

January 2001

Volume 35 Issue 1



ULTRA VAN MOTOR COACH CLUB'S

ULTRA SOUNDER

A View Thru The Windshield

By: Jim Craig, January 2001

2001? Sounds like a movie to me. I wonder if "Hal" is still out there somewhere trying to think of new ways to take over the next spacecraft? You don't recall that movie? A real classic. It is available at your nearest Video rental store. Check it out, now.

Why is it that as we get older, time seems to "rocket" past us, faster than it did when we were in our 40's. I don't know about you, but 2000 passed too quickly. "Let's slow down and smell the roses." Seems like that was said previously by someone. Hmmmm?

Recent Rallies: Out here in Western Ultra Land, a few members enjoyed each other's company at the recent #101 Restoration Class. The men finished installing the last 2 vinyl panels at the front interior and the windshield curtain rods. The front interior is finally complete. Yeah!

The shower pan was cleaned up and is near ready to install along with the walls for the bathroom. That will be one of the next things for us to do. Sometime in the coming summer I will repaint it. If you want to learn some of the painting techniques, watch for the date I will set for that. (See photos in this issue of activities.)

After the #101 rally we departed for the Corvair Fan Belt & Swap Meet at Palm Springs. It was a fun weekend, renewing friendships, meeting new friends, checking out good parts and just enjoying the excellent weather. Three Ultra Vans were registered, but only two showed up. In 1988 we had 33 Ultras there. Where has everyone disappeared too? This event is one to make in your trips West. It is the largest Corvair Swap Meet in the USA.. A real fun event.

Front lower "A" arm replacements: Members Jim Davis, Graham Dell & Harold Washmuth have negotiated with several suspension shops to have some new lower "A" arms made to replace the aluminum ones installed on most Ultra's. After much deliberation the shop that Jim Davis had contact was chosen as the most qualified one to do the job. Jim has ordered one set in order to evaluate them on his Ultra. He will have a report in the next issue. Thanks to you all for your work on this.

Updated ByLaws & a new ByLaws History Booklet:

Bob Galli & his review consultant, Diane have updated the current Bylaw master with the amendments that was approved at the last National Rally. In addition they have printed a "Bylaw History Booklet". This booklet will provide the reader with valuable information on the progression of the club and its direction into how the members wanted the club to function. It will be an asset to the many Bylaw Aficionados that like this type of stuff. Both new booklets will be forwarded to the club officers and directors. They will be available from the Secretary as follows; Updated Bylaw booklet on request plus \$1.00 for postage. (Per requirements of the Bylaws) and the Bylaw History booklet on request plus \$3.50. (This will cover actual cost of printing.) In addition they have made up a new club roster, that will be mailed out to all paid up members as of February 1st. Also, they plan to update the club Directory when the Directory 2000 is nearly exhausted. Wow! You can't hold these two down. Thanks! From us all Bob and Diane.

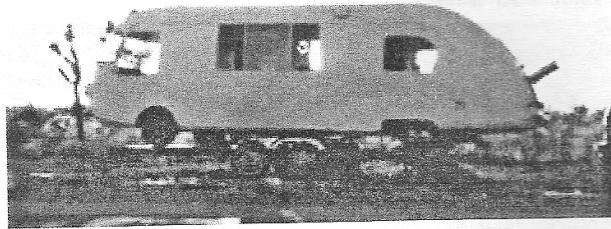
Hemmings Advertisement: Pete Schuler, VP, has submitted an advertisement to Hemmings, soliciting new members. (This was a request from me at the recent National.) The ad will show a photo of an Ultra and will tell a little about the club, who to contact and show our web site address in addition to other info. Hemmings has listed the club Web Site address in the club section, free. It is: <http://clubs.hemmings.com/uvbcc/> (Thank you Hemmings.) This is a test ad to see what results it will have and if effective we may post another ad in April or May. Thank you Pete, Norm Helmky & Ken Wildman.

Keeping Wired: Do you have a computer? A majority of the members do and use it for many different things. One of the useful programs that I have registered for is the "Ultra Van OneList". Member Dan Davis created this program for our benefit. Its main purpose I believe is to "Wire" the Ultra members together into a cohesive group, sharing info related to our Love of the Ultra Van. If you would like to join the rest of us and be able to receive the latest inside "Wires" being passed between us, then go to <http://www.onelist.com> and register, then go find a list (over on the left) and type in UltraVan (one word with caps on UV) and then subscribe. You have a choice of normal messages or digests once a day. In the beginning, I would suggest the normal messages, then if the traffic gets heavy, go to digest. (Instructions by Norm Helmky) If you have a problem getting registered, Email Dan Davis at dandavis@w-link.net for additional assistance. Don't get short circuited, get "Wired" now! See you at the next Rally.

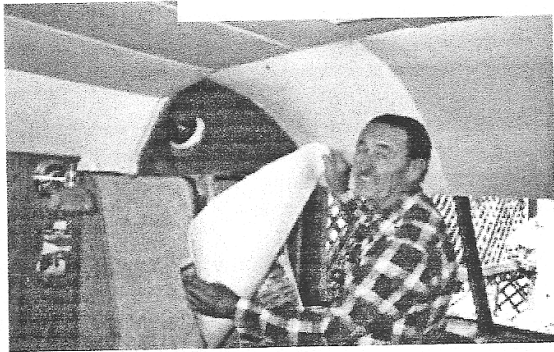
Featured Coach: #443 owned by Richard & Gayle Finch.



Paulo and Travelon on the way home!



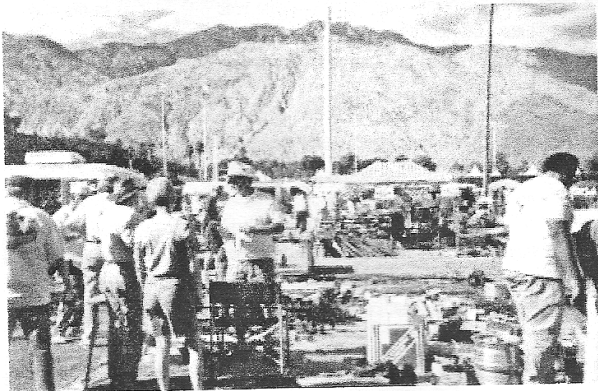
UV#101 Restoration Rally Pictures.



2000 Palm Springs Fan Belt Toss!



UV546 in the Desert near Joshua Tree, CA



Regional Rallys for the Year 2001!

SPRING EASTERN RALLY

Airstream Park
Christmas, Florida
March 20th - 24th, 2001

Hosts:

Ruth & Gordon Harvey
Clyde & Kaye Stanton

\$11.10 per nite 2 persons.
(\$2,22 for each extra person)

Pot Luck, Tech Sessions, Crafts, Fellowship
Evening cards, Business Meeting, Yankee swap
Come one - come all we will have a
good time and enjoy each others company!

Spring Fling in the South

Radford's Home near Hopkins, SC
April 20th - 22nd, 2001

Hosts:

Dennis and Linda Radford
Jean McMasters

NORTHWEST RALLY

Kelson's Auto Museum
Kent, Washington
July 5-9, 2001

Hosts:

Forrest Gist & Graham Dell

Advanced registration: \$ 25.00

Includes

Camp fees for coach

Tour of Museum

Corsa Northwest Orphan Car Show

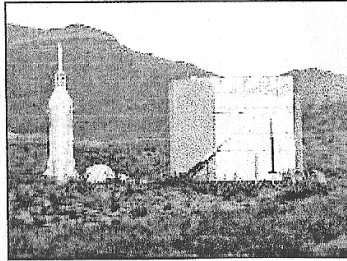
Pot Luck, Tech Sessions, Crafts, Fellowship

More information: email
206-232-1450

Spring get-to-gather in the Out back of **South Carolina**. 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).

Directions to the **Spring Fling** in the South or better know as the Out Back of South Carolina. Take A Scenic Cruise to Columbia South Carolina, the dogwoods will be in full bloom. At the intersection of I-26 & I-77 go north on I-77 approximately 5 miles, exit at Bluff Road (Highway 48)/Gadsden. It is also the exit for the Congaree Swamp National Monument. Turn right drive (East) approximately 15 miles to Clarkson Rd, turn left on Clarkson. (Right turn takes you to the Congaree Monument) Approximately ½ mile you will bear to the right at a Y, you are now on Weston Rd. Approximately 1 mile farther you will cross a set of RR tracks make sure you stop prior to crossing there are no warning lights. Approximately ¼ mile farther you will arrive at 1339 Weston RD turn left into the lane, you now have only 550 feet left. In case of emergency or Heaven forbid you get lost, to summons the Calvary call **803-776-7583** or **803-776-6007** (Work).

The
Space Center
Alamogordo, NM



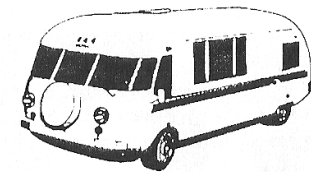
"SPACE ODDESY 2001"
at TULAROSA,
NEW MEXICO!
April 25, 26, 27, 28, 29, 2001

Visit the Space Center Museum
Optional tourist sites to visit:

- * White Sands National Monument
- * Historical Register Village
- * Wine Tasting
- * Mescalero-Apache Indian
Reservation & Casino

stay at the Finch "Spread": dump station,
electrical and water hook ups , parking
for 12 to 16 Ultra Vans . Tech sessions
and crafts sessions or what ever of the
above sites you want to visit.

Richard & Gayle Finch, hosts
1418 Apple Avenue
Tularosa, NM 88352-2006
phone : 1-505-585-8035
fax : 1-505-585-8039
e-mail : finchbird@juno.com



ULTRA MOTOR COACH CLUB, INC.

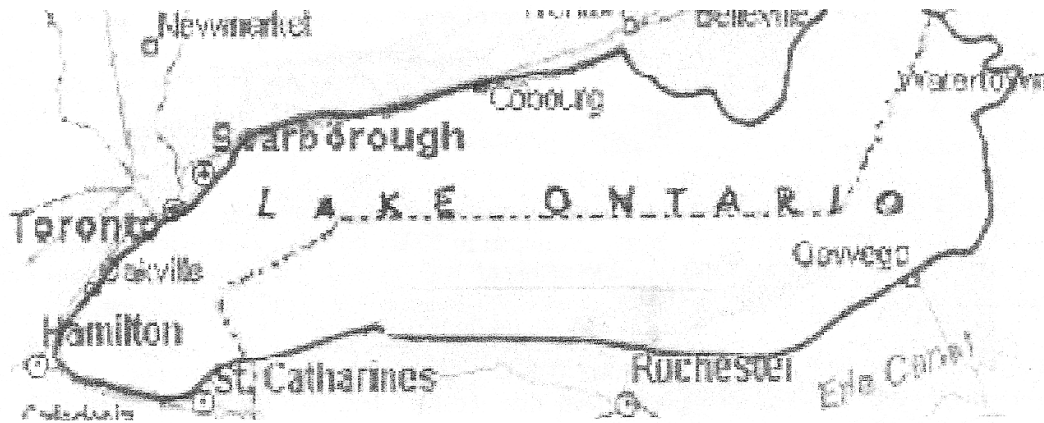
ULTRA WEEK- 2001
September 10 - 16, 2001

Minden, Nebraska, nearly the
center of the U.S.A, so that every Ultra
Van can easily travel there. Let's have
another great turn out for this event !

- * Visit the Pioneer Museum for one
low rate for as many visits as you
want. Two whole days if you want!
 - * Golfing just 1/4 mile down the road.
 - * Pioneer Airport just 1/2 mile away.
 - * Historic Minden, NB just 2 blocks.
 - * Motel nearby on grounds.
 - * Full RV hookups just \$15.00 day
 - * Electric & water h.u. \$10.00 day
 - * Dry hookups just \$5.00 day.
- call or write for brochure

Rally Hosts: Richard & Gayle Finch
1418 Apple Avenue
Tularosa, New Mexico 88352-2006
phone: 1-505-585-8035
fax; 1-505-585-8039
e-mail: finchbird@juno.com

Return to Pioneer Village, site of the 1988 Ultra Rally



2001 Round Lake Ontario Rally

Hosts: Nancy & Doug Pratt Marion & Norm Helmkey

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

Here are a few things we may do along New York's Seaway Trail: tour the Naval & Servicemen's Park in Buffalo; visit historic Lewiston – proclaimed by President Carter as the most historic square mile of the US; purchase fresh strawberries in Waterport; visit Rochester's George Eastman House – the world's premier museum of photography & motion pictures; a must-stop at the Heluva Good Cheese Country Store in Sodus; visit the Sodus Bay Lighthouse Museum, see part of the NYS Canal System at Oswego, visit the Seaway Trail Discovery Center in Sackets Harbor; & tour Boldt Castle in the Thousand Islands. For those of you with Internet access, check out for more spots of interest.

In Ontario we will continue our tour of the Thousand Islands in the St. Lawrence River, and may visit the Canadian Army Communications Museum, Fort Henry or the home of Canada's 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, visit the Royal Botanical Gardens. Watch the boats go through the Welland Canal to by-pass Niagara Falls. Taste wine in the Niagara Peninsula, visit a magnificent Butterfly conservatory then 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, sign-up by sending a \$10 registration fee to Nancy Pratt, RR#3, Box 31, Columbia Cross Roads, PA 16914.

In return, in early May, you will receive a packet with maps and the suggested campsites for each of the nights of the tour. This is a pre-registered tour only.

A check of some of the campgrounds on the Canadian side has the 2001 rates at \$14 to \$20 US a day or \$20 to \$30 Canadian dollars. Current exchange, \$1US dollar is worth \$1.50 Canadian or 65 cent US is \$1 Canadian.

Another Link To The Past

by Norm Helmkey

An interesting part of being an archivist and historian is there are always new things to discover. Recently, Ken Wildman received an email from Richard Martin who had seen Ken's Ultra Van web page.

Richard Martin was the Production Control Manager at the Sonoma Ultra Coach facility during the time the 600 Series coaches were being developed in 1972. Luckily, we now have another source for late Ultra information. What follows was gathered from Richard during email exchanges over several days.

Richard said they tried to find funding but the gas shortage of 1973 stifled any investment in recreational vehicles. He also commented that most of the 13 Corvair to Oldsmobile Toronado conversions were completed at the Oakland plant.

Several years ago, we found a letter from Joe Knowles who signed the letter as Vice President. Richard confirmed that Joe was the VP of the Ultra Coach operation. He also recalled Charles Hall was their engineer/designer. Halls claim to fame is he is the inventor of the waterbed. It is believed that some years ago, Hall was living in Santa Rosa Calif. and was in the winemaking business.

Also in the archives, we have references to Roger Dillon (a former IBM salesman) who was a partner with Peterson on the Ultra Coach. Richard reported to Roger Dillon. Dillon must have also had some part in the waterbed patent as the last Richard heard of him, Dillon and Hall were suing waterbed manufacturers for patent violations.

Richard recalls that the Ultra Vans with the side-mounted Oldsmobile engines were built in the Oakland facility and they had a severe engine cooling problem.

Roger Dillon asked Richard to work with GM on sourcing the Oldsmobile engine, but as it happened, GM was close to launching their own GMC motorhome. GM, competing with Ultra Coach would only agree to sell the engines if Ultra would submit all engineering drawings and specifications about the coach for GM to study. If approved they would sell Ultra the engines. Naturally, Ultra would not agree.

About the time of the plant closer, Richard was working with Ford to supply 289 V8 engines, but David Peterson was not in favor of the Ford engine, wanting only the Olds engines.

Richard also seems to recall that Peterson's son was also connected with IBM before he began a successful restaurant chain and this was the link between Roger Dillon and Dave Peterson.

Richard Martin is very proud to have been a part of the Ultra Van story and I thought it fitting to ask him if he would like to join our club.

Ultra Van Tour Captures Headlines Across the Country.

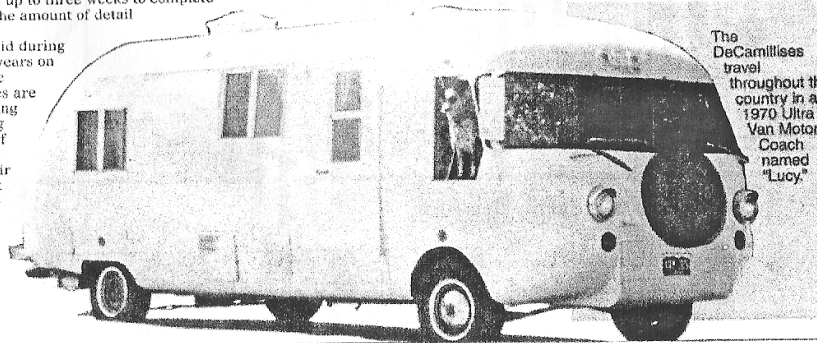
In a cross-country art museum and gallery tour, Birmingham artists Dori and Joseph DeCamillis gained wide media attention in cities across America. On August 1 the artist couple, their daughter Annabelle, and dog Ruby departed from Birmingham in Lucy, (Ultra Van #538) on a voyage to Los Angeles, stopping to exhibit their paintings in prearranged museum shows along the way. The tour also coincided with the release of *The Freeway*, a book by Dori DeCamillis about the three years the couple lived on the road in Lucy. Each city greeted them with full, front-page-of-the-arts-section coverage of their tour. Once in L.A., they lived for five weeks in Lucy in front of the Frumkin Duval Gallery, in the world renown gallery complex, Bergamot Station in Santa Monica. The show in L.A. nearly sold out and was featured twice in the Los Angeles Times.

The tour ended up being very successful in the end, but many difficult adventures befell the travelers along the way. In Dayton, OH hurricane force winds blew down the DeCamillis booth and destroyed parts of it. (A helpful patron at the next stop in Ohio constructed new parts in one day). Lucy experienced 10 (ten!) breakdowns on the cross-country trip, but Joseph was able to get the show on the road within hours each time. They were never late for a scheduled stop. In Albuquerque, NM the Harwood Arts Center was struck by lightning which blew its entire electrical system the night before Dori and Joseph were scheduled to set up. They set up anyway but had to break down within an hour because another uncharacteristic storm came blazing through the area.

Among the many exciting opportunities that came about from the tour are multiple painting commissions from several collectors, invitations to bring the installation to other institutions, speaking engagements, a book of reproductions of the paintings, and invitations to exhibit their paintings with galleries in other cities. In addition to the Los Angeles Times, other publications that featured Dori and Joseph include: The Chattanooga Times, The Dayton Daily News, The Albuquerque Tribune, and the Santa Monica Mirror (CA), The Evening Leader (OH), The Sidney Daily News (Ohio), The Sunday Journal (Albuquerque) and Crosswinds Weekly (NM).

Huge thanks go to all the folks in the Ultra Club and the Corvair enthusiasts who came to visit us at our museum stops, hosted us for a night, or supported us before and after the tour. Special thanks to the amazing **Walt Davison**, an **Ultra good friend**.

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The DeCamillis travel throughout the country in a 1970 Ultra Van Motor Coach named "Lucy."

SUNDAY, JULY 30, 2000

CHATTANOOGA TIMES • CHATTANOOGA FRI

'Artspedition' From Dixie to L.A.

Dori and Joseph DeCamillis



BY ANN NICHOLS
Arts Writer

From 1991 to 1994, artists Dori and Joseph DeCamillis traveled throughout the United States to participate in outdoor art fairs and festivals. Their mode of transportation — a 1970 Ultra Van Motorcoach that they dubbed "Lucy" — served dual duty as their home and painting studio.

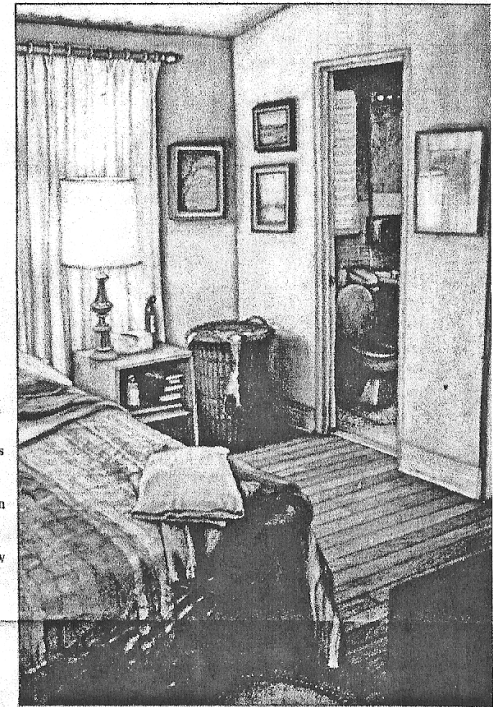
During the festivals, the DeCamillis enjoyed getting to know the visitors to their booth, many of whom were residents of the area. Often, the couple would be invited home with their new friends to share a meal. Sometimes they were encouraged to park their van in their hosts' driveway and take up residence for several days or weeks.

Welcomed into the lives of these new friends, the DeCamillis decided to document their visits with photographs of the interiors of their hosts' homes from which they would later create small-scale oil paintings.

A group of these paintings will be on view at the Hunter Museum of American Art on Tuesday and Wednesday. The show, which originated in Birmingham, Ala., and will make six more two-day stops before arriving in Los Angeles, is truly a traveling exhibition as the works will be housed in a tent on the museum's grounds.

The DeCamillis will be on hand both days with daughter Annabelle, their dog, Ruby, and mobile home, Lucy. They will give a lecture concerning their work on Tuesday evening at 6 p.m. in the museum's auditorium and also present a slide show of their adventures on the road. For them, the project was designed to be an ongoing portable art experience "which bridges the vast gap between the art enjoyed by ordinary Americans on the outdoor festival circuit and art accepted as avant-garde by the high art world."

The works on display are 5-inch by 7-inch oil-on-copper paintings of interiors devoid of people. The viewer intuits information about the residents from the personal items and furnishings with which they have chosen to surround themselves. Sofas covered in crushed velvet, a worn easy chair,



Contributed Photo

BEAU'S Shop Tales (Part II) (as told by Jim Davis)

POWER TRAIN - TRANSMISSION: Although I have several Powerglides in the shop, I had never had the occasion to rebuild one. I left the 68 Powerglide in the coach and decided to rebuild a 64 with a reasonably clean case. It turned out to be easy except for the fact that I decided to replace all the bushings in the transmission at the same time. I will know better next time and measure them first and replace only those that need replacing. When I replaced the original transmission, I found that the Corsa tech guide is correct.

There is a difference in the throttle lever between a 60-67 and a 68-69 Powerglides. The problem was easily fixed by substituting a early throttle shaft. I ordered a FC front pump cover from the Corvair Ranch and installed it. I will wait on the cooler until I have a chance to look at other installations. I am leaning toward putting a transmission oil cooler in the left engine air duct (that is where it is in FC'). Subsequent disassembly of Beau' Powerglide showed that Aamco had badly galled the case around the reverse piston seat.

The surface was rough and had been raised so that the reverse piston would not fully release. The reverse and drive face plates had all the friction surface worn away and the reaction plates were blue from heat. As I had surmised on the trip to Kentucky, the 'E' clip was no where to be found. Using a small disk pad and 220 grit paper, I was able to resurface the 'O' ring seat and remove enough metal so the reverse clutch would fully release. Should it be needed, the transmission, with the correct throttle rod, sits on the shelf.

POWER TRAIN - DIFFERENTIAL - The splines, teeth, and bearings all looked good, as did the backlash clearance. I cleaned everything and refilled it with Mobil synthetic gear lube. I should have added a drain plug and dip stick but that will await a later modification.

POWER TRAIN - ENGINE - Nothing exotic: 30 over with Corvair Underground cast pistons and Hastings molly rings, Otto OT-10 cam, and The Source's lifters with mildly ported 110 heads modified with 140 exhaust stacks. I did reverse the exhaust manifolds and I welded up a stinger out of 2 inch pipe using a 17x4 inch reverse flow muffler. I replaced the stock alternator with an 80 amp one wire. The stock fuel pump was deleted and replaced with an AC inline pump and filter.

An in-tank fuel pump is probably in my future. The ignition is Ignitor with Ignitor coil and Ray's fine Safeguard. An Accell cap and Seth's wires finish off the spark. I removed the original perimeter seal and used sections of a 65-69 car engine seal in the front and rear. I used the 61-64 perimeter seal and aluminum strips on the side. Maybe someday, I will modify the engine shrouding to accept the 65-69 seal all the way around.

REAR ELECTRICAL PANEL - This is an engine-wire/gauge wire splice point, as well as, place for the power relays, electrical fuel pump tilt switch, and the Safeguard. It is a 26 ga. aluminum box mounted above the differential and engine heater distribution box. Thanks, Graham Dell for the idea. An 8 ga. wire carries main power to a fuse panel (plug in fuses). The fuse panel supplies power to the starter solenoid (though a relay), the electric fuel pump (through a relay and tilt switch), and the Ignitor/Safeguard (through a relay). If I add a second tail light and brake light, the relays will go here. It also makes a nice anti-theft device. (Who in their right mind would steal an Ultra Van?) Anyway, replacing the good fuses with blown buses will disable any or all of the start and run circuits of the engine.

REAR SUSPENSION - Having owned a 65 Corvair for over 35 years, rear suspensions are not much of a mystery. Large sections of the upper beam were missing, where holes for the shocks upper mounts should have been. The shocks were frozen stiff and the piston shafts were full of rusty pits. I happened to have a set of FC shocks in the shop, but had to fashion some upper shock mounts. I decided to use 3 inch steel channel and to run it from the spring mount to about 1.5 inches beyond the hole. Part of the channel' outside edge had to be sectioned for the bushing.

I used 1/4x1.5 inch gr. 5 bolts to locate the channel. I cut tapered spacers to go under the nuts to allow a firm fit as per the tech guide. The right trailing arm showed some damage (it was bent up on the lower part about half way from the bushing to the backing plate). I pulled the rear hubs and an interesting situation showed up. There was a different color grease in the outer bearing than in the inner. I suppose someone had pulled the yokes and packed what they saw.

Anyway, there was 1 thousandth play in the right hub and 2 thousandths in the left. No pitting, scoring, or scuffing. I cleaned and repacked them with synthetic grease (Mobil 1). I pulled the right trailing arm and with a vice, pipe wrench and some heat, it came back into some semblance of the original shape. There was no toe-in in the rear so I added 1/32 of an inch (over 36 inches) on each side as per the Ryerson.

NEWLY PURCHASED BOOK NOW AVAILABLE FOR LOAN

by Nancy Pratt, Eastern Merchandise Chairman

Under the direction of Jim Craig at the National meeting in Iowa, I purchased two copies of the book **THE FREEWAY, TWO YOUNG ARTISTS IN LOVE, ON THE ROAD IN SEARCH OF HOME** by Dori DeCamillis. One of these copies is for the West and is in the hands of Marsha Boso, the western merchandise chairman. The other copy is for the east and is at our house. Both books are hardcover copies and are now available to be borrowed just like a lending library. Contact either Marsha or me by mail, phone or e-mail (see roster for info). The books can be borrowed for up to 60 days and then must be returned to Marsha or me. The books will then be sent to the next person on the waiting list.

Doug and I are both reading the book at the same time and have read about one third of the book so far. Dori has written the book in diary format beginning in June 1991 through October 1994 about their experiences while living in their V-8 powered Ultra Van. I think that the phrase "starving artists" was invented with them in mind. They ate so many carrots as their main diet, since they were only 10 cents per pound, that their hands turned orange. She also mentions visits with Ultra members and how they helped them. So far we've only read about California and Colorado, but it has all been quite interesting and we are both anxious to finish the book & learn more about their experiences. I know that many of you will also want to borrow this book. It may certainly make your Ultra Van adventures seem rather tame.

"TRAVEL STOPS" by Richard Finch, #443

At the Amana, Iowa National, the Jim Craig appointed me to do a special project for the club and to have it completed by **June 2001**. The job that I am supposed to complete is to compile a travel guide that is strictly pertinent to **Ultra Van** owners and members. The guide will list members who will accept **Ultra Vans** and Members driving other brands who want a friendly place to park for a night or two or three while in route to somewhere else. The general idea is to help members avoid strange RV Parks and to help any member who might need a friendly place to park while they do a tuneup or other owner applied maintenance. The list should be done by next June, in plenty of time to distribute before the **Minden, Nebraska National Rally**.

Questionnaire on back - Please complete and mail **TODAY!**

Dues are Due - Now!

Please check this newsletter mailing label to determine if your 2001 dues have been paid. If the right side of your label reads '00 you need to send me a check. 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. We expect a new directory in early 2001.

Every year, a few members fail to pay their dues by January which results in extra club expense to send out a special notice. This unnecessarily takes extra time of some club members.

Also, there are two Ultra Van organizations. At one time, they had the same treasurer, but this is no longer the case. A few members still combine their dues for these two groups which results in extra book entries and delays the payment of dues for one of the organizations.

Your co-operation in getting your 2001 dues in as soon as possible is greatly appreciated.

Sincerely, Marion Helmky, UVMCC Treasurer.

ULTRA VAN TRAVEL GUIDE

It is requested that all UVMCC members fill out this questionnaire and return it to **Richard Finch** before **December 15th, 2000**. Mail it to :

Richard Finch
P.O. Box 545
Tularosa, New Mexico 88352-0545

- * Your physical location _____ (city, state , zip code)
- * Your name _____
- * Highway nearest your location _____ (US 54, State 101 etc.)
- * Your telephone number _____ (include area code)
- * Available parking facilities at your location _____
- * Hookup information _____ (water, elect, dump, TV, etc.)
- * Repair tools available _____ (floor jacks, welders, etc.)
- * Nearest grocery store _____ (miles)
- * Nearest auto parts store _____ (miles)
- * Maximum length of social visit _____ (days/nights)
- * Maximum length of repairs stay _____ (days/nights)
- * Special provisions and comments _____

Note: If you do not want any Ultra Vans to stop by to visit, please make a note of that and your name and address will not be listed in the TRAVEL Guide. **We do need all members inputs on this new project.**

-----<----- (Please cut along this line to separate) ----->-----

UVMCC Dues renewal form

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:

Marion Helmkey
73 Sargent Street,
Haines City, FL 33844

TAIL LIGHTS - Would you believe the housings were Corinthian white on the inside? A nice reflective color. Anyway, I stripped the housings and repainted them with chrome lacquer. It sure looks like dual bulbs will fit with no problem. Another 'this winter' project.

EXTERIOR - I striped the exterior (aluminum) with Dad' spray on stripper (Walmart). On the fiberglass, I used an 80 grit paper on my DA to take it down to the gel coat. A couple of places had been spotted with laquer paint but what paint there was, was the original Corinthian white. This is not my favorite color. We decided on a bright white like the ermine white of the 65's. My Dupont jobber' index for Imron 50 does not go back any further than 1975, so a paint choice to make. Have the paint mixed in Nashville. We decided on 1978 -1988 Chrysler white. I had Beau painted in town. Two thin coats of Dupont' Variprime, one medium coat of Dupont' URO and two medium top coats of Imron 50. There is no clear coat. I tried to keep the paint coat as thin as possible to avoid cracking and crazing from the aluminums flexing and stretching. The three roller catches on the left access doors were replaced (Amerlock).

TIRES AND WHEELS - When I was Ultra Van shopping, I had the opportunity to spend the afternoon with Walt Davidson and we talked about wheels and tires. Considering the miles he has put on his coaches I took his advice (mostly). I decided on 15x6 jx rims, 225/60-15 BF Goodrich Comp TA', and 1978-88 Chevy truck hub caps. This gives a theoretical 2,900 rpm (5% converter slip) engine speed at 60 mph. The original spare came with Beau (7.35-14 6 ply), and the 225/60-15 are close to the same diameter. The rims are gloss black Imron 50.

TRIM - The two 1 inch wide stripes of gold will go back on this winter. JC Whitney supplied the 3/8th inch black plastic wheel well molding.

A/C - No maintenance required. I did insulate the exterior housing to improve the efficiency.

BATTERIES - I had no idea what to do, so I guessed. The original batteries had become discharged, the cases cracked, and what acid was left corroded the battery box and underlying structure. After cleaning and neutralizing the compartment, I coated the interior with Metal-to-Metal body filler. It is waterproof (unlike Bondo) and very resistant to acids.

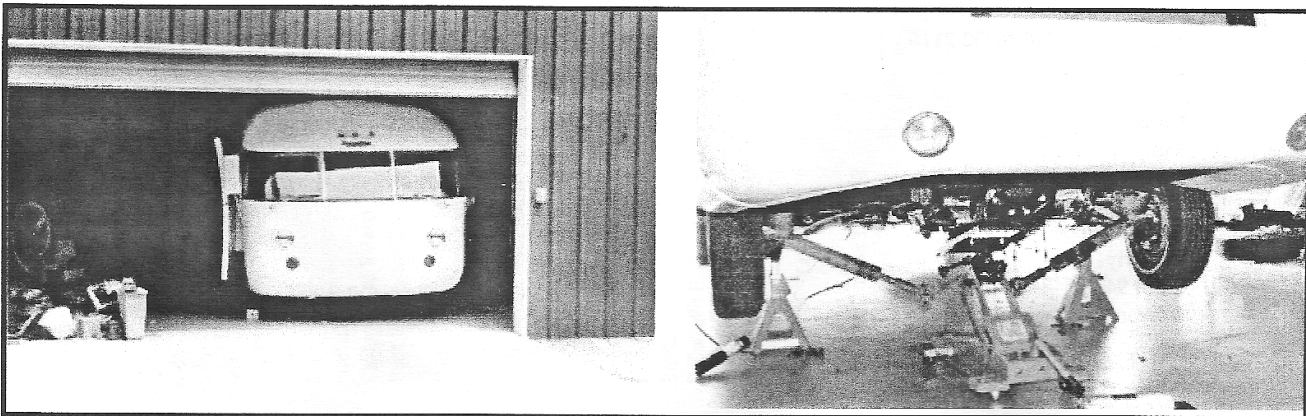
I had to replace the battery support ribs. I used 18 ga. aluminum to build a new 14x14x6 inch battery box. This is big enough to hold two 29 size batteries, should I ever need that much weight. Wooden spacers take up the extra space at the present time. It was time for new battery cables. I couldn't find copper ones around here (they all have lead clamps), so I ordered them from Summit Racing. Maybe I will get them installed this Winter. I am thinking of moving the batteries forward to the rear wheel wells if I can figure out how.

BATTERY CHARGER - It works fine. I did remove it and adjust the charging voltage to 14.5 volts as required by the low maintenance batteries.

INTERIOR - We will leave that to a future article, as I am married to an interior designer and she has some very definite ideas in mind.

WEIGHT - Beau weighed 5,120 lbs with two on board and in travel mode (2,100 on the front and 3,020 rear) at Amana, IA.

These photo's are of Beau, his home and Jim's work place. Nice!



Updates to the 2000 Directory

New Members

Daniels, Doug 287
P.O. Box 10365
Chicago IL 60610

Leigh, John 434
836 E 8th
McMinnville OR 97128

Piche, Paul 389
Berkley MI 48072
(248) 542 5372

Reid, Richard & Barbara 806
Biggsville IL 61418
(309) 527 2825
bardic@heil.net

Rogers, Dr. Jim & Julie 267
Mena, AR 71953
(870) 389 6287
docuome@webtv.net

Reinstatements

Bartholomew, Phil & Margaret 470
Rt 2, Box 11
Great Bend KS 67530

Hull, Glenn & Gayle 309
Layton NJ 07851
(973) 948 6555

Pheil, Norm & Cynthia 537
5703 NE 91st Court
Vancouver WA 98662 5285
(360) 253 9359

Scott, Ron L. 401
San Antonio, TX 78232 2116
210 494 2470

Update:

Irwin - Skippy & Jack 487
320 Wendy Lane
Bristol Village
Waverly, OH 45690
(740) 947-2548
sowears@zoomnet.net

Updates (cont)

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Flatwoods, KY 41139 1801
(606) 836 1587
andrewsr@mrmicos.net
fax (606) 836 1797

Boso, Howard & Marsha 453
1536 W. Roundup St.
Apache Junction, AZ 85220 8644
(480) 288-8166

Brining, Neva 393A
350 Union Road #139
Englewood OH 45322 2133
(937) 832 4953

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27 Park Street
Rossville, GA 30741 5521
(706) 866 1158

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Brownton, MN 55312-9424
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(941) 642 6610

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(503) 652 0268

Tefft, Anita 277A
2855 Carlsbad Blvd Apt S 132
Carlsbad CA 92008
(760) 435 2469

UVMCC Quarterly Report
September 1 - December 31, 2000

Opening Balance Sept. 1, 2000		\$1,164.86
\$1,164.86		
Receipts:		
National Rally (* see below)	2,095.75	
Dues	\$1,236.00	
Merchandise	227.25	
Interest	33.76	
California Tax Refund	10.27	
Back Newsletter sale	10.00	
	<hr/>	
	3,613.03	\$3,613.03
Expenses:		
Banquet	\$870.00	
Amana Tours	546.00	
Newsletters	500.00	
Amana Room Rental	150.00	
Insurance	100.00	
Crafts	62.26	
DeCamellis Book Purchase	59.90	
Ernie Award Engraving	15.00	
Dues forwarded to Group Ultra	6.00	
	<hr/>	
Total:	\$2,318.16	-2,318.16
		<hr/>
Bank Balance December 31, 2000		\$2,459.73
CD Maturing February 2001		\$2,000.00
Closing UVMCC Financial Position 12/31/2000		<hr/> \$4,459.72
Other Club Financial Information:		
Ultra Club Emergency Fund (American Century)		\$2,337.30
Pre-paid Dues for 2002, 2003, 2004 & 2005 in General Fund	\$390.00	
 Marion Helmkey, UVMCC Treasurer		
* (' shirts, banquet Income, 50-50 draw Sheriff fines)		

"Shades" by Norm Helmkey

Ultra Violet (UV) light is just one kind of energy that comes from the sun. Even though UV light is not visible, it is still absorbed by the eye (and skin). UV light is particularly energetic and causes more damage to the eye tissues than visible light.

Exposure to UV light contributes to eye cancers, cornea burns, cataracts and macular degeneration.

Some drug families may increase the sensitivity to UV damage. If you take any drugs, especially for skin disorders, you should ask your doctor about photosensitivity and care should be taken to reduce your exposure to UV light (usually sunlight).

Just being around water and snow increases the UV potential as the reflection has an amplifying effect. Driving behind the big windows of the Ultra Van is also a potential risk if you don't take proper protection precautions.

UV radiation comes three ways UVA, UVB and UVC. These refer to the wavelength of the UV. Ordinary sunblock stops UVB from burning the skin and causing melanoma. The Sun Protection Factor (SPF) is a rating of how well a sunblock stops UVB. An SPF8 blocker means if a person normally sunburns in 15 minutes, it will take 8 times longer (2 hours) before they burn. Some new sunblocks also stop UVA exposure, but only opaque zinc oxide and titanium dioxide offer total protection.

Sunglasses (Shades) are basically "sunblock for the eyes" and should block all UV (A, B, and C) rays. When shopping for "Shades", get 100% UV protection. Good opticians have a photometer to measure UV transmission through sunglasses. The photometer should find that all UV radiation or light under 400 nm in wavelength is blocked.

The color (gray, brown, green or yellow) of sunglasses doesn't matter much, but some colors may affect color vision more than others. Generally, gray is the best for driving. Also, polarized and anti-glare and scratch resistant coatings are good additions to reduce glare.

Don't think eye damage can't happen to you. Trust me, it can.

TECH TIP NO. 01-01
UV MANUAL SECTION

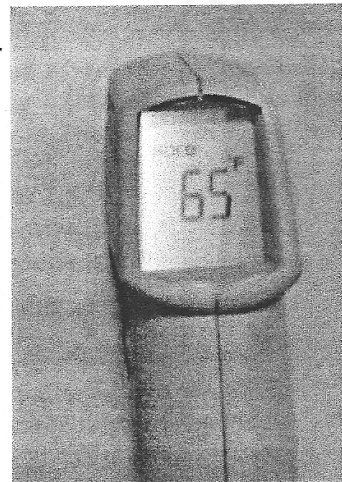
SUBJECT Infrared Pyrometer
AUTHOR Graham Dell #292

Thermocouples are a popular temperature sensor. They work because of the voltage, temperature related, that is generated by the junction between two dissimilar metals. K type thermocouples use nickel-chromium and nickel-aluminum junctions that produce a predictable output and a large temperature gradient. The resulting voltage is converted to a temperature reading.

You can get thermocouple adaptors that plug into a digital voltmeter that will let you read Type K thermocouples. The indicated voltage is converted to a temperature reading. The point being read must be in contact with the K probe.

An Infrared digital pyrometer, available from Sears, Eastwood, J.C. Whitney and others for under \$100.00 is a lot easier. Simply point at the spot to be read and pull the trigger. The device reads surface temperatures.

Use it to check wheel bearing temperatures, transmission oil, thermostats, and shroud temperatures. Check your tires for alignment and proper inflation by reading temperatures at the middle and outside edges.



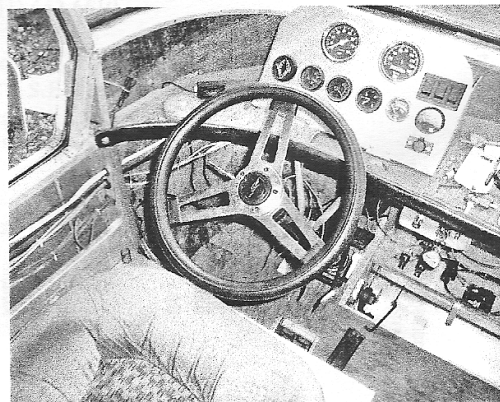
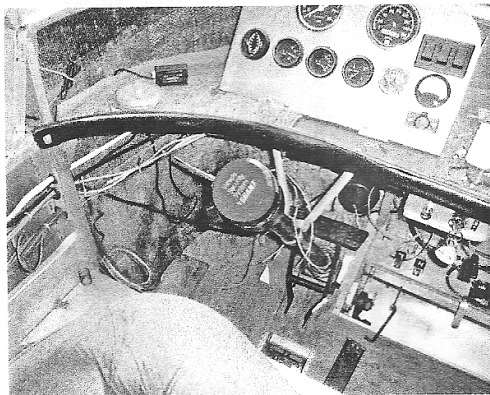
TECH TIP NO. 01-02
UV MANUAL SECTION 18

SUBJECT Removable Wheel
AUTHOR Graham Dell #292

I installed 360-degree rotating seats for the driver and passenger. Only problem was the driver's seat was restricted by the steering wheel.

The easy solution was a Grant Vehicle Security System. This adapter mounts to the existing steering column and allows for the removal of the wheel by unlocking it with a key and rotating it to remove. The wheel then stores in a convenient place.

Now the driver's seat rotates without restriction and even allows for the seat to recline to a snoozing angle.



TECH TIP NO. 01-03

SUBJECT Transmission Temp Gauge &
Sender for Corvair & V8

UV MANUAL SECTION 15

AUTHOR Jim Craig #604

Ultras did not come with a gauge in the panel to indicate transmission oil temperature. Many Ultra Van owners have modified their Powerglides to install an oil temp sender, usually by drilling and welding.

There is an easier way using hand tools and a drill motor. B&M Automotive Products offers a "drain plug kit #80250" that you can install in your transmission pan by drilling a ½ inch hole in the vertical sidewall of the pan. You have to remove the pan as the fitting furnished in the kit installs from the inside. It has a 1/8 pipe threaded hole for draining the pan or for installing the new oil temp sender.

Several different brands of oil temp gauges are available. I use Stewart Warner gauge #82300 and sender #280EE-F. If you cannot find these parts in your area, contact me. I have made up a kit for this task.

TECH TIP NO. 01-04

SUBJECT Cylinder Temp Gauge

UV MANUAL SECTION 15

AUTHOR Jim Craig #604

Most Corvair powered Ultras do not have a gauge to monitor cylinder head temperatures. There are several brands available on the market. The one I use is Stewart Warner.

You will need gauge #284-AK (range 100-600) and wiring kit #280-EK, with 20 feet of wire. The wiring kit uses a thermocouple lead and connector that installs on the spark plug after removing the washer from the plug. That lead is 12 inches long and connects to the 20-foot lead that goes to the instrument.

I have installed several of these on Ultras. I install the thermocouple at the #5 spark plug. It is the most convenient to use.

When installing the thermocouple, verify that it is no larger in diameter than the base of the spark plug. It will possibly not seat completely, unless it is filed to match the plug diameter. File a 1/8-inch slot in the upper shroud where the #5 plug boot fits and deburr it. Install the plug with the thermocouple attached and position the lead into the slot with some silicone sealant. You will have to use some masking tape to hold it in position while the sealant sets up. Install the plug and boot and do the rest of the installation.

If you cannot find these parts in your area, I have made up a kit to do this task.

E-Mail List as of January 21, 2001

Ron & Evelyn Adams
Ron & Pamela Andrews
Michael J. Babinetz
Christy Barden
Mike Bloomfield
Tom & Paula Bogardus
Howard & Marsha Boso
Fred/Margaret Bozeman
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Ron & Linda Clark
Jim & Marlene Craig
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Dana Lolmaugh
Stu McGowan
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Richard & Doris Nelson
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Diane Maxwell
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Harold/Joanne Washmuth
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washmuths@aol.com
k-wildman@onu.edu
lew111@ix.netcom.com
zout@rconnect.com

Coaches For Sale

1967 Ultra Van #267, 110 HP, PowerGlide, Burgundy/Hunter Green cabinets and carpet on White interior. New matching plaid seat upholstery, bedding covers, front curtain, side blinds and shades. Straight body, good paint, no dents, Fridge, 3500 Watt Fabco generator, Roof Air, Microwave, Television. Used as model for motion picture *My Girl*. See article in this issue. \$12,500.00 Contact **Jim Rogers** (870) 389-6287, docuome@webtv.net

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.

1969 Ultra Van #482, 5000 mi. on major overhaul on 110 engine. 3.55 transaxle PG transmission. 2.8 Microlite Onan gen. roof AC, 1000w Invertor, new tires, brakes. Ready to go anywhere, \$7950 or offer, will deliver for ticket home. **Byron Short** PH.936-344-8474 or Email dadshort@pocketmail.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

New adapters for using the Thermister on your non180 or 140cu.in. engines. \$15.ea.

Orig., used Thermisters, \$50. Ea.

New, Speedometer cables, new, made spec. for the Ultra., 2ea. 90 1/4" and 2ea. 87", \$25.ea.

New, Alum piano type for entrance door, 4 /12" x 6' \$18.ea.

Used, hot water heater, works fine, 110v and propane. \$40.

New, electric fan/outside duct for kitchen, \$40.

Used, brown cook stove, orig. Ultra. \$30.

New, tool, Corvair & V/8 Ultra rear hub spindle remover, \$19.95

Used, Jabsco pump, water, \$20.

Used, Jabsco chopper pump, \$25.

Used, Jabsco motor only, \$18.

Used, Wall heater, orig. type, \$20.

Used, Propane tanks, orig type, 3ea, \$25 ea.

Used, Bycool evap type, for roof, \$40.

Used, Entrance door, w/ piano hinge, \$50.

Used, Ultra tow bar, attaches the front lower hinge points, \$50.

New, alum screen doors, 2ea. \$65.ea. Contoured for the Ultra.

New, rear side windows, glass, \$35.ea.

New, 6 sheets of the light color ceiling alum panels, 4 x 8, \$45. Ea.

New, Ultra steering gear boxes, \$59.95ea.

New/Rebuilt, Corvair and V/8 Ultra one wire alternators, with built-in regulators \$79.95 w/ instructions to install.

New, Fiberglass bumpers, 1 pair only, \$75.

Misc. cabinet doors, Cherry wood color, used, V/G, All sizes, \$5.ea. 2 pair of front air vents, used, \$40. pair. Ultra front orig. seats, alum., \$10 ea. 2ea.

new propane doors, late style, \$15.ea.. 2ea. new hot water heater doors, \$18.ea. 1ea. used hot water door, \$15. Toilet, New, Aqua Magic, Galaxy,

Thelford, Lt. Avacado color. Dump thru floor. \$25. Storage cabinets, over kitchen sink, cherry wood, \$25. over large window, \$25. Sinks, Oval, Stainless

steel, new, \$18., White plastic, corner mt, \$25.

New, Tanks;

Alum, 30 gal. For gas or water, 1 only, \$275.

Alum., 50 gal., Fresh water tank, 1 only, \$350.

Fiberglass 50 gal., Fresh water tank, 1 only, \$150.

Alum., 30 gal., tanks, 3 ea., Gas, some cracked in top skin, \$50ea.

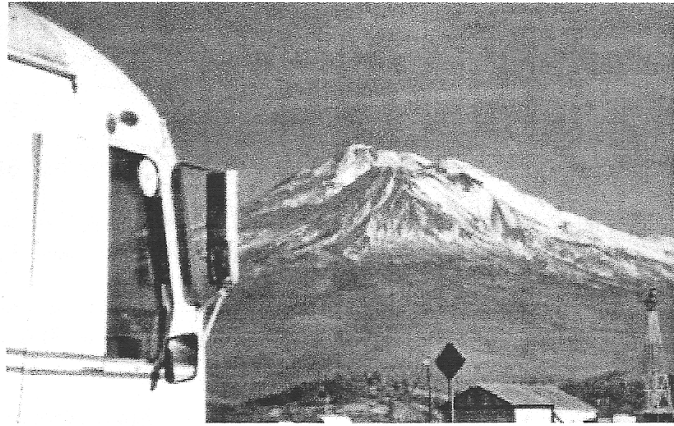
Many more items. Parts sheet available. New fiberglass parts. Inquire.

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

UVMCC

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

First Class



Ultra Van #546 & a nice view of Mt. Shasta

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Jean McMasters, East, (561) 626-0388, 12/31/2001
Norm Helmkay, East, (613) 394-3054, 12/31/2002
Richard Finch, West, (505) 585-8035, 12/31/2003
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!