

Sept 2000

Volume 34 Issue 5



ULTRA VAN MOTOR COACH CLUB'S

ULTRA SOUNDER

## A View Thru The Windshield

President Jim Craig

A view of the green rolling hills, the tall buildings and the beautiful bay waters of San Diego appears through the windshields of #604 as we approach our daughters home.

San Diego is REALLY a beautiful city, I think to myself as my eyes soak in its many attractions like Sea World, The Zoo, Star of India, Balboa Park, (Location of the 1935 Worlds Fair), Coronado Hotel Dell, Point Loma, La Jolla Cove, and many others places. (Check out the web site, [www.sandiego.com](http://www.sandiego.com))

We are going to be in San Diego for four days visiting with our daughter Sheri and her family including Matts, which we will see at a beach party. Several birthdays have passed since we last visited with them, so we will celebrate them all at this time.

This is also a shake down trip for us and #604 to make sure we have all the mechanicals working properly before we depart Joshua Tree on the 10th of Sept. to head for IOWA and the Ultra National.

By the time you read this we will be at the National and possibly getting ready to travel to another point of interest in the Midwest. I am hoping that a lot of you will not read this until after the National, which means you will be joining us at this years GREAT event.

I don't know about you but this last year since the last National has flown by, FAST. Guess we are having fun. Yes!

A lot of Ultra business was accomplished this year, such as, upgrading the By Laws, a new member Directory, a new jacket/cap patch and more Tech Tips in an improved newsletter. THANK YOU to all concerned with those projects. GOOD JOB!

A HOST is needed for the year 2001 Ultra National. It is the Western members turn to host that one and with the small amount of those members attending, it is very hard to fine someone that has not done it before. Let me know if you would like to do this. We all will help do your leg work.

We have received word that Norm & Marion have completed their double trip across Canada with the Old Car Club. It will be interesting to hear of their experiences of that trip.

That's it for now, see ya on the road.

**Featured Coach:** #603 with original owners Edna and Ernest Newhouse.

# Eastern Rallies for the Year 2001!

## Spring Fling in the South

Hosts:  
Dennis and Linda Radford  
Jean McMasters

Spring get-to-gather in the Out back of South Carolina. Date: April 20 - 22, 2001. Come early - Stay late. Dust the cobwebs off the UV and cruise on over to the outback of Hopkins, South Carolina, for some good old Southern fun and hospitality. Location is on five acres of wooded pasture with plenty of cozy places to park. Heated hottub and pool for the young at heart. Bring an empty holding tank. There will be no hookups although fresh water is available (well). There will be a small fee charged for the BBQ Dinner (South Carolina Style). Itinerary and cost will be finalized at a latter date. A detailed map will also be provided.

## 2001 Round Lake Ontario Rally

Hosts:  
Nancy & Doug Pratt  
Marion & Norm Helmkey

Does this sound like fun? What we are planning is an eight day trip of 500 miles around Lake Ontario, four days in New York, four days in Ontario. June 17 to 24, 2001.

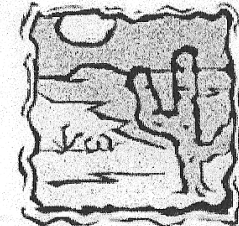
Don' yet know where we will go in New York, but here are a few things we may do in Ontario. Tour the Thousand Islands in the St. Lawrence River, visit Fort Henry or the home of Canadas George Washington (Sir John A. McDonald) in Kingston, Ontario. Cruise along the Loyalist Parkway (antique shops), cross the Bay of Quinte on a free car ferry, see the mysterious Lake on the Mountain (no river in and 165 feet above Lake Ontario). Tour a rope factory in Deseronto, visit the Royal Canadian Air Force Museum and Trent Waterway Locks in Trenton. See a working nuclear power plant, go to the Canadian Automotive Museum, visit the Royal Botanical Gardens and ride a trolley at the Street Car Museum. Watch the boats go through the Welland Canal to by-pass Niagara Falls. Taste wine in the Niagara Peninsula, see Niagara Falls and drive the Niagara Parkway.

You can join or leave any time you want. Part of your tour packet will have detailed maps. If this is your kind of tour, watch for the details in the next newsletter.

Western Rallys for the Years 2000/2001.

<b>ULTRA 101</b>
<b>Restoration Class</b>
<b>Registration OCT.21,2000</b>
<b>Location: Desert Renedevous Ranch</b>
7011 Sunny Vista Rd.
Joshua Tree, CA. 92252
<b>Hosts: Jim &amp; Marlene Craig</b>
760 366 9104 or jcraig1@juno.com
<b>Course Duration: Oct. 21 thru Nov.1, 2000</b>
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.

# ULTRA RALLY OF HOPE



*Date:* January 17-20, 2001  
(early arrivals OK)

*Place:* Hope Church  
4842 North 51st Avenue  
Phoenix, AZ 85031  
*Emergency phone number:*  
(623) 846-7785

*Directions:* from I-10, on the WEST side of Phoenix exit on 51st Ave, turn north, go 3 miles to Hope Church

*Hosts:* Dan & Betty Reinhardt (623) 846-6920  
Nobia Suckow (602) 841-0911  
Threasa Vandersteeg (623) 977-4358  
Ed & Jane Harrison (623) 974-6373  
Jerry & Pat Zeaman (623) 847-5349

*Costs:* \$30.00, plus registration and meals

We will have the use of two meeting rooms, kitchen and bathrooms (no showers). No hookups (water available on grounds)

*Activities:* normal rally activities, with special local options available (no organized crafts)

Our Plan is to be very relaxed, with plenty of fun and fellowship



## **Recovery of UV417 - Conclusion**

**John E. Howell Jr.**

After only about one week of consideration I decided to go ahead and try to purchase old UV417. I contacted the owner and made an offer to buy and remove the Ultra from the property.

The Ultra had been setting in the same spot for about 10 years so I had to clear away all of the growth around it before I could work on it. I had heard and read about people repairing the Ultras where they found them and driving them home. I decided to try this but soon realized it would be better to have it hauled. I went by a local wrecker service and told them that I needed a rollback carrier to haul the Ultra the next Saturday, he said that they could be there.

Jim and I got there early the next Saturday, aired up the tires, and wrenched the Ultra out of it's hole in the woods. We wrenched it down a small incline and around to a level place in the dirt road, the old tires looked bad, cracked all over, but they were holding. Jim went back out to the highway to watch for the rollback truck and lead him back in to where we were.

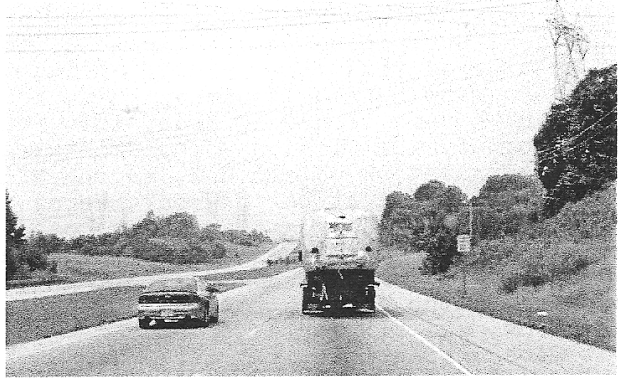
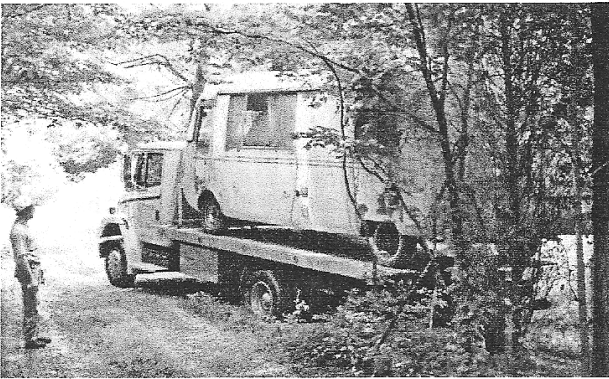
The truck arrived on time and followed Jim back to our location. I got Jim to show the driver where to attach his wench to the front of the Ultra where we had attached heavy rope slings for pulling. In no time at all he had the Ultra setting up on the truck and after tying it down we headed out to the highway. Upon reaching the highway Jim said good luck and headed back to Knoxville and the truck caring the Ultra with me following behind headed to Lenoir City.

As we reached highway speeds the leaves, limbs, and anything else that was loose come off of the top of the Ultra, including the plastic vent cover over the bath. The cover went to pieces and up and over my truck as I followed close behind. I had planned to take a lot of the pictures on the way back but as we neared Ft. Loudoun Dam on the Tennessee River we ran into a bad storm. I could hardly see the Ultra in front of me let alone take any more pictures, so the last part of the trip was finished in the rain.

I got it home just fine, no problems, so in my case this was the fastest, easiest, and safest way to move the Ultra. It only cost \$120.00 for the 30 miles. I bought the Ultra #417 to be a retirement project so for the next two years it will have to set and wait until I have the time to work on it. I hope to get it inside out of the weather soon, but at least it has a caring home now and will be back on the road someday.

Happy UVing,

(editor: As you can see from the pictures on the following page - we had a real project getting #417 out of the woods and on it's way to a secure home. On thing they illustrate is that an Ultra Van will fit nicely on a 'rollback' and travels quite well. I hauled #216 (my coach) on a 'rollback' in '94 over 100 miles with no damage. )



# ULTRA POSTSCRIPTS ★★★★★

Dear ULTRA Friends:

September 2,000

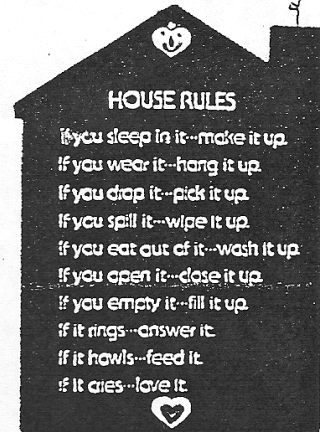
Summer/Fall greetings to everyone. These are the TWO Seasons most people ENJOY, to travel, to attend Rallies, to explore the untold beauty of our Country. In this issue appears a FINAL "Presidential Humor" discussion. All you people are my very dear friends and I feel OBLIGATED to SHARE any information that may help our great Nation. Certain revelations that I've researched, from Vortex and other sources, are disturbing. You may already know about them; if not, you may like to. Many, many thanks for letters, calls by phone, Cards, magazines, clippings.

TRAFFIC COPS: From Mexico City comes a report that most of the Traffic Police have been replaced with women Cops. WHY? One reason the men were fired, and Police girls hired, was because women do not take bribes, they said.

PRESIDENTIAL HUMOR?? All my life I have been taught to HONOR and RESPECT each President and Vice President of our Nation. I ALWAYS HAVE.... until now. Could I be wrong??? After research, I feel not. Oh, they look ok, they BOTH have gifts of gab, and words (including untruths) tend to sway the uninformed. So did Hitler! He bridled the press, which held the German population uninformed. Hitler looked good too. He kept the people happy, told them what they liked to hear, mostly lies. They didn't KNOW, so they loved him. Friends, this is like a private letter to each of you. Some readers will not KNOW details that follow. Others, using alternate NEWS sources, are already fully informed. Please drop a note if what follows is TOO brief. Major U.S. Newspapers and TV Newscasters seem suppressed---do not report certain truths. Vice President Gore spoke at the large Buddhist Temple (3 miles from my home). It is alleged that thousands of dollars were donated by Chinese foreign money sources, which was accepted to help Clinton/Gore get re-elected to a second 4-year term. If true, that would be illegal. In repayment, it is reported, the Clinton/Gore administration permitted the Communist Chinese Government to obtain U.S. secret Military Rocket Guidance Technology. If true, would that be treason? Using the U.S. weapon guidance system, the red potential enemy, analysts say, can now strike major U.S. cities or population centers with anthrax germs, or nuclear missiles. We are told that more than 40 lawsuits are pending, and that there has been obstruction of justice by the Administration. If Al Gore gets elected, he could pardon everyone, and all would go unpunished. The NEW Slogan is "ABG" (anybody but Gore). There is much more, but let's stop here. Study the above.

LATE NEWS: Some buyers of the larger MOTOR COACHES, or other Recreational Vehicles (RVs) are traveling to the State of Montana. There they can avoid Tax and Fees that most other States charge. A few others are low.

MOTORHOME PRICES: People ask, "Why do they cost so much?". It has been said that the only difference between men and boys, is the PRICE of their toys. Often true! A set of Professional Golf Clubs cost more than a pair of Roller Blades, on and on. The large "BLUE BIRD" and other brands of giant Coaches, exceed \$400,000.00 in cost. The Ultra Van and many popular makes average much less. Check 'em out. Motorhomes that have had a prior owner, are usually very reasonable, as all our Members know. But, WHY are most NEW Motorhomes so pricy? We have to consider that we are buying a complete HOUSE ON WHEELS. There are Closets, Beds, the Bathroom fixtures, the Refrigerator, kitchen Stove, the Furnace, Air Conditioner, Fresh Water Tank, Holding Tank, Eating facilities, and all the rest, worth every penny.



Kind regards to all my friends

*Ernest*

Dear Ultra Member: September 6, 2000

It is that time of year again when you need to look at the label of your newsletter to see if you are current with the Ultra Van Club dues. If your label reads '00, you need to send me a check.

As I write this note (a couple of weeks before the Ultra Van National in Iowa), 21 members have already paid their dues for next year, some are even paid in advance up to 2004.

Dues are still only \$15 US a year and we now get six newsletters a year.

When you pay your dues, take a few minutes to check that your address, phone number and email address is correct to keep the Ultra Van Club database current. Information from this database is the only way we can correctly print newsletter labels and directory information.

Every year, a few members fail to pay their dues by January 1. This results in extra club expense of having to send out a special notice. It also unnecessarily takes extra time of a club member or members.

Also, as I'm sure you are aware, there are two Ultra Van organizations. At one time, they shared the same treasurer, but for several years, this responsibility has been split. A few members continue to combine their dues for these two groups which results in extra book entries and delays the payment of dues for one of the organizations.

I would appreciate your co-operation in getting your 2001 dues in as soon as possible.

Sincerely,

Marion Helmkey, UVMCC Treasurer.

Coach Number \_\_\_\_\_ ( Please put coach number on your check )

Name \_\_\_\_\_ ( Please include your spouse.)

Address \_\_\_\_\_

City \_\_\_\_\_

State & Postal Code \_\_\_\_\_

Phone Number ( \_\_\_\_ ) \_\_\_\_\_

Email address and/or Fax No. \_\_\_\_\_

Please complete and mail with dues check made out to UVMCC

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

## Lucy' Renovation

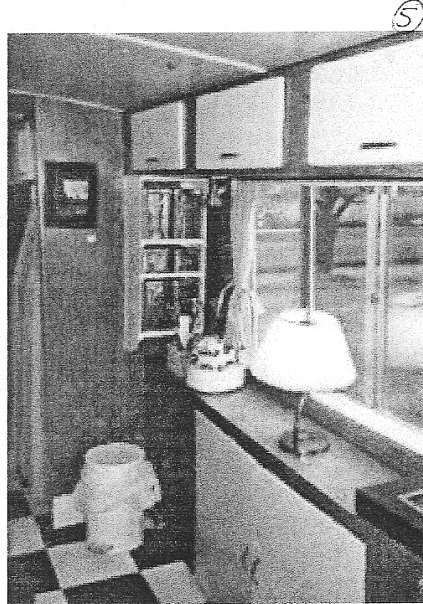
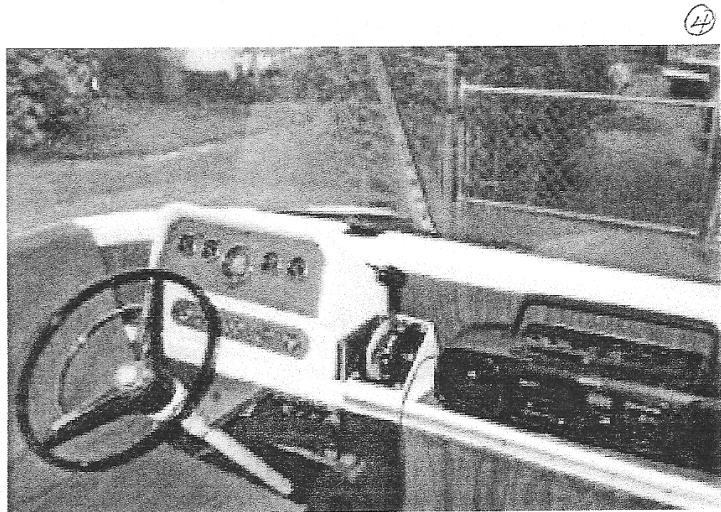
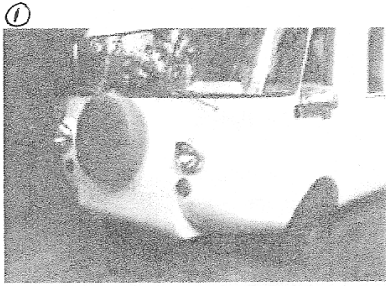
Lucy, Ultra Van #538, had been given a facelift, on the inside at least. For our big tour (July 31 through mid-October) we renovated certain unsightly aspects of Lucy's interior, and although she may not seem too different in black and white photographs, color shots would show a drastic change. Some of you may remember seeing us on the road when Lucy had a purple dash, green and purple seats, bright yellow cupboards, curtains of every color in the rainbow, window trim of periwinkle blue, and cherry red appliances. Here are the changes we made:

- 1) We painted the purple denim dash with two coats of antique white house paint. This may sound crazy, but we once saw a fabric couch that an artist/friend of ours had painted. The areas on which people sat had cracked some, but even there it looked OK. The dash looks much better than it did, and will be easier to keep clean (with 409).
- 2) The yellow cupboards are now antique white, to match the fiberglass ceiling above the driving seats. We can now enter Lucy without sunglasses.
- 3) We had new blue denim seat covers made for the front seat cushions to replace the bright green ones. We painted the surrounding purple seat with house paint to match the blue denim, and it will hopefully work as well as the front dash.
- 4) The curtains all match. They are yellow gingham with little blue flowers.
- 5) We kept the black and white tiled floors. Although they do nothing to hide the dirt, it is easy to sweep the Ultra clean with a broom and occasionally mop. Many people comment on how it looks like Lucy and Desi in The Long Long Trailer. Eventually we'd like to change the black and white tiled floors to a fake-wood linoleum, which would hide the dirt much better.
- 6) We also left the appliances red. With everything else relatively subdued and matching, they don't stand out so much.

Besides interior changes which were really the least important part of getting ready for a long trip we have taken apart and serviced or replaced every aspect of Lucy that has failed us on the road in the past. This is not to say that she is in perfect condition, but she is most certainly in better mechanical condition than she has been since we purchased her ten years ago. With the advice of Walt Davison (and his yummy dinners in the evening) we are more confident about the upcoming trip than any other

For more information about our tour, see our website at [. Also, if you haven't ordered your copy of The Freeway, by Dori DeCamillis \(a recently published book about our three years living on the road in our Ultra Van\) call 1-888-795-4274 and press 3 for book orders. \(\\$16.00 paperback and \\$25.00 hardback, plus shipping\).](#)





Legend

**Photo #1** shows the special forward generator box.

**Photo's #2 & #3** shows old interior.

**Photo's #4 - #7** shows renovated interior of Lucy.

**UVMCC Annual Treasurer's Report**  
September 1, 1999 to August 31, 2000

Opening Bank Balance 09/01/99	\$1,521.84	
<b>Receipts</b>		
Dues	1,851.00	
Merchandise	1,367.85	
C/D Maturing	1,000.00	
Insurance Refund	200.00	
C/d Interest	146.04	
Benham Fund Interest	44.84	
50/50 Draw	84.00	
Returned Rally Advances	35.00	
Tech Tip Sales	14.00	
California Tax Refund	10.13	
Uncashed Check	5.00	
Fines	0.50	
<b>Total:</b>	<b>\$4,758.36</b>	<b>\$4,758.36</b>
<b>Expenses:</b>		
Merchandise	\$1,620.08	
Newsletter	1,450.00	
National Rally Advance	500.00	
National Rally Expenses	398.00	
Directory & Bylaw Printing	330.74	
Insurance	300.00	
Ernie Award Medals	240.00	
Postage (National)	123.46	
(Western Region)	18.30	
Stationary	80.40	
Calif. Corp. Filing Fee	30.00	
Bank Check Printing	9.90	
Engraving (Ernie Award)	8.46	
Forwarded Group Ultra Dues	6.00	
<b>Total</b>	<b>\$5,115.34</b>	<b>\$5,115.34</b>
Bank Balance 08/31/2000	\$1,164.86	
CD Maturing		2,000.00
Closing UVMCC Position 08/31/2000	\$3,164.86	

Marion Heimkay  
UVMCC Treasurer

**Roster Update**

**New Members:**

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

Richard Shepard 333  
5145 Gaffin Road SE  
Salem OR 97301-9219  
(503) 371-4290  
spyder62@aol.com

**Reinstated:**

Dan Davis 468  
4509 Interlake Ave. N.  
Seattle, WA 98103  
dandavis@w-link.net

Lon & Linda Wall 420  
P.O. Box 339  
Dundee OR 97115  
(503) 434-1642  
lonwall@corvairunderground.com

## **Being at the Right place at the Right time!**

By - Maybel Griggs

On Sunday afternoon of July 23, 2000, Louis, David (our son) and I had taken David's daughter Gwendolyn to White Rock Girl Scout Camp at Capon Bridge WV. While David and I were getting Gwen settled into her Maid Marion tent in Sherwood Forrest for the week, Louis was walking around the camp. He suddenly experienced some chest pain and tightening of the chest. Going to the camp infirmary, the nurse on duty called '911'. Then when the Rescue Squad came from Capon Springs WV, David and I followed the ambulance to the Winchester Medical Center in VA about 25-30 miles away.

The cardiologist decided to keep him in the hospital that night and do some tests in the morning. David and I decided to go home. The next day when we got to the hospital, we found out that the stay would be longer for Louis. After many tests, (stress test, heart cathetrization etc), it was decided, by the doctors, at this very well equipped, wonderful hospital, that he needed by-pass surgery.

So Louis had 3 by-passes and the Aortic Valve replaced on Friday July 28, 2000. On August 4th, I took him home. He has been home for a week now and is going on 4 walks a day along with whatever he wants to do within reason and how he feels. He goes to see the surgeon on August 15th, back to Winchester, VA for the first doctor visit since leaving the hospital.

So as for the National Rally at Amana, IA, like Louis said just today. "We might be there and we might not." As for us being at the right place at the right time, we could not have gone to a better hospital if we had planned it.

Louis is regaining his strength back more everyday and after the doctor's visit next week we will know more about his recovery.

### Post Operative Update: August 13, 2000

Sunday morning early, Louis woke with a chest pain - gave him his pill and he rested some, by 9:00 am I had him to our hospital 1/2 block away in their ER. After several hours of doing what they could, it was decided that he return to Winchester Medical Center, VA via ambulance. Upon arriving at the hospital he was taken care of by the same doctors he had when he was there before.

It was discovered that he had a Staph infection, so he saw two more doctors. He was given antibiotics to start fighting the infection. By Thursday August 17, 2000 he had his second operation. This time it was to see how much infection he had and where it was. It has been several days now since his surgery. The doctors are talking about sending him home by the end of the week. When he gets home he starts over again with what he had done before. He will have to have the antibroicor for 4 weeks after he goes home. He will have to start out slow in building up his strength again.

It has been decided since his second surgery. We WILL NOT be at the National Rally. So sorry to miss seeing everyone - There is always next year. We both want to thank everyone who sent get well cards and their prayers for Louis' recovery. We are hanging in there and looking forward to the rallies for next year.

PS: I brought Louis home on Friday August 25th. On Wednesday August 30th, 2000 I took him back to Winchester VA and his doctors found blood clots in both legs so they readmitted him to deal with them. More later.

PSS: It's Friday September 22, 2000 and Louis has been home about 2 weeks. He is doing fine and gaining strength. Once again, we would like to send our thanks and best wishes to all.

## From Whence The Tiara?

by Norm HelmKay

Recently, with the discovery of Tiara 2004, there has been a renewal of interest in the Tiara. This has prompted a look into the Tiara from the beginning.

Ultra archive material supports the notion that the Tiara was born as a result of GM's decision to drop the Corvair and the Ultra engineer's trial of the Toronado.

In early 1969, Ultra Inc. became aware of the impending demise of the Corvair when the GM Zone representative visited Hutchinson and asked how many extra Corvair power trains they would like to order (above the eight per month they had been receiving since mid 1966).

Ultra began to look for an alternative power plant or chassis and there were four prototype units (that we know of) produced. These are: the V8 Chev/Corvette (#510), the Dodge Rover, the Ford Rover, and Toronado-based Ultra Van #557.

Work on Ultra Van #510, began in March 1969 with the installation of a rear-facing 307 cubic inch Chevrolet engine in the back with a full size aluminum Power Glide, a Walters Marine V drive and a Corvette rear-end, complete with rear disc brakes.

This unit (#510) was displayed at the FMCA Convention at Traverse City, Michigan in July 1969, and a subsequent letter to Lowe McIntyre (the Ultra Distributor in Kent, Ohio), offered it for sale with less than 3,000 miles. The distance from Hutchinson to Traverse City and return would have been about 2,000 miles. This would indicate that less than 1,000 miles of test driving would have been done before this configuration was put into production.

The Rovers were built on a Dodge and Ford truck chassis, but apparently they were not worthy of production and the prototypes were offered for sale in 1970 and 1971. In the Ultra archives, there are sale notices and side view drawings, which came from BELCO. These two vehicles no doubt were sold, but neither has emerged over the years.

Ultra Van #557 was a regular Ultra Van shell in which a complete Toronado package was installed at the front (much like Jerry Dute's #467). Both Robbie Robbins and Lew Edinger did testing on this unit and judging from their description at the 1996 Ultra Rally in Hutchinson, it was a **real bomb**. In fact, there are reports this vehicle once held the motorhome land speed record at 109 mph. Later, this unit was renumbered and became T-100 and then TU-100. Steve Harrison, a Ford dealer in Jefferson, Iowa is the last owner we have on record (1989) for TU-100.

The results of the testing on #557 led to the new Tiara design and production was begun. Delivery of Tiara #2002 was May 22, 1970; just one month before Ultra closed the doors.

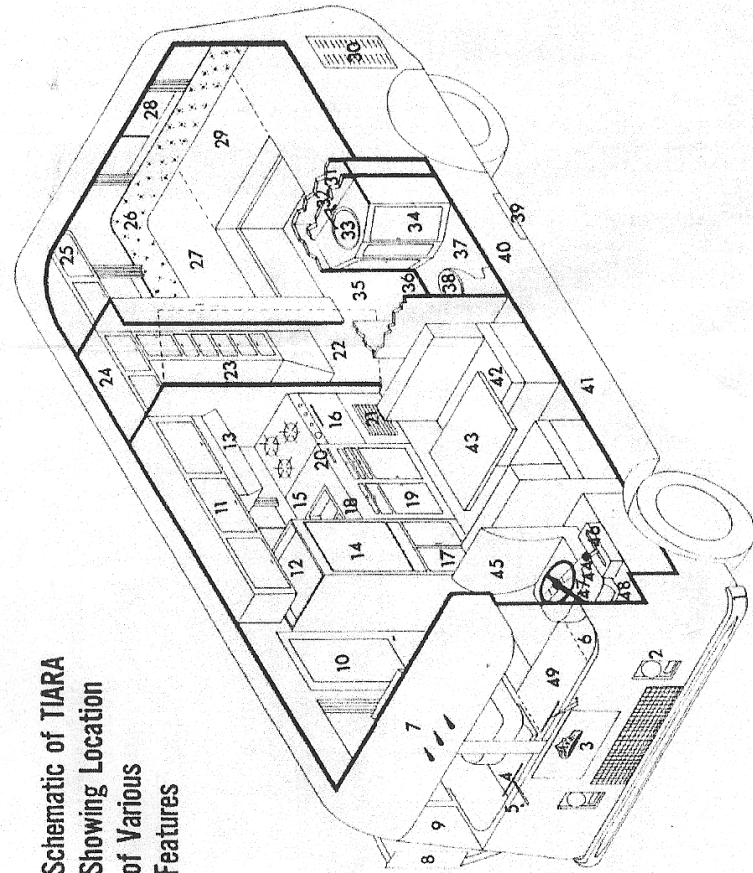
When Ultra Inc. was reorganized as BELCO, it was decided that only production of the Tiara would continue and we believe from talks with Robbie Robbins and Lew Edinger that 42 units were produced in all.

At some time since the start of Tiara production, 17 of the 42 units have been listed in an Ultra Van directory. When Tiara #2004 is registered it will become number 18.

There is a mystery to do with Tiara #2077. Will & Ida Nielsen of San Diego registered this coach number in Ultra Van Club directories until 1988. Later this unit shows up in the Ultra directories as belonging to the Lomazoffs of Little Rock until 1992. A letter written to their last address in August 1996 was returned, so we do not know what has happened to this unit or why it has such a high serial number.

Note: Copied from - Whales on Wheels Fall 1994 Vol. XIII No. IV

1. Shock absorber bumper
2. Headlights and park lights
3. Accessory power
4. Windshield wiper - 2 speed
5. Windshield wiper
6. Padded dash
7. Clearance lights
8. Rear view mirror
9. Motor view mirror
10. Entrance door with window
11. Gallery overhead storage
12. Storage shelf, vinyl top
13. Headrest with light and fan
14. Headrest with light and fan
15. Stainless steel double sink
16. Range with oven and broiler
17. Storage
18. Drawers
19. Heater and pump
20. Broadboard
21. 23,000 BTU forced air furnace
22. Chest 25" x 30" with door four shelves across side making separate compartments
23. Overhead storage cabinet - 1 each
24. Overhead storage in bedspace - 7 cabinets
25. Vinyl padding
26. Basketball player size bed - 64" x 87"
27. Motor with space case & door
28. Teen LP tank - 20 lbs. each
29. Storage and knock-knock shelves
30. Storage and knock-knock shelves
31. Storage and knock-knock shelves
32. Runging faucet
33. Sink
34. Linen and towel case storage
35. Wall to wall carpet
36. Sliding bath room door
37. Bathroom - 28" x 48" with telephone shower, medicine cabinet, shower curtain
38. Dual emergency access door
39. Dual emergency access door
40. 50 gallon holding tank
41. 50 gallon fresh water tank
42. Bikes - hot commination
43. Seat belts - removable
44. Seat belts
45. Quilted vinyl bucket seats
46. Turbo Hydra - Motor shift cambox
47. Power steering
48. Power brakes
49. Power windows
50. Ohio Toronado 375 HP V-8 engine



Schematic of TIARA  
Showing Location  
of Various  
Features

## 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 '89' cam), 3.89 Diff., PowerGlide, Kroler generator, 16 mpg, michelin tires, queen-size bed, fully equiped, good condition, garaged. The \$9,800.00 package price also includes 2 extra windshields, 3 alternators, 3 transmissions, 3 diff., manuals, and LOTS of extra parts. CALL - **M.E. Randle**, (941) 642-6610, Naples, FL

**1968 Ultra Van #383**, Corvair powered, PowerGlide, run good, needs interior work, has been sitting in garage for 2 years. Health reasons force sale. Come drive it away. \$3,500.00. Located in Yucca Vally, CA. Phone (760) 365-1781.

**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, \$180. 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

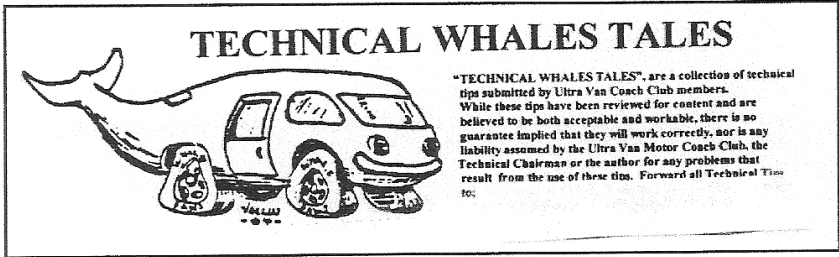
Manual, Ryerson Ultra Repair & Service, \$55.00 each ppd.

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 \*\*\*



Please send Tech Tips to :  
 Graham Dell  
 4332 157th Avenue SE  
 Bellevue, WA 98006  
 grahamdell@email.msn.com

**TECH TIP NO. 00-26**  
**UV MANUAL SECTION 18**

**SUBJECT** Electric Shock  
**AUTHOR** Graham Dell #292

Electric shock is always possible. We should be aware that our body could supply a ground and complete a circuit if there is a hot wire energizing the metal parts of our coach. A common condition is reverse polarity. This occurs when the receptacle at the RV Park has been crossed wired. Another is an open ground, a break in the ground wire.

When 110-120 alternating current (AC) first came on the scene two wires were used, usually black and white. Black is the power side and white is the ground. When you tie into an existing circuit the continuity of the circuit, black-to-black and white-to-white, is maintained. Unfortunately, the system still works if you reverse the wiring.

Building codes now require a three-wire system. The black and white remain the same but a third wire is added for a ground wire, usually green. The addition of the third wire does not eliminate the possibility of reverse polarity.

In Ultra Van 292 all wires are black, as originally equipped by the factory. There was considerable opportunity for confusion to cause serious problems. The AC wiring has been replaced using the current color-coding system. A Ground Fault Interrupter has been added on the main incoming line.

A number of companies make a power line monitor that can be plugged into a receptacle to alert you to any condition in the RV parks electrical system that can pose a safety hazard.

If you still use 30-year-old original wiring in your coach, the winter months are a good time to upgrade.

**TECH TIP NO. 00-27**  
**UV MANUAL SECTION 18**

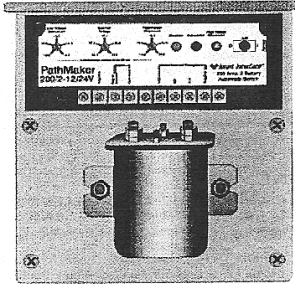
**SUBJECT** PathMaker  
**AUTHOR** Graham Dell #292

This year we have had a number of tips on maintaining our electrical systems in our coaches. Solid-state smart regulators (00-6), smart chargers (00-10), battery isolators (00-16) now how about a smart isolator? Battery isolators operate to keep our two batteries, house and start, disconnected from each other while being discharged and connected when a charging source is present.

A disadvantage of a solid-state diode isolator is the voltage loss across the diodes that amounts to a drop of up to 0.6 volt or more. To overcome this loss, the alternator has to put out 14.8 volts to deliver 14.2 volts at the battery. Diodes can become very hot during charging as they carry the full amperage output of the alternator. If you have upgraded to a high output alternator, make sure the isolator can handle the increased amperage.

The PathMaker, by Heart Interface, is a smart battery isolator that controls high current relays to provide automatic battery switching. Available in three current ratings, the 100A continuous 400A peak suits our needs. It has user adjustable set points for low voltage disconnect, connect range and high voltage disconnect. A parallel switch is optional to allow the house battery to be used to start the engine when needed.

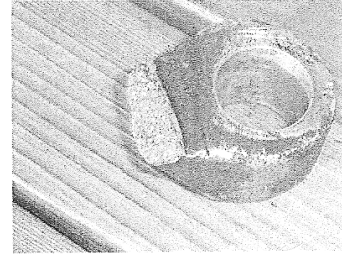
**THE PathMaker™**



**TECH TIP NO. 00-28**  
**UV MANUAL SECTION 22**

**SUBJECT** A-arms  
**AUTHOR** Harold Washmuth #326

Breaking a front lower A-arm under less than severe conditions go my attention. After an examination of the part, it appears it is made of cast aluminum. Although other vehicles, such as Corvettes, have aluminum A-arms, they are not cast, but forged as they should be since forgings are stronger. It was also noted that in the smallest cross-section at the body attach-point, there is a sharp bend with no radius. This is a NO-NO.



Since a forging would be too expensive, and after consulting with several people, it is suggested that someone have a knowledgeable person design, build up and test a concept using steel tubing with steel plate end section where the wheel, spring and shock attaches. This could be done with reinforcing ribs to keep the weight down. This configuration would weigh more, but it is felt to be worth it, especially if the heavy top turn buckles were replaced with the original design tubing. These were ninety-thousandths 4130 steel tubing. The combined new weight would keep the unsprung weight to an acceptable level. It is also felt that the shocks should be kept in good shape, particularly in compression, to absorb the shock load.

I also own a GMC motor home. It is interesting to note that they also have front lower A-arm breakage problems and recommend the front wheel bearing be changed every 25000 miles. They are harder to change than the wheel bearing in the rear of an Ultra and the bearing-changing tools are four times as expensive. The GMC uses an Olds Tornado drive train with the same A-arms and wheel bearings as the car while putting 4200 to 5000 pounds of weight on the front wheels of the motor home.

**TECH TIP NO. 00-29**  
**UV MANUAL SECTION 13**

**SUBJECT** The Infamous 'E' clip  
**AUTHOR** Bob Ballew

Your low to drive shift sometimes seems erratic. You suspect a missing or broken 'E' clip. What if I were to tell you that you can tell for absolutely sure without ever dropping the PG oil pan or pulling the valve body?

Have your helper start the engine and let it warm up at idle for a few minutes. Disconnect the throttle linkage from the carburetor cross shaft. Pull to the rear on the disconnected throttle linkage until you feel it stop as the throttle lever on the PG touches the detent in the PG valve body. It is not necessary to pull the linkage through detent. At this point have your helper put his foot on the brake and shift to Drive. You should not feel any movement of the throttle linkage; continue holding the linkage up against detent and shift to Low. If you get a sudden pull on the throttle linkage, this indicates a missing 'E' clip. If no pull, the 'E' clip is present and doing it's job. Your erratic shifting is caused by something else.

**TECH TIP NO. 00-30**  
**UV MANUAL SECTION 13**

**SUBJECT** PG oil change  
**AUTHOR** Bob Ballew

The Corvair Shop Manual tells us that the PG has thirteen pints of ATF but no matter how hard you try, you can only drain three or four pints out. That of course leaves nine dirty pints still in there. You can get about three and a half more dirty pints out with a little effort.

First of all, where are we going to get the extra three and a half pints? It is in the torque converter. In fact, there are about seven pints in there, half of that is above the center line, so if we can pump a big bubble of air in there we can force it out through the bushings and down into the pan. When your coach sits for a period of time, the ATF drains into the pan. If the 'O' ring on the shift cable is in poor shape, you will notice a leak where it enters the case.

Jack up the coach, disconnect the PG fill tube to drain the pan. We are going to blow air into the front pump test port of the PG. The port has a 1/8" NPT; install a pressure regulator adjusted to 10 to 20 PSI (higher won't hurt the PG but makes a bigger mess). Wrap tape around a 1/2" galvanized street elbow (available at your local hardware store) until it's diameter is the same as the oil pan outlet. Secure with a 1 1/2" hose clamp. Attach rubber hose from the elbow to reach your drain bucket, but not below the surface of the oil in the bucket (trust me).

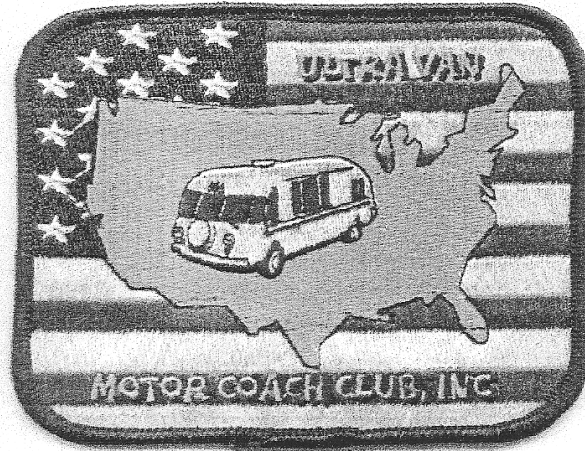
You should be able to get the extra three and a half pints out in ten minutes or so. It all depends on how worn the bushings in the PG are. If it takes longer, that's good. It means the bushings are in good shape.

# UVMCC

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First Class

Nice Jacket patch, but what about Canada?



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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.  
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