | 851.00 | |
| Merchandise | 102.00 | |
| C/D Interest | 84.45 | |
| Uncashed Check | 5.00 | |
| Total | \$2,142.45 | \$2,142.45 |
| Expenses | | |
| Newaletter | 450.00 | |
| Merchandise (Ultra Pins) | 200.00 | |
| Directory Printing | 188.18 | |
| Postage & Stationary Supplies | 114.49 | |
| Club Checks | 9.90 | |
| To Group Ultra (member combined GU dues with UVMCC dues) | 6.00 | |
| Total Expenses: | \$ 968.57 | \$ 968.57 |
| Bank Balance 04/30/2000 | | \$2,591.43 |
| CD Maturing | | 2,000.00 |
| Closing UVMCC Position 04/30/2000 | | \$4,591.43 |
| Marlon Helmkey UVMCC Treasurer | | |

EXTRA EXTRA

The new Directories are ready to Ship by Request Only. The first copy is free, each additional directory ordered will cost \$2.00. Be the first to order, they will go fast. Bob Galli, Chairman

Send Requests to:

Bob Galli
5000 Cascabel Road
Atascadero, CA 93422-2302
(805) 466-2737
E-mail: rdgalli@tcsn.net

EASTERN REGION SUMMER RALLY

Well it's about that time!!! I hope everyone is planning to be in West Virginia in June 14-18 for our **Summer Rally** at the **FoxFire Resort**. Below is the Itinerary:

Wednesday June 14th is Arrival Day

Thursday- We have a morning 'Tech Session', 'Show & Tell' and have some 'Just Kick Back and Get Acquainted' time. Pot Luck for Dinner.

Friday - Morning - We go to the **BLENKO GLASS CO.** for a tour and watch them hand blow glass. Then we go to **GRANNY K's** for Lunch (Dutch Treat).

Saturday - 9:00 am Brief Business Meeting followed by a tour of the Antique Radio Museum and maybe the Ladies would like a trip to the Mall just a short way down the road.

We need to know what your preference is as far as dinner. We could have a cookout or go to one of the many Restaurants that are nearby. A partial list is: Bob Evans, Cracker Barrel, Olive Gardens, Outback, Loan Star, Logans and Fiesta Bravo.

Rally Fee is \$5.00 per person (adult) (One time)

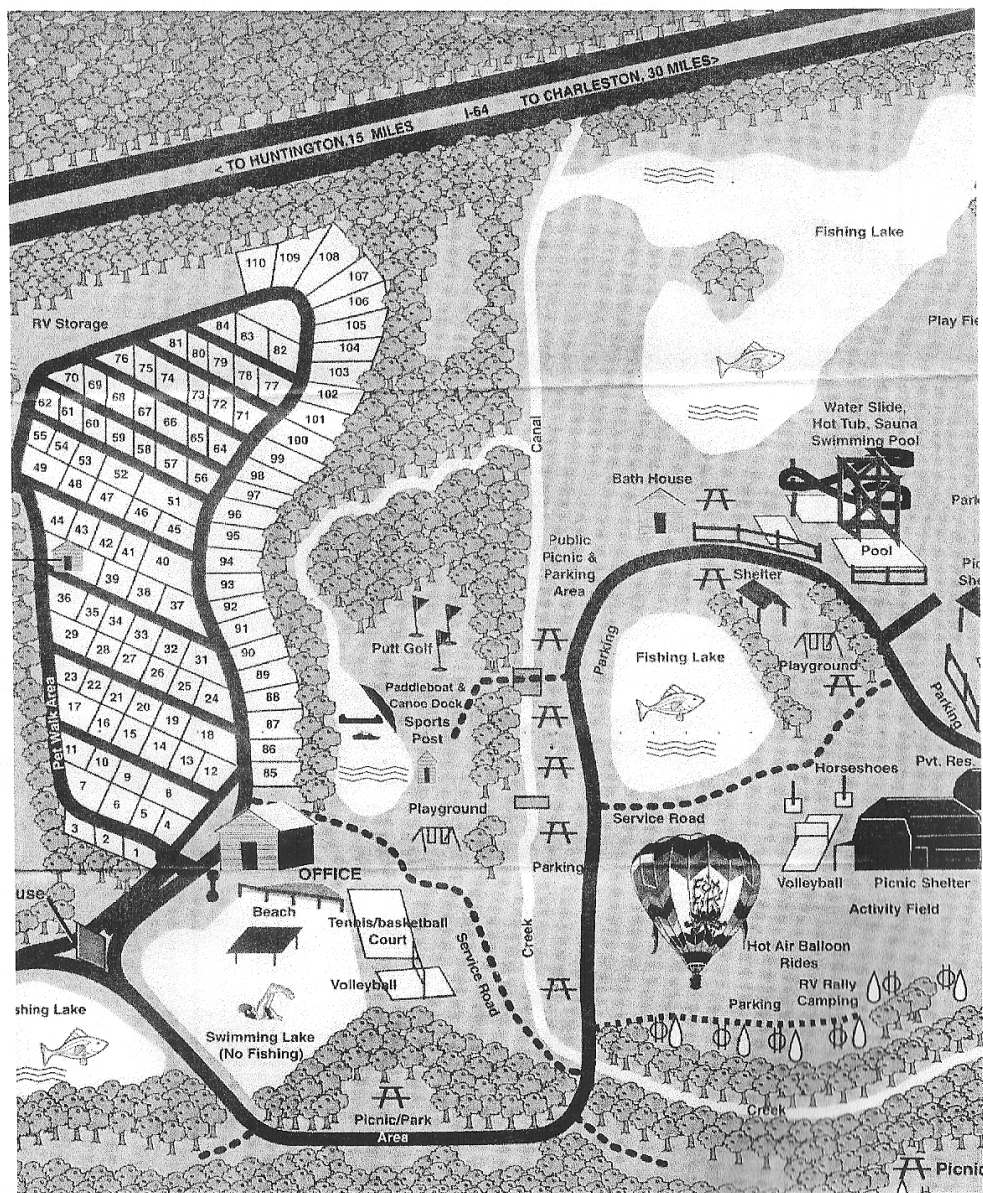
FoxFire Camping Fee is \$20.00 per coach per day. (They do not take credit cards!)

We need to know as soon as possible so FoxFire can try to park us together. FoxFire is located between Interstate 64 and Old route 60. Their entrance is from Route 60. Traveling **EAST** from Huntington on I-64, take the Mall exit #20A - go right one block and turn left on Old Route 60 - go about 8 miles (watch for sign on right) turn left into campgrounds. Traveling **WEST** on I-64 take Milton WV exit #28, turn left go about 2 blocks to Old Route 60, turn Right go about 6 miles (watch for sign on right) turn Right into Campgrounds.

As we are **NEW** to hosting - if anyone has any ideas for things to do - Please let us know.

REGISTRATIONS THUS FAR: JEAN McMasters, Jim Howell, The Griggs, The Hammers, The Olsons, The Harveys and hopefully The Craigs.

HOSTS: JACK and SKIPPY IRWIN #487, email - SOWEARS@AOL.COM, Phone: (304) 525-1033.



Western Rallys for the Year 2000!

Northwest Summer Rally 2000

ANTIQUÉ 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) 538-9584

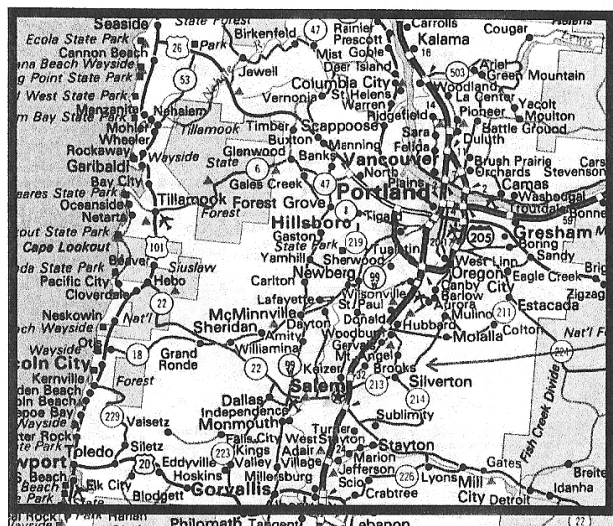
Questions: email GrahamDell@msn.com

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



Brooks, OR

ULTRA 101

Restoration Class

Registration OCT.21,2000

Location: Desert Renedevous Ranch

7011 Sunny Vista Rd.

Joshua Tree, CA. 92252

Hosts: Jim & Marlene Craig

760 366 9104 or jcraig1@juno.com

Course Duration: Oct. 21 thru Nov.1, 2000

Oct. 21& 22 are registration & visiting days.

Type of work to be done: Installing kitchen Cabinets, bathroom walls, water tank & Pump, plumbing, electrical wiring for these areas. Fire seal for engine, rear interior panels, rear overhead cabinet, carpet wheel wells. Repair fiberglass panel, install dash pad, and speaker panels and other misc. items.

All interested persons will attend the Palm Spring Corvair event.
Palm Springs, CA on November 2nd - 4th, 2000.

WELCOME To The *Amana*
 For the **2000 Ultra**
National Rally
 Sept. 20-24, 2000 @ AMANA, IA *Colonies*



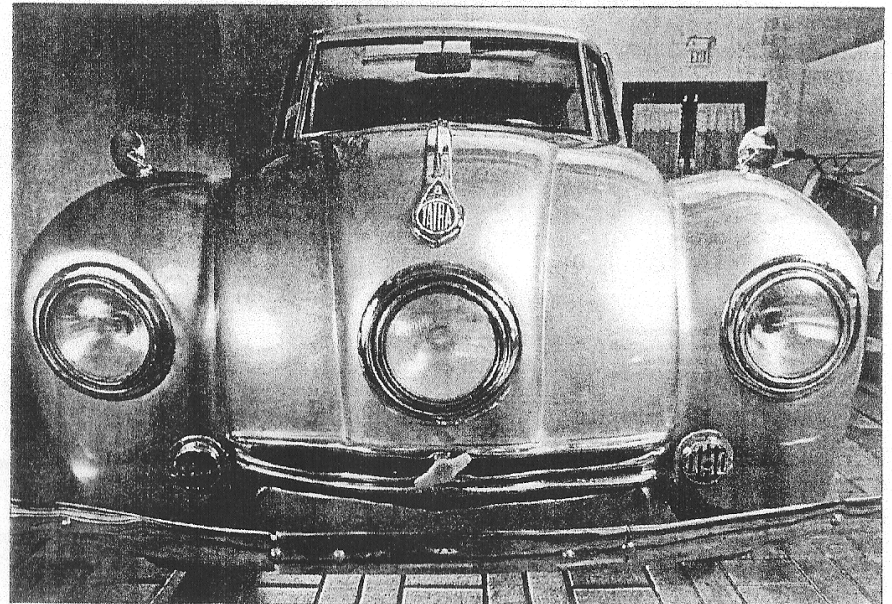
Yes we are excited about the Rally. Martha and I spent a weekend recently at the AMANAS, scouting out the best things for us to see and to do. Many opportunities await us, most of which are within walking distance of the Amana Colonies RV Park. There are arts, crafts, (basket making, candle making, furniture & clock making, wine making, brewery, broom making, candy making, several museums, antiques, music, drama, Biking and Hiking trail, Nature trail, golf, woolen mills, and lots of varieties of delicious FOOD! (Especially German)!

We visited with the man who will take us on a tour of the Villages and with the lady who will get us some door prizes and make up our Welcome Packets. We made arrangements for each coach to be **WEIGHED** upon arrival. We visited with Dean at Agency RV, from Mechanicsville, IA, who will host us regarding a discussion regarding the Vixen Motorhome. Agency RV is the sole remaining dealer and parts supplier for the **VIXON** Coach. We think **ULTRAS** are far better than Vixens, but as persons interested in the preservation of old (rear engine to boot) RVs, we should find this trip interesting.

Ron Zoutendam

IOWA
 COME BE OUR GUEST.

From another world, another time

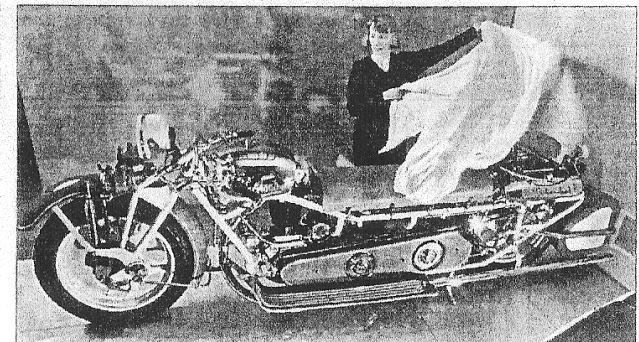


HARRY BALMERT/REGISTER PHOTOS

A 1947 Tatra: The 1947 Tatra T87 automobile, above, is part of an exhibit titled "Czech Technology in Motion" at the National Czech and Slovak Museum and Library in Cedar Rapids. The car has eight cylinders in a rear-mounted air-cooled engine. Several Czech vehicles will be displayed in the exhibit, which opens Saturday and runs through Oct. 1.



A 1929 cycle: At right, Carmen Langel, curator at the Czech museum, shows off a one-cylinder four-seat 1929 Bohmerland motorcycle, one of the items in the Czech technology exhibit.



Tentative Itinerary for **2000 National Ultra Rally**

Sept. 19: Early arrival encouraged. Registration will begin on Tues. afternoon. All coaches are to stop at AMANA FARMS(at village of Homestead 4 miles north of Campground) and run across their scale...bringing your WEIGHT TICKET to the the WAGON MASTER to initiate registration. PICTURE of you and your coach will be taken for your Plaque. Mixer and get acquainted gathering in the evening.

Sept. 20: Continuation of above and Registration.
1:30 p.m. Tech sessions and Crafts for the ladies.
Get acquainted meetings and Polka demonstration in evening. We will be officially welcomed by a representative of the Amana Colonies convention and Visitors Bureau. (We could have the POTLUCK, if enough people have arrived)

Sept. 21: Coffee and prizes at 8:45 followed by Tech sessions and Crafts for ladies until Noon.
1:30 p.m.: 3 hour tour of Amana Colonies (\$8.50/person if 20 people...\$10/person if <20 but we must have 10 people)
5:30 p.m. POTLUCK
7:30 p.m. Games.....perhaps ULTRA?

Sept. 22: Coffee and prizes at 8:45.
9:30 a.m.: depart for Cedar Rapids to see Czech Museum and Czech Village. (\$4.00) Lunch At Czech Village (dutch treat....not a pun!!) Will see 1947 Czech TATRA AUTOMOBILE.
1:00 p.m. (approx) Those interested leave for Mechanicsville to explore the VIXENS at Agency RV. Those not interested can spend more time in Cedar Rapids or return to the campground (18 miles).
6:00 p.m. Banquet at Homestead Kitchen (\$10.00 or less)

Sept. 23: Coffee and prizes at 8:45 followed by Business Meeting(s).
Afternoon: free
Evening: Pork Barbeque Feed (minimal cost... Will be underwritten by Local Pork Producers)

Sept. 24: Coffee and prizes.....at 8:45 a.m.
10:00 Worship Service at MIDDLE AMANA CHURCH (This will be a traditional Amana worship service.....not a tourist attraction but tourists are welcome....men and women sit on separate sides, etc....will be quite liturgicalprobably Lutheran in doctrine)

Goodbyes before and after church!!!!!!!!!!!!!!



ULTRA POSTSCRIPTS ★★★★★

May 2000

Dear Ultra Friends:

Sunny Spring is in the air and that means the TRAVEL season is again here. Happy motoring to everyone. Ultra Executives recently awarded yours truly Lifetime Membership in Ultra Motorcoach Club, Inc. This was an unexpected surprise. It was an HONOR to accept this fine award. Later Members may not know that since the Founding 34 years ago, this becomes the third time we have been given appreciation citations. There was the engraved bronze award in 1970, and a special Silver award in 1983. These two Walnut Plaques are prominently display in my home. Thank you very much. Also, many thanks for all the cards, letters, and calls received the past month.

"No matter our AGE, we still feel extreme disappointment when a scoop of ice cream falls from the cone." - Montez Wilson



YOU ASKED FOR IT: The story is rather personal and we've quoted parts of it previously, but let's try to answer your questions. Back during the mid-1940s, after a few unbelievable accomplishments and lots of research, this humble human wrote a Book. "Formula For Success" was a tremendous seller. As requested, we'll review a few ideas from it's pages. As he said... a brief outline may INSPIRE someone's young son or daughter. The begger and the poor we will always have with us -- they do not read much, and remain uninformed, not even KNOWING why they failed. Almost anyone can work at a chosen trade or profession and survive. Some will even make a fine living. But in order to really get ahead, one has to "cut the mustard" so to speak, develop skills you can do better than anyone else, aim to become an Executive in your occupation or a Manager or Consultant. Or, a Business OWNER. Start at the bottom (all the businesses that I got involved in, were started from scratch). Sieze OPPORTUNITIES as they may come along. Try to develop your own opportunities. Often, by being persistent, an ordinary person can accomplish extra-ordinary things. Quoting from F FOR S, "During the Great Depression (it lasted about 12 years) money was VERY scarce. It was almost IMPOSSIBLE to borrow money. It was common to see terminated mid-age Business Executives, in full dress, tie and jacket, standing on street corners in Minneapolis, with a crate of red apples, selling them for a nickel." That was the economic climate Edna and I got started in. But we prospered by use of the strategies presented above and to follow. It makes me almost shudder to be reminded of the hard times people endured those days. Several Club Members are around my age, or near it. No doubt, you experienced similar conditions? One must have a PLAN. Most people who fail, failed to plan. Read up on MARKETING and Merchandising. Visit the Public Library for material on all mentioned strategies. I could write a book on all these points (well, I did). The book is out of print; but young folks can get ideas from a study of the brief outline above. Don't forget INTEGRITY...ethics, honesty, credit, trust, reliability --- all are ingred- ients that support integrity. Don't leave home without it! High School students should think on these matters. They ARE the FORMULA For Success.

"A cluttered desk is the sign of an organized mind." - author unknown.
Thanks, whoever you are.

LET'S CHEW ON THIS: The person who suggested this subject for discussion, asked not to be identified. We ALWAYS honor such requests. There are a few verbal critics, no matter what. A few people delight in talking about others, sometimes good, sometimes not. Someone may think of another human as BETTER than herself or himself. LET ME TELL YOU that no one is better than anyone else! People may envy a certain Movie Star, or a Race Car Driver, a wealthy person, or a Baseball Hero. Don't kid yourself, they all have faults. Even FAMOUS people with special talents, have faults. No one is perfect! We should ADMIT we are not perfect, and do the best we can. So there!

Until next time. And may all your troubles be little ones.

Just, *E. J. Smith*
Ernest

Beauregarde Moves West

By Jim & Roy Davis

During the Corsa convention in 1998, my wife and I spent some time with the six Ultra Vans in residence. Norm Helmkey and Walt Davison were most gracious to answer a multitude of questions. On the way home from the convention, we discussed buying a coach and decided to try and find one, hopefully close by. Family problems delayed our beginning a serious search until the spring of 1999. We have been affiliated with Corsa since its beginning and used those contacts in our search. After several trips looking at coaches for sale, it became clear that we wanted a 300 or 400 series, in near original condition, and hopefully not located in California, as we live in Murray, KY..

At the Tri-cities, TN, Corvair meet in September of 1999, we met Jim Howell and 216. Earl Jones, a long time friend from Raleigh, mentioned that he knew of a Corsa NC member with an Ultra Van for sale. Earl did not have a name or address for us, but he e-mailed us the particulars the following week. Cecil Flowers of Lincolnton, NC, had the coach and that was only 500 miles away. As it happens, my parents live in Raleigh, NC, and we were planning to visit them in late October (coinciding with the Corsa NC, meet in Raleigh). I called Cecil Flowers about the coach and he said it was #388 and had been sitting in his back yard for ten years. Knowing how fast neglected vehicles deteriorate, my hopes fell. Since it was on the way to Raleigh, however, we decided to investigate.

It was love at first sight even with four flat tires and a serious lack of paint! The interior was stock right down to the gold drapes with blue tiebacks, pole lamp, and the gold shag carpet. The odometer read 25,430 miles. Cecil said everything worked when he parked #388 in 1990. We said we would think about it and give them an answer at the meet in Raleigh. An hour later we had decided to buy #388. The rest of the trip to Raleigh was spent trying to name #388. All of our vehicles have nicknames, and we try to find appropriate words that underscore the vehicle's personality. We knew that Ultra Vans have long been called 'whales on wheels' or simply 'whales'. Having spent some time on the Gaspe peninsula, we knew that white whales are called Belugas, so on to words. When we got to Beauregarde, it fit. Beauregarde Beluga roughly translates to 'good looking white whale'. Since that time, #388 had been affectionately referred to as 'Beau'.

We decided to spend the following Monday and Tuesday diagnosing Beau's problems, and Cecil said he would find some tires so we could pull Beau around to his shop for air and power. We had traveled with some tools and parts as we were carrying some to our son (a Corvair owner) and some for swapping. A complete brake job was in order, as we had to cross mountains. I then discovered just how inaccessible the master cylinder is. Brake hoses were plugged, so they had to be rodded. Lastly, while bleeding the brakes, a massive leak was discovered in the line below the heater. While checking the engine to make sure it turned over and had compression, I received another shock. The engine number was T0425RW; a 68 smog engine minus the pump and plumbing. I thought that only California bound 68-69's has smog pumps. Just before we left, Cecil presented us with a Walmart bag containing the owners manual, all the appliances operating instructions and warranties, the yearly safety inspection sheets with mileage, and the delivery checklist including a factory hand drawn diagram of the plumbing valves on a sheet of cardboard. With a page of notes and needs we packed up and headed for home.

A short history of Beau follows: Edward Austin of Charlotte, NC took delivery of Beau, May 23, 1969 at the factory. Options included Polar Pal Mach I (Coleman) air-conditioning, Hy-Gain CB radio, and a Dyn 8-track car stereo with AM/FM-MPX Stereo receiver (speakers included). March 21, 1970 AAMCO transmissions of Arlington, VA repaired the powerglide. The next inspection was on May 23, 1979 - 3551 miles. October 2, 1970 the Dyn was replaced with an Audiovox. John Stevens of Charlotte, NC bought the coach on July 19, 1974 - mileage 18,450. Cecil Flowers bought the coach on April 15, 1988 - mileage 25,112.

As I was teaching high school full time, my next break was over Thanksgiving. We made arrangements to spend 4 more days working on Beau and hopefully to bring him home. Armed with a 25 foot coil of brake line, I started again on the brakes. After the lines were fixed, it was apparent the master cylinder just was not working right. A second repair kit and much honing later, we still had no brakes. The coach had no horns, so Monday night we stopped by Eddy's Car Quest to get a few parts and a horn. While there, I asked Eddy (one of Cecil's good friends) if he had any idea what my brake problem might be. No problem, he said, 'Just jack up the front and leave it over night and it will be fine in the morning. Yea, right. It wasn't quite dark, so back out to Cecil's and I jacked and blocked the front.

The next morning while I set up to work on the engine and transmission, my wife tried the brakes. Solid and no leaks. I was in shock. Some how the brakes were fixed; it was magic. Well, that used up all my luck for the day. I swapped out the 1968 carbs for 65's, changed the oil and filter, added some gas and tried to start it. Actually it is a bit more complicated than that, as the previous owner (before Cecil) was worried about someone stealing the coach, so he disabled the key start and used a remote starter switch. My wife turns the key to start position and I hit the starter. The air cleaner is installed as I wish to keep what little hair I have left. No start. Check for fuel. OK. Check for spark. NONE. I freely admit that changing the points, cap and spark plug wires in a coach can lead to some interesting positions and to one uttering some unprintable words. I set the static timing, and try to start it. I should have stated back in October, I had added one ounce of transmission fluid to each cylinder to dissolve any rust and to help free any frozen piston rings. As the engine comes to life there is a cloud of smoke, and a sigh of relief from me. No strange noises and the engine is running on all six. We may start home tomorrow as soon as Beau passes the NC state safety inspection. Check transmission, low and reverse work. The emergency brake works. The engine dies. I try to restart it but no luck. I discover the fuel line is completely blocked with some brown tar. It seems that over the last ten years, 30 gallons of gas have evaporated and in its place is this tar. Checking the drain plug I find 1/4 to 1/2 an inch of the crud in the bottom of the fuel tank. The tank must come out and be cleaned. Oh well, I have the winter to call Jim Craig and find out how to do it right. We packed up everything and head back home with another list of notes and needs. It is a lonely trip without Beau. So close but so far.

I am not teaching full time in the spring, so weather is the only deciding factor on when to schedule the next recovery trip. We decide that spring break time is about as early as we can trust the weather. Our son, Rad, decides that he will meet us in Lincolnton, to help with the recovery. Actually he wants some body parts for a '65 Corsa he is restoring. The third week in March, loaded with advice from Jim Craig, marine epoxy, closed end pop rivets, and a sheet of 2023-T3 aluminum, we embark. One minor problem is discovered in removing the fuel tank. The screws on the hose clamps for the filler hose face outward. I manage to cut the bottom one and break the pipe seal so the tank comes out. The fuel tank repair goes as planned with almost 2 pounds of brown tar being removed with a putty knife. Borrowing Cecil's steam cleaner, I finish boiling out the tank. I cleaned the crud out of the fuel sending unit and to my amazement it works perfectly at least with a VOM hooked up. I put the tank back in that night.

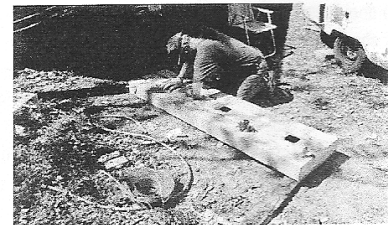
The next morning we hook up the electric fuel pump and add 7 gallons of fuel. The engine starts up and settles to an idle. Ready for the first trip in 10 years. With Cecil as my copilot, cell phone in hand, we make a trip around the block. The first thing I notice is the powerglide shifts to high immediately. It won't shift into low unless I am stopped. When starting out in manual low and shifting to drive the powerglide remains in low. Short diagnosis the powerglide is missing an 'E' clip. No real problem except trying to use low range for braking. When we return, it pings a little under idle but not bad. There is, however, a huge cloud of smoke following us. A check of the plugs shows #6 is oil fouled. I install a plug extender and hope it will work. We make 6 more trips that day and all goes well. My son arrives that night and the next morning I go to give him a ride and Beau won't start. No fuel. Beau is parked on a slope about 4 degrees down and 5 to the right. There is not enough fuel in the tank. With 7 new gallons of gas, Beau starts right up. The first trip is to the gas station for \$31.50 of gas. We are ready for the inspection. Thank goodness that Beau did not have to undergo an emissions test. All the lights work, the steering is tight, both brakes (hydraulic & emergency) work, horn blows, and exhaust system passes. Beau is legal. Our son cuts up two cars for the body parts. Repacking the little trailer with the tools and spare parts, we tie the fenders and rear clip onto the top of the trailer. One last trip to WalMart for 3 gallons of oil, hoping that is enough for 500 miles. The caravan is ready.

We start at 9:00 the next morning, the son for Pittsburgh, and us for Murray. My wife leads as she doesn't want to breath oil fumes for 500 miles. The trip up the mountains, to Asheville, goes amazingly well. I do discover one problem. The smoke is not oil smoke but transmission fluid smoke. I check the modulator and it is good, so I decide to live with it. It starts to rain. Windshield wipers work but the Rainx really helps. The coach drives fairly well. The draft from large trucks seems to upset Beau a little, but I can live with it. Did I mention it has great brakes? The coach is getting about 14 mpg and using a quart of transmission fluid every 60 miles. We will have to buy 3 more gallons in Knoxville. We cruise at 55 mph as there is a severe engine vibration at 60 mph and above. Four miles from the Knoxville city limits, Beau starts pinging badly. A check on the side of the interstate shows Beau has flipped a fan belt. That's strange as there was little rust on the pulleys and the belt was new. I change the belt, rocking and rolling, as the trucks pass at 70+. When I restart it, I check the timing to see if it was still at 9 degrees BTDC, and I couldn't find the timing mark. The dreaded harmonic balancer had separated. We decided to get a motel room and call Jim Howell for towing advice and a level, quiet work space. Jim was more than accommodative, providing a quiet neighborhood, a light, and a level space to lower the rear of the engine and only five miles from where Beau broke down. Within an hour, the tow truck delivered us to the Howell's driveway and I started to unpack the trailer. Yes, I had thought to bring a spare harmonic dampener and yes, it was at the bottom of the trailer under the body parts. Actually it took longer to unpack the trailer and repack it than it did to change out the harmonic balancer.

A good night's sleep and we are at Jim's at 8:30 ready to get on the road. I notice the right front is low so we stop by a service station to air it up. All goes well except for hourly stops to top off the transmission fluid. The wind is 30 gusting to 40 and I have my hands full trying to keep Beau between the white lines. The steering has developed about 1/8 of a turn of play. We stop for lunch and on the post lunch startup, I notice the fan belt is again flipped. I install the last spare belt. We decide to stop at Lebanon, TN at the Walmart, buy 3 gallons of transmission fluid and again air up the leaking tire. While refilling the tire, the stem separates from the rim and the tire goes flat. Luckily, I am in front of the Walmart service bay and it is clear, so for \$1.79, including labor, I get a new valve stem installed. The Walmart technician directs us to an auto parts store and I buy 2 fan belts: Gates Top Cog no less.

The rest of the recovery was uneventful with the exception that the steering gradually became more vague. Fortunately, the wind was dying down. Post trip inspection revealed that all four bolts holding the steering column were loose; one had actually fallen out and was laying in the insulation. The transmission had a broken, governor 'O' ring. It appears that is was crimped on installation, as the governor was installed at a slight angle.

Beau is now undergoing a complete IRAN (inspect, repair as necessary) in my shop. With luck, Beau will be able to once again socialize with his siblings and relatives at the Eastern regional and the national in 2000.



Dori and Joseph DeCamillis: **The Freeway**

As many Ultra Owners know, we lived from 1991 to 1994 in our Ultra Van as we traveled the USA participating in outdoor art festivals. Along the way we met many of you and were helped in the most kind-hearted ways by some. Our travels and subsequent success in our art career could never have happened without the incredible generosity of certain Ultra Members. Perhaps there is no way to adequately thank our Ultra friends, but hopefully *The Freeway*, a book by Dori DeCamillis about our crazy life on the road, will be a start. Many Ultra members and events are told about in our story.

For those of you who aren't familiar with us, we started out in 1991 in our Ultra Van with almost no money, no mechanical knowledge, and big dreams, on a voyage intended to find a way to make money from our paintings. We eventually did end up finding artistic success, but not without first finding adventure, fear and frustration, laughter, new friends, and ultimately, ourselves. Our paintings began as empty, colorful rooms and gradually developed into miniature, highly detailed scenes of the homes we encountered in our travels. Homes of Ultra Van owners probably account for more of our paintings than anyone else!



To update those of you who haven't heard from us in a while, we now live in Birmingham, Alabama, one of our favorite places discovered in our travels. We exhibit in galleries in L.A., NY, and Boca Raton, Florida and have had solo exhibitions in museums in the USA and Europe.

The Freeway is going on sale at the start of another Ultra trip called **Artspedition**. We'll travel from our home in Birmingham, AL to our art gallery in Los Angeles, stopping at museums along the way to exhibit our paintings, introduce our book, and of course, show off the Ultra Van. For now, *The Freeway* is a self-published book, but very recently the manuscript was picked up by a major New York literary agent, and, if all goes as planned, will be published by a mainstream publisher by next summer. This will probably justify another Ultra Van tour, to promote the book next year. (We love any excuse to travel in our 'whale on wheels').

For this summer's Artspedition tour--with the help of longtime Ultra Van owner, Walt Davison, and our friend Ray Lett--we are refurbishing the interior of our coach and making sure that #538, or Lucy, as we call her, is mechanically sound and able to make the trip. The photo here depicts Lucy's interior as she was before our renovations; next month's newsletter will include photos of her newly remodeled look. (Lucy is only half-finished at this writing). Mechanical work is going well, thanks in part to the generosity of Walt and Ray, and to Joseph's mechanical prowess, earned after countless breakdowns in Lucy during our three years living on the road.

If any of you are on our path across the country, we'd love to stop and visit for a few hours. For our free newsletter about the tour, including complete details and our itinerary, email us at dorijoseph@aol.com or write us at: 1045 Green Springs Avenue, Birmingham, AL 35205 or call us at (205) 324-3995. Hear about and comment on our travels as they are happening on our message board: <http://network54/Hide/Forum/59366>.

Our website address is: www.doriandjoseph.com. *The Freeway*, will be available August 1 through Xlibris Press at www.xlibris.com, or by calling 1-888-7XLIBRIS.

MORE TOWING WITH CORVAIRS

by Richard Finch UV SN 443

Walt Davison's comments in the March 2000 issue of *ULTRA SOUNDER* prompted me to write more about towing with Ultra Vans and other Corvair engine powered vehicles. Walt quoted Smitty Smith of Virginia as saying essentially that one would be crazy to tow with a Corvair.

If you do not know who Smitty Smith is, I will tell you that he is the man with the beautiful beige Corvair Lakewood station wagon who tows his 1,100 pound 15 ft. long camping trailer all over the country behind his Corvair. His camper and his Corvair are painted in matching colors and trim colors. Once Smitty and his family arrive at a Corvair event, he un-hitches from his camper and autocrosses and runs rallies with the station wagon. The Corvair is powered by a 95 horsepower engine and Powerglide transmission and is also equipped with air conditioning.

Once you see Smitty Smith's Corvair and camper and talk to him, you will realize what a neat set-up he has. I saw him and talked to him at the 1999 Lake Tahoe Corsa Convention. Smitty is a master mechanic.

I have personally been towing trailers of all sizes, and other Corvairs behind my Corvair powered vehicles for 40 years. I have never experienced a towing problem or tow car break-down because of towing with my Corvair powered vehicles.

I put 98,000 miles on my new 1960 Corvair 4-door with an 80 h.p. engine and 3 speed stick transmission. I towed trailers with 4 to 6 racing go karts behind the 4 door. I also towed an 8' x 38' mobile home behind that 80 hp Corvair, albeit on a level highway in Texas. But I also backed the mobile home into an uphill parking spot in Santa Maria, CA. using the little 80 horsepower car to park the mobile home. I never had any mechanical trouble except loose rivets in the flywheel, and all stick shift Corvairs have that trouble.



I then bought a new 1965 Corvair Corsa 140 hp coupe and proceeded to tow my race cars and all sizes of trailers behind that car. I put 80,000 miles on the 1965 Corsa Coupe with no mechanical troubles except for a squealing clutch pilot bearing. pulling a trailer had nothing to do with that minor problem.

I presently have 250,000 miles on my 1965 4 door "Corsa" and the engine has not yet been overhauled. It recently used 1/2 quart of Pennzoil 30 w HD on a 1,000 mile trip from Santa Maria, Calif. to Tularosa, NM where we just moved to. In those well-documented 250,000 miles, I have replaced the right side cylinder head because a valve seat came loose on # 5 cylinder and another valve seat came loose on # 4 cylinder. Both valve seats came loose when I was driving without a trailer. (At different times). Valve seats come loose on Corvairs that have never pulled a trailer in their entire life.

I think that Smitty Smith wants people to think that what he does with his Corvair is a mystery and that he has secret solutions to the dependability of his Corvair that pulls his beautiful camper that sleeps 4 people. The fact is that a "STOCK" Corvair probably makes the best and most dependable towing vehicle. I have not had any mechanical or dependability problems while towing a trailer behind our Ultra Van. Our fuel pump problem at lake Tahoe last summer was caused by a defective, new fuel pump, not by towing. Our dropped valve seat in Texas last September was done when we were not towing a trailer.

The 95 hp engine in our Ultra Van s/n 443 was of unknown origin and was very poorly assembled by a previous "mechanic". The loose valve seat would have happened even if I had never towed a trailer. (I overhauled the engine but I did not stake or replace the valve seats at overhaul time.)

I have over half-a-million miles in Corvairs and would not hesitate to tow a trailer on a long cross country trip with any Corvair vehicle I have ever owned... or will own!!!!!!!





TECH TIP NO. 00-14

SUBJECT Headlamps

UV MANUAL SECTION 15-12

AUTHOR Graham Dell #292

Many Ultra Vans are driving around with (tungsten) sealed-beam headlamps. Although inexpensive, they are a development of '50s technology and perform poorly. Given that at age 55 our eyes take in 50% of the light they did at age 20, we really do need better headlamps.

Halogen sealed-beamed headlamps are an improvement, still inexpensive, but have a transverse filament and throw a beam pattern, with slight increase in candlepower, like the old sealed beams. Halogen bulbs have a shortened life at voltages above 14.0 that we need to properly charge deep cycle batteries.

Replacement bulb headlamps may be the answer. Two types are available: Aerodynamic USA-spec headlamps (DOT marked on the lens) and European compliance replaceable bulb headlamps (E-code). The DOT lamps have the same beam pattern and light output problems as sealed beams wasting much of the filament luminance on non-reflecting areas of the headlamp. E-code replaceable bulb headlamps have a low beam pattern lighting both sides of the road and have a sharp cutoff across the top of the beam pattern making it less offensive to oncoming traffic. This reduces back-glare in bad weather because of reduced light above the horizontal.

In the US most E-code headlamps do not comply with US Federal Motor Vehicle Safety Standard 108. It is a matter of State Law as to what sort of headlamps you can install on your own vehicle. Most states only specify that your lights must be white, have a high and low beam, and are aimed so as not to impair on coming traffic. Washington and Oregon explicitly permit E-code headlamps; New Jersey, Pennsylvania, Virginia, and Maryland permit E-codes only on motorcycles.

Ultra Van 292 is equipped with Cibie E-code 100/55 watt headlamps, of course wired as in Louis Griggs' Tech Tip 86-12.

TECH TIP NO. 00-15

SUBJECT Batteries

UV MANUAL SECTION 15-14

AUTHOR Graham Dell #292

What to do: so many choices, so many different prices, so many different warranties, and so many different amp hour ratings.

Did you know that there are only a handful of companies in the US making batteries? The parts stores pay one price for batteries, regardless of the warranty period.

Johnson Controls is the largest automotive battery manufacturer in North America. They provide batteries to Sears, Wal-Mart, AutoZone, Interstate Battery and Costco among others and make original equipment batteries for Daimler Chrysler, Ford, Honda, Nissan, Toyota and more.

The same manufacturer makes batteries with different case styles but they are the same battery. A battery with a two-year warranty may be exactly the same, except for the label and price, as a five-year warranty battery.

Unless you really need the comfort of a long warranty and the higher price, lower price batteries, sized properly, are a good buy.

TECH TIP NO. 00-16

SUBJECT Battery Isolators

UV MANUAL SECTION 15-14

AUTHOR Graham Dell #292

The standard arrangement in our Coaches is to have two batteries independently switched. One is used for house DC loads while the other is off being reserved for starting purposes.

It is good practice not to turn both batteries on at the same time, unless a charging source is present and providing above 13 volts. It is also good practice not to turn both batteries off while the engine is running as this will guarantee your alternator will need to be rebuilt.

A mechanical-relay or solenoid-type isolator may be used to help manage battery use and charging. The designated start battery is connected to the alternator circuit when the ignition switch is activated, paralleled with the house battery during charge, and disconnected when the ignition is turned off.

This eases the brain drain of deciding which battery should be on when and allows you to use a smaller battery, designed for engine starting, and a larger capacity true deep cycle battery for house loads.

Isolators are available from Camping World or West Marine for under \$30.00.

TECH TIP NO. 00-17

SUBJECT Evaporative Cooler

UV MANUAL SECTION 16

AUTHOR Graham Dell #292

Air conditioning units are heavy, require AC current, are difficult to run while underway and tend to be relatively expensive.

Recair (Redwood Engineering Corporation, Pioneer, CA) makes an evaporative cooler that weighs 16 lbs., runs on 12 volts, and is under \$400.00 to purchase. It fits a standard 14x14 roof vent. The motor used is reversible, two-speed and can act as an exhaust fan moving 750 cubic feet per minute on high.

With an outside air temperature of 83 degrees and humidity at 50% the Reair can produce cooled air of 69 degrees while drawing only 2.1 amps on low speed.

Although there are many things to commend this type of cooler, it does not work in high humidity areas.

TECH TIP NO. 00-18

SUBJECT Insulation

UV MANUAL SECTION 1-7

AUTHOR Graham Dell #292

Coaches through 449 used fiberglass bats and coaches after that, sprayed urethane foam for insulation.

Early coaches sometimes need some help in this area. The bats were not fixed in place and tend to slide down in the walls. The 2 inch fiberglass does not provide as high an insulation property as the sprayed foam.

In easily accessible areas, Reflectix*, a seven-layer aluminum foil/poly/air gap material, may be added with little difficulty. It increases the R-value of the existing insulation and provides a dramatic increase in reflectivity against radiant heat. It might also be used to replace the 1/16 of foam glued to ribs. It would perform much better than the foam, but is 5/16 thick. It is easily cut, with scissors, and can be used to make covers for windows or vent covers that greatly reduce heating during storage.

Available in home building centers, hardware stores and 1-800-TRY-FOIL.

TECH TIP NO. 00-19

SUBJECT Cooling

UV MANUAL SECTION 13-16

AUTHOR Graham Dell #292

Keeping our cylinder head and oil temperatures in an acceptable range is very important. Corvair powered Ultras should run head temps between 350 and 400 degrees and oil temps not to exceed 250 degrees under most conditions. Being air-cooled, the head temperatures reflect ambient conditions, so, on a hot day more like 400+ degrees. The high temperature alarm on Corvair Corsa 180hp engines comes on well over 500 degrees.

Good cooling begins with properly deflashed heads, tight shroud covers, top of engine compartment sealed from bottom, properly operating damper doors, a clean engine, premium fuel and a light right foot. A lot of engineering went into the design of the cooling shrouds on the engine to make sure that air was directed over all areas of the engine for even cooling, no hot spots.

Some people believe that the lower shrouds and damper doors were only designed to provide heat for the passenger compartment. They do that, but also allow for a fast warm up to operating temperatures and maintain them for varying loads and ambient temperatures. Oil temperatures need to reach 212 degrees to boil off contaminants (fuel, water, acids) that are a by-product of combustion. A look at the inside of your oil filler cap may show a white mayonnaise substance that may indicate your engine is not reaching a proper operating temperature.

If your Ultra is running too hot, consider all of the things that can be done to improve cooling before removing the lower shrouds and damper doors. Removing the lower shrouds does lower temperatures. However, the airflow dynamics engineered into the design are now altered.

Pay attention to oil and cylinder head temps. Keep them warm enough and cool enough for a smooth trip.

TECH TIP NO. 00-20

SUBJECT Soldering

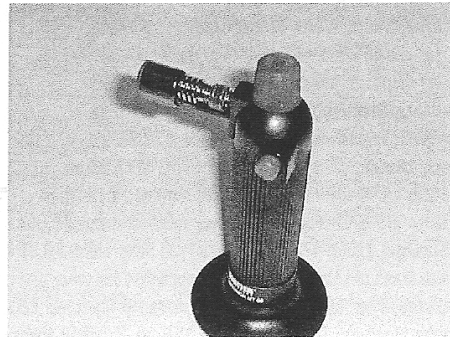
UV MANUAL SECTION 15-2

AUTHOR Graham Dell #292

The wiring in our coaches is 30+ years old. Connections are suffering from corrosion, vibration stress and plain old age. In many cases the original wire size and installation are less than what they should have been.

I spent two days trying to track down the reason that my starter would not turn over. All wires and connections appeared in fine shape. The only clue was a higher than expected resistance in the ground cable to the starter.

Of course that was the last connection I checked. It turned out that the 'crimped' connection to the attaching lug had pulled loose and was held in place only by the heat shrink tubing.



All connections should be crimped and soldered. There are a number of propane and butane torches available that make soldering large lugs easier. One such torch is Microtorch from Master Appliance Corporation, Racine, WI. It uses butane fuel producing a flame temperature of 2500 degrees. Cost is under \$30.00.

WARNING - WARNING -- DANGER - DANGER

If we don't get your tech tip we might not have enough to fill three pages of tips in the next issue of the **Ultra Sounder!** Seriously, let's share all the wonderful changes, fixes, discoveries, new items that we have used or found for our beloved coaches. Not only mechanical, but cosmetic also. Tips that update previous Tips are also welcome. Thanks - Jim Howell and Graham Dell.

Coaches For Sale

1967 Ultra Van #294, 140 HP, Corvair, Powerglide, Cherrywood interior. Bigger Frigid., 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 #328, Corvair powered (C. Fitzgerald built with a 98 cam), 3.89 Diff., Automatic, Kroler generator, 16 mpg, michelin tires, queen-size bed, fully equiped, good condition, garaged, \$9,800.00 - M.E. Randle, (941) 642-6610, Naples, FL

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 -frit., 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

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

Nameplatees, 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 ***



**Smilie
Norm Helmkey**

One of the simplest additions to our Ultra Van has given more pleasure to more people than anything we could have imagined.

It all began while getting ready for the **Ultra 30th Anniversary Rally** at Hutchinson, in 1996. Prior to the rally, we camped at Lake Cheney south of Hutchinson and needed to do some shopping. Wichita was just 25 miles away so decided to go there for the first time.

We poked around a large shopping center on the west side and when we came back to our Ultra 486, a lady came by to ask what it was and did they still make them. She said: "This is the cutest motorhome I have ever seen, the only thing it needs is a HAPPY FACE." In the next few days, these words kept coming back to mind, but I kept putting the idea away.

As some may remember, on the trip from Cheney Park to Hutchinson (17 miles), we gathered in a truck parking area to collect the 40 or so Ultras together for our triumphant entry into Hutchinson.

While the group gathered, the Little Devil inside me said: "Do it, put a grin on your Ultra." Out came a roll of black tape and I added what since has become our signature. It was an instant media success and even made the Hutchinson News front page.

On our way home from Hutchinson, we began to notice the extra waves from people in passing cars, even from sedate folk who generally don't show any sign of emotion. It soon became a game to see how long take from the time a car passed until the passenger would turn around to look at the front of our Ultra and wave. Sometimes, to be unobtrusive, we would see the sun visor come down so they could look in the mirror to see "Smilie."

The biggest fun of all is the waves of joy from little kids in the back seats. As soon as Dad spots the smilie face in his rear-view mirror, its as if every kid has a swivel-head and there seems to be a natural instinct to bond to **Smilie** with a wave.

So folks, we have no patent or copyright on the Smilie face, if you want to have and pass on a lot of fun while travelling America's highways, just "put on a Happy Face."

New Members

Ron & Evelyn Adams 499
315-360 Trans-Canada Hwy
Salmon Arm BC V1E 1B6
(250) 832-8595
ronadams@sunwave.net

Greg Czopek
3709 Walnut Ave.
Long Beach CA 90807

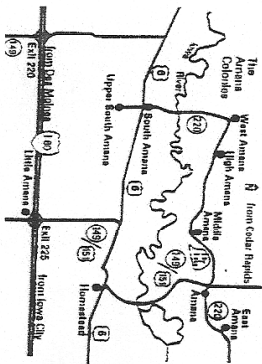
Fran & Ursula Ferrance 278
P.O. Box 725
Wrightwood CA 92397
(760) 249-3960
ferrance@aol.com

Charles Jasmer Jr. 458
7152 28th ST. E.
Sarasota FL 34243
941-355-5069

Hugh & Consuelo Peterson 472
1947 Cypress Court
Oakley CA 94561

Bob Price
409 Tom Welch Road
Crossville TN 38555
(931) 277-5993

— — — (Cut out or Copy Today To Reserve you Place!) — — —



REGISTRATION FORM : 2000 ULTRA NATIONAL RALLY

Campground fees \$14/nite...electricity and water
PreregistrationREALLY WOULD BE HELPFUL !! INDICATE INTENTIONS!!
WE WILL COME! _____ WE WILL TRY! _____ WE CAN'T! _____

AMANA TOUR: YES _____ NO _____
CZECH MUSEUM AND VILLAGE: YES _____ NO _____
VIXEN EXPLORATION: YES _____ NO _____
BANQUET: YES _____ NO _____
PORK BARBEQUE FEEDYES _____ NO _____
AMANA CHURCH: YES _____ NO _____
TEE-SHIRT Number _____ Size: XL L M _____

NAME _____ COACH # _____

ADDRESS _____

PHONE: _____ e-mail _____

I(WE) WANT A JOB _____

REMARKS OR QUESTIONS??? _____

LODGING CAN BE ARRANGED (if done soon) FOR THOSE WITHOUT A COACH....NEAR THE CAMPGROUND. AIRPORT IS CEDAR RAPIDS , IA

Ron and Martha Zoutendam, 417 6th Ave., Sheldon, Iowa 51201.....
(712)324-4660 or 324-6365 e-mail <zout@rcconnect.com>

UVMCC

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

First Class

What a view through the BIG Windows!



UVMCC Officers and Directors

PRESIDENT

Jim Craig, (760) 366-9104, jrcraig1@juno.com
7011 Sunny Vista Rd., Joshua Tree, CA 92252

VICE-PRESIDENT

Louis Griggs, (301) 722-2991
626 Brookfield Ave, Cumberland, MD 21502

SECRETARY

Diane Galli, (805) 466-2737, rdgalli@tcsn.net
5000 Cascabel Rd., Atascadero, CA 93422

TREASURER

Marion Helmkey, (613) 394-3054, corvair@fan.net
73 Sargent St, Haines City, FL 33844

Newsletter EDITOR

Jim L. Howell, (865) 687-2292, UV216@ADL.COM
P.O. BOX 5942, Knoxville, TN 37928-0942

Technical EDITOR

Graham Dell, (425) 641-1570
4332 157th Ave SE, Bellevue, WA 98006
grahamdell@email.msn.com

DIRECTORS

Ruth Harvey, East, (727) 541-3433, 12/31/2000
Jean McMasters, East, (561) 626-0388, 12/31/2001
Norm Helmkey, East, (613) 394-3054, 12/31/2002
Robert Franz, West, (925) 757-3557, 12/31/2000
Bob Galli, West, (825) 466-2737, 12/31/2001
Bob Reinhardt, West, (702) 870-6187, 12/31/2002

The **Ultra Sounder** is the bi-monthly publication of the **Ultra Van Motor Coach Club**. The **UVMCC** is dedicated to the preservation and enjoyment of the Ultra Van. Membership is open to anyone that has an interest in this unique vehicle. Please contact either the Secretary or Treasurer for applications. Dues are \$15.00 per year.

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!

