

July 2001

Volume 35 Issue 4

A View Thru The Windshield

By President Jim Craig



The windshield is clear and the view of the open desert to the north is awesome. This morning (Saturday, June 22nd), we departed home in our beautiful #604 for Seattle, Washington. Actually Kent, Washington is where the Western Regional Ultra Rally is to be held on July 5th - 9th, 2001.

The weather is bright and clear today and the views of the mountains, valleys and flora of the Mojave desert is terrific. There is so much open, uninhabited land here that it is easy to forget there are huge cities like Riverside and Los Angeles just over the 6000 foot high mountains to the west.

Many of you departed your homes in the east for the **Rally Round the Lake** about the same time we did. That rally sounds like so much fun. Marlene and I wish we could join you all, but Northern Washington beckoned to us to travel in that direction. I have heard that there may be 20 or more Ultras registered for the trip around the lake. That is outstanding.

Perhaps a rally like the one noted above is what is needed to get the Western Ultra owners to get out of their driveways and hit the open road. Any suggestions -- anyone???

Good Miles: Talking about getting out of the driveway, we have put 22,050 miles on our wonderful #604 since we purchased it in May 1999. Losing a tread on one rear tire is the only problem we have had, (Knock on wood for continued good luck), of course I have done the maintenance at home rather than on the road.

Minden Ultra National: By the time you read this the Ultra National in Minden, Nebraska will be just over the horizon. The rally hosts, **Richard and Gayle Finch**, have many exciting things to keep you busy and interested. The weather is expected to be in the high 60's and beautiful. But, a storm front out of the west can bring an early snow. So plan accordingly. When we had our last National there in 1983 it snowed out the last days. We have some beautiful photos of all the Ultras with 6 to 8 inches of snow on their roofs.

Start preparing the Ultra and yourselves and join us for some great ULTRA Days in Minden!

Ballots: You will find a ballot in this issue for voting on the officers, directors and the Ernie Newhouse Award. (Persons of your choice). Ever thought you haven't attended many rallies lately and perhaps are not familiar with the names on the Ballot? Feel unsure that the nominees are not well qualified? So do your part and support the club's election process!

New Tech Tip Booklet: This is a well organized, typed booklet of all the tips that were published in the 1991 - 2000 Club newsletters. This booklet and the previous one of the 1966-1990 tips are very helpful for a new Ultra Van owner and a good reference for the rest of us. They are available from the Club merchandise Chairpersons and Norm HelmKay, Western Chairperson - Marsha Boso, Eastern Chairperson - Nancy Pratt. Check your roster for addresses. Prices:(Mailed) \$15.00. (at Rallies) \$13.00.

New Roster, By-Laws Booklet, and By-Laws History Booklet: These booklets are also available from the merchandise chairpersons and club secretary. Call or email them for prices.

See y'all at the National and send your Ballots in NOW!

NOTE: Our featured coach is Tiara T1215 and owners Ed and Shirley Noddin.

ULTRA VAN MOTOR COACH CLUB'S

ULTRA SOUNDER

Northwest Rally Report

(#333's First Outing)

By - Richard Shepard

We (Tricia & I that is) started late as usual. After pulling all of the plumbing and gas lines out of the coach we decided we could make it to the Northwest Rally in Kent, Washington.

So on Saturday (ed. Jun 30th), I go get a battery for the interior and Tricia got the curtains made and hung. Sunday do a final tuneup and test drive around the block. Find that the rear shocks went south. Monday install inverter and call Lon for shocks. Tuesday after work run out to Lon's, pick up shocks and install one that night and on Wednesday install the other one. On Thursday morning did final shopping and left about 1:00pm. All went great (lots of high fives) till 100 miles up the interstate. Transmission starts to leak and slip, added ATF and carry on.

Arrived about 6:00 pm at Kelson's and find 6 Ultras already there. Jim & Marlene Craig # 604, Graham & Nancy Dell #292, Forrest & Sally Gist #413, Bob & Diane Galli #504, and new members George & Carol Weller #215, plus a returning member Vern & Sharon Schroyen #308. Later that evening Ron & Evelyn Adams arrived from B.C. in #499. After potluck (KFC) dinner and bull session everyone retired.

Friday morning after coffee and goodies Ed & Shirley Noddin arrived with their **Tiara T1215**. The rest of the day everyone got acquainted and explored the sites of the Kelson homestead. In mid-afternoon Bob Galli gave a great tech session on what to look for when checking out a P.G. transaxle. For me this was super after owning only four-speed corvairs. We also had an improvised session, tuning Graham's Ultra.

At about 6:00 pm we all loaded up in Rolland Martin & Graham's vans and headed for Seattle for the dinner at the Kelson's Car & Nostalgia Museum. What a great feast Graham, Nancy, Rolland & Yvonne had planned for us. There was poached salmon and all of the fixings. A great time was had by all. Some time during dinner Fred Christianson dropped off his new project #244.

Saturday started another beautiful northwest day. **Corsa Northwest** started to setup for their first annual swap meet. After coffee & goodies most of the guys & gals went shopping at Boeing Surplus and some went to yard sales. After everyone returned we all hit the swap meet. We had our members meeting. The next planned west coast rallies are January at the Boso's in Apache Junction, AZ, on April at the Galli's in Atascadero, CA. and July 11-14 at the Shepard's in Salem Oregon. At the end of the meeting it was back to the swap meet and start the potluck BBQ. For dinner we were joined by **Corsa Northwest & Western Canada Corsa**. Western Canada supplied some great ribs and we also had BBQed turkey plus everyone had a dish of salad. All totalled - over 50 people eat their fill with plenty of leftovers.

Sunday morning opened with another sunny day and the cars for the Discontinued & Orphan Car Show started coming in. Steve McDaniel drove in with his coach #437 and gave me a new governor seal, which lead to another tech session. All giving support while Tricia & I crawled under #333 to find the bolt that I dropped in the dirt. Lon Wall #420 & Dan Davis #468 dropped by without their coaches. As everyone was packing up to leave one more coach arrived #335 driven by Richard Shanks. This coach has been "**Mike the Mover**". At about 1:00 pm Forrest & Sally Gist & #333 left together. When we stopped for gas Forrest said that he was showing no charge. So off we went. We followed them till Portland at which point they went west and we went east. Up to this point #333 ran great 60-65 (no transmission leak). At about 20 miles from home we started to miss and loose power. At 3 miles from home it started to back fire and died. First thought that it was fuel; lines to the engine seemed to clear out but max revs where 1000 or less so idled the rest of the way home. After checking fuel lines and filters Monday and all were OK, found the points had totally melted. How it got home is beyond me, but then it is a Corvair!

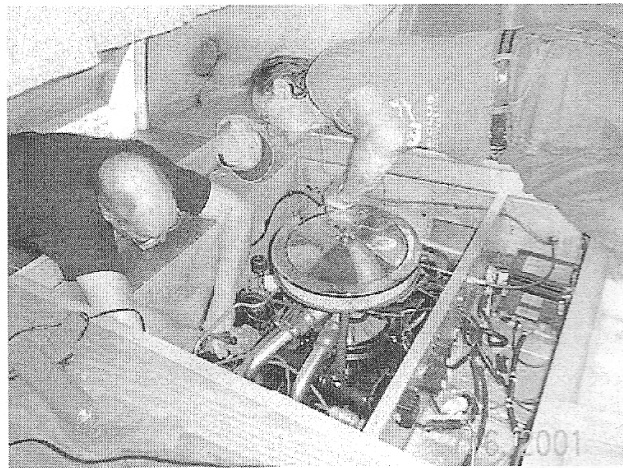
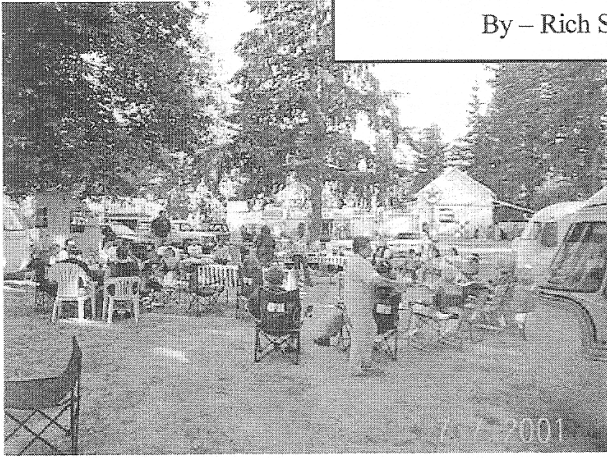
Photos can be seen at: http://profiles.yahoo.com/yenko_stinger65

* Then click on 'View my photos' and then click on 'Northwest Rally'

PS: (editor's note: I count 11 Ultras and a **Tiara** at this rally - GREAT!)

Northwest Ultra Van Rally Photos

By - Rich Shepard #333



Rally Around Lake Ontario Report

Our 8 day Lake Ontario Circle Tour was scheduled to begin June 17 at Graycliff near Buffalo. It was decided a gathering spot the night before would be nice, so Nancy & Doug Pratt arranged our Saturday evening campsite at the Erie County Fairgrounds.

Each day, the organizers gave the participants a variety of places to see, so these daily accounts will vary according to the varied activities that day. The only thing set was where the next campground would be. This kept convoying of more than a few coaches together at any one time to a minimum.

Wednesday evening, June 20, some of our tour folk were interviewed by WWTI Channel 50 TV from Watertown, NY. The TV station sent a copy of the tape to the Pratts who duplicated it and sent a copy to all who registered for the tour.

Saturday June 16 by Ann & Bob Cole (#555)

We left Scotia, New York this morning about 10 o'clock and arrived at the Erie County Fairgrounds in Hamburg about 3:00 P.M. We had a nice trip out with no hurrying. Very relaxing. The directions were great, thanks Doug & Nancy Pratt. The Fairground people were also very nice to us, they led us to our spot and offered us anything we needed.

Being the first ones there, we set up and then took a long walk around the grounds. We ate dinner at Pequets a little way from the Fairground, it was very good. We told the others as they arrived and some of them went there also.



Jim & Roy Davis came in shortly, followed by Debbie & Vern Hammer, then Marsha & Howard Boso. In a little while, Nancy & Doug Pratt rolled in followed by Marge & Pat Fitzgerald, Marion & Norm Helmkey and Maybel Griggs & family with Louis driving the Ultra and Debbie and David Griggs in their car pulling a trailer. Others who arrived were Esther & Carl Potter and Mickey & Don Richards. When Marion arrived, she gave out the tour goodie bag. We could choose from hand painted canvas bags with lighthouse, flower and bird themes.



We sat around and had a great time catching up on previous news and old rallies.

Sunday June 17 by Debbie & Vern Hammer (380)

Graycliff, a Frank Lloyd Wright house built in 1926/27. Frank Lloyd Wright believed that structures should be like screens that can be viewed through and that blend into the surrounding landscape.



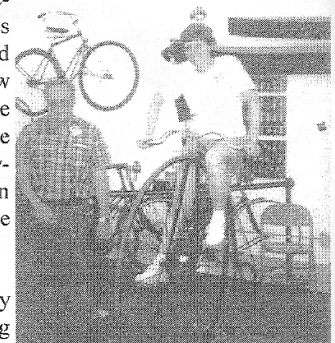
Graycliff fits that bill with its low, horizontal lines and cantilevered balconies mimicking the background of the Lake Erie shoreline and beyond that, the stark horizon line of the lake. Its walls of windows supported by massive stone leaching iron and boasting fossils blend into the surrounding verticals of the timber to complete the traditional Frank Lloyd Wright statement.



Very atypical of Frank Lloyd Wright and only upon the insistence of the client, Mrs. Darwin Martin did he include closets, a diagonal running stair rail, Victorian style wall fixtures and a basement. The house was dubbed "Graycliff"

by guests on their way down to the water edge as they noticed the layers of gray shale in the face of the cliff on which the house sits.

Next stop for the Hammers was the Bicycle Museum in Orchard Park, New York. Over 300 bicycles are displayed here illustrating the evolution of the bicycle. Beginning with the "Pedal-less Wooden Walking Machine" and the "Bone Shaker" we saw how the bicycle developed through the periods of the high wheeler, to the lower safety models which everyone could ride, to the balloon tired models followed by the light-weight models of today.



This museum displays the only known surviving 1880s floating marine bike. Other displays include a folding paratrooper bike from World War II, a military bike equipped with a machine gun and one for carrying the ammunition. There are also racing tandems, courting tandems, and even a bicycle built for five. A children's section displays many unique and interesting antique bicycles, scooters and jumpers.

As we headed for the campground, we had to make a quick stop at a roadside stand for some of New York's wonderful strawberries.

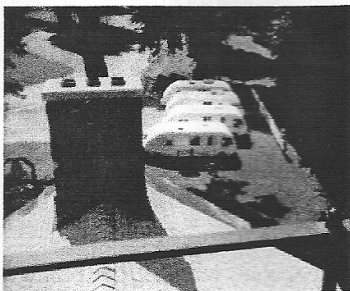


Monday June 18 by Mickey & Don Richards (378)

The Ultra group broke camp from about 7 a.m. on as we were in sort of a cluster around a pavilion. The Stantons came in last night driving nonstop all the way from Michigan. After breakfast, each Ultra went its own way, many were intent on going to Hilton, New York to investigate the antique shops listed on the travel brochures.



Alas, when we got there we found the antique shop had burned down two years before! We had to drive to the high school to find out as no one seemed to know much about it. As we were fueling up at the single gas station in town we saw several Ultras driving in various directions.



We hooked on to the Seaway Trail and followed it through Rochester as the Trail wandered through the city, and we were stopped for at least a half hour for a drawbridge.

On to Sodus Point, where we ate at a local restaurant (Greek food again) and camped at Lake Bluff campground, after we toured a local lighthouse that had been restored. We found an antique shop at Alton, but were disappointed at the limited merchandise there.



Our campground this evening was in a grassy area with decent restrooms. We took a walk, bought ice cream and watched Bob Cole put on a new shock absorber that he had special ordered to replace one that broke during the day. Northern New York has much cooler evenings than we were used to in southern Ohio. A welcome change as it had been in the 90's and very humid when we left home.

Tuesday June 19 by Nancy & Doug Pratt (373)

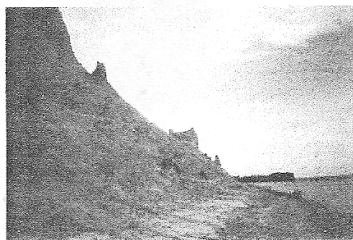
It was our pleasure to be able to host the New York portion of Rally Round Lake Ontario. Although there was quite a bit of work

involved, Doug & I enjoyed being part of the rally and being with everyone. One thing that we will say, however it makes hosting a standing-still rally sound easy!



Although there was plenty to do this day, we started out in a relaxed mode at Lake Bluff Campground near Sodus Bay, NY. Bob Cole provided "entertainment" for the guys by installing a new front shock to his Ultra. Vern Hammer had the guys pondering and tinkering trying to figure out his mystery engine problem that no one has yet solved. Louis Griggs even had the campground owner do some welding for him to fix a broken part that was giving him fits with his shifting.

Many of us went to a nearby winery in the morning and sampled some good New York wines. Many purchased wine and some interesting salsas. Then Doug & I went with Paul Piche & Barbara Greeson for a hike to the top of the interesting Chimney Bluffs.



From there we went to Oswego and visited the H. Lee White Marine Museum along with Jim & Roy Davis and Don & Mickey Richards.

Although there were many interesting things to see, time was short and we left there to make our way to our scheduled tour of the Seaway Trail Discovery Center in Sackets Harbor. There we were met by the director of Seaway Trails who was a wonderful help in suggesting places of interest for us to see along New York's Seaway Trail. We told her how much we appreciated following those nice green Seaway Trail road signs (that we all missed once we got to Ontario.) At the center we were even entertained by a "talking cow". Afterwards, we gathered in front of their building and had some nice groupy photos taken with Ultras owned by Helmkeys & Paul Piche.



That evening we went on to Black River Bay Campground in Dexter, NY for some time to relax and tell each other about what we had all done & seen. We also discussed what was planned for the next day, our highlight a boat tour of the Thousand Islands and Boldt Castle.



Wednesday June 20 by Maybel & Louis Griggs (334)

We left Black River Bay campground at 8:15 a.m. just after a nice rain shower. The sun was out by the time we left. This was one of the shortest days to our next campground in Clayton, New York just 54 miles away.

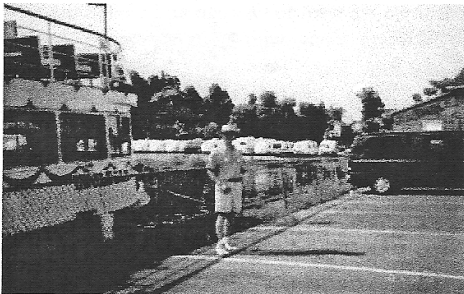
Our group took the 1000 Island boat trip and left the dock at 10:00 a.m. from Alexandria Bay on the Uncle Sam Boat tour. The tour lasted about five hours. We saw many, many islands, cruising the St. Lawrence River in both the USA and Canada.

At Zavikon Island we saw the shortest international bridge in the world. We also saw a very small island consisting of what ap-



peared to be just a large rock with two trees growing from a crack. It is called Tom Thumb Island and is the smallest of the 1000 Islands. To be called an island, there must be at least one tree. Many of the islands had beautiful homes built on them, some large and some small. The smallest had the house overhanging the island, supported in part by pilings.

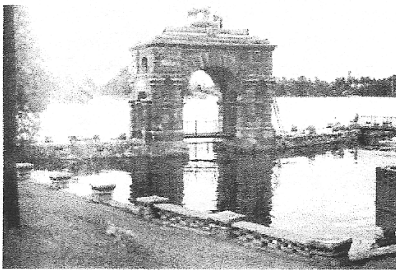
Everywhere one looked while on the tour one saw islands and homes. We stopped over at Heart Island to see Boldt Castle and you could



stay on the island as long as you wished. We walked all four stories of the castle. When we were finished we took the Uncle Sam Castle Shuttle back to our starting point, just ten minutes away.

The castle was begun in 1897 by George Boldt as a summer residence for his wife Louise.

George owned the Waldorf Astoria Hotel in New York City. This turreted stone marvel was nearly completed, but not lived in. When Louise died in January, 1904 from pneumonia at the age of 42, work was stopped on that day and never resumed.



In 1978, the Thousand Island Bridge Authority acquired the Boldt Castle from the E.J. Noble estate. The Bridge Authority has undertaken a stabilization and renovation program for the castle. Their goal is to eventually restore the castle to all its grandeur as Mr. Boldt had originally dreamed.

Upon entering the front doors, you were greeted by a very impressive staircase going up two levels. The main building is six levels tall, and has over 100 rooms. From the second floor, there were other staircases to the third and fourth floors and auxiliary side stairs to the fifth and sixth level. The castle was designed as a New York City style exclusive home. On the fourth floor, you could go outside onto a terrace overlooking the dock, power house, the Playhouse and the Yacht house across the river. The Playhouse was designed after a Rhineland Castle. We were told that while the main castle was under construction, the family of Mr. & Mrs. Boldt, their son and daughter lived in the Playhouse which even has a bowling alley in the basement. The powerhouse (with clock tower and chimes) supplied electric power to the island. Close to the castle, there was a small house that we were told was Mr. Boldt's mother-in-law's home. Also, across the river on a large island was the yacht house. It contained slips for four yachts, with living quarters at one end for their crews. The doors of the yacht house were high enough for the boats to enter with the mast erect. A special shuttle boat went to the yacht house.



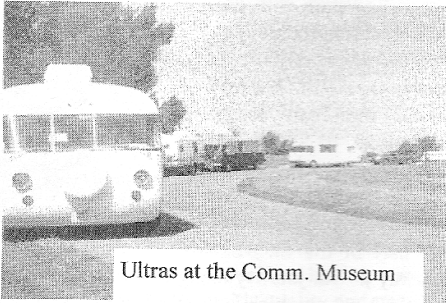
The Thousand Island Region extends about 60 miles from Lake Ontario to Ogdensburg, New York. Officially, there are 1,865 islands. The Treaty of Ghent, which formally ended the War of 1812, established the boundary line between Canada and the US. It stated no island would be split by the boundary line. It did attempt to equally divide the acreage which has resulted in a two third (Canada)/one third (US) split of the islands between the two countries. After the tour of the islands, we all met at the Merry Knoll campground in Clayton. We had our evening meal and went to bed early so we could get an early start in the morning for our first day in Canada.



Thursday June 21 Kay & Clyde Stanton (392)

This was the longest of all the rally. We left the Merry Knoll Campground at Clayton, New York at 8:20 a.m. Some of the Ultra Van people left at 7:00 a.m. We all headed for the bridge that would bring us over to Canada. Norm told us to stop at the Welcome Center Kiosk and get an Ontario map. I don't know why he told us to get the map, as he had the directions written down very precisely.

We traveled Highway 2 going West and enjoyed the beautiful country side. Just before Kingston, we stopped and checked out the Canadian Army Communication Museum where we caught up with a few other Ultra Van people, but then we all went our separate ways again. We didn't go to Fort Henry as we had been there before.



As we traveled along, we really enjoyed the scenery, but didn't stop

much because there was a long way to go. After the Glenora ferry ride across the Bay of Quinte, we stopped at the Lake-on-the-Mountain.

After getting back on Hwy 33, we stopped, as did the others, at Leon and Jill Pearsall's (UV#356) near Picton. Next we came through Carrying Place where the Helmkays spend their summers. At Trenton, we got back on to Hwy 2 to get to the Darlington Nuclear Plant or the Darlington Provincial Park Campground.

We enjoyed the beautiful country side in Canada and saw so many beautiful flower gardens and so many huge homes. So much to see in so short a time, I'm sure we feel we will need to come again when we can spend more time.

Friday June 22 by Marion & Norm Helmkay (408)

After leaving the Darlington Nuclear Plant on Thursday, it was just 2 miles to the Darlington Provincial Park campsite. It began to rain, but our spirits were soon lifted as our children, Lauren and Grant had come to visit. The ladies decided they didn't want to cook, so a dinner party of the Coles, Fitzgeralds and all the Helmkay clan all headed for the Swiss Chalet in Oshawa. Lauren stayed overnight and as we left for Toronto on Friday morning, Lauren headed to our son Grant's place for some huge sunflower plants she wanted.

Today, our Ultra folk had quite a challenge, to get through from the east to the west side of Toronto in the middle of the morning rush hour traffic. As we came up onto Highway 401, we noticed several coaches sticking close behind. The first 24 miles to the edge of Toronto was dual three or four lane road, then we came into the city and followed the old Kingston Road

right to the heart of Toronto.

Luckily, this route has computer-controlled traffic lights. Generally, if you get through one and maintain the same speed, you also get quite a few others. In any case, 33 stoplights later we were at the Lakeshore. Toronto has an elevated road called the Gardiner Expressway and as you come up onto it, the huge CN Tower is directly ahead. As we approached, the sun shone through illuminating this 1,800 foot concrete needle. We passed by the Toronto harbor on the left and the Air Canada Centre home of the Toronto Maple Leaf hockey team and Toronto Raptors basketball team. The next landmark on the right was the Bluejay Sky Dome, one of the very first baseball/football stadiums with a roll-back roof for year-round activities. At the Sky Dome we came off the expressway and dropped back down to Lakeshore Boulevard while passing the Canadian National Exhibition and Ontario Place amusement park. At this time we were on the west side of Toronto and the heavy in-bound morning traffic. I'm pleased to report all Ultras made it through the city without incident.

We headed west on the Queen Elizabeth Way, one of the first controlled access multi-lane highways in North America that was begun in 1932 as a welfare make-work project. Sections were unofficially opened in 1936 and Queen Elizabeth (now the 100 year old Queen Mother) did the official opening of the completed highway during the 1939 Royal visit, just a few months before war began. A unique feature was, the overhead lighting from Toronto to Fort Erie, but the lights had to be blacked-out during the war. Sealed-beam headlights came in right after the war eliminating the need for the overhead lighting, so as the road was improved, the center light standards were removed

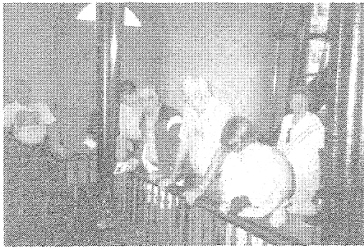
Our trip continued west right along the lakeshore, passing through Oakville, Bronte and Burlington to the Royal Botanical Gardens (RBG) near Hamilton. Most of us visited the RBG which covers a number of different botanical areas that are serviced by a shuttle bus that runs continuously through the day. One of the featured highlights in June is the Rose Garden where many Ultra Vanners could be seen sniffing the blooms.



In the afternoon, we drove a few miles to the Hamilton Museum of Steam and Technology which was a great tour. Earlier in the day Jim & Roy Davis had visited a vintage aircraft collection near Hamilton and later as part of their tour day story, they will give us a glimpse of what it was like. We met them at Hamilton Museum of Steam and Technology and about this museum they wrote:

"Clothed in a handsome Northern Italianate Stone building is a complete and original 1859 water pumping station. These massive, walking beam, Woolf compound, engines (there are two of them) are over 45

feet high and have twin 22 ton, 24 foot diameter flywheels. The engines are an integral part of the building; that is, the engines support the building and the building supports the engines. It is this integration that saved the building from demolition for scrap during the world wars. We spent three hours absorbing the details of its purpose and operation (one engine is functional) as told by Mac our personal tour guide."



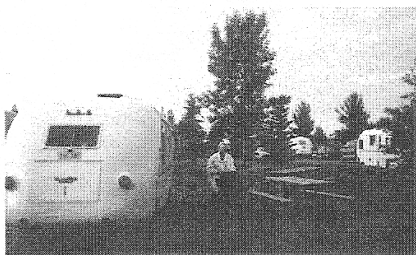
Day #7 - As a post script Marion Helmkey asked us to describe our trips to the Canadian Warplane Heritage Museum and the Hamilton Museum of Steam and Technology.

"We spent 3 hours at the Heritage Museum and were rushed. This is an actual flying museum. The prices for a flight in the Harvard, Yale, and Stearman are \$200 Canadian and go up to \$1,000 for a flight in North America's only flying Lancaster heavy bomber (WW II). Of special note were the Halifax heavy bomber and the Ly-sander currently undergoing restoration. Only the low ceiling kept us from seeing more. Our RCAF tour guide personally escorted us through the building and explained in detail the answer to every question (and there were many)."

We left the museum about 4 p.m. and in a half-hour were at the 50 Point Conservation Area, our campsite for the night. Marion had arranged for "Tour Dinner" in the marina restaurant at which there were 30 adults and several children. After dinner we held a short Eastern meeting and then visited with members of Ontario CORSAs who drove their Corvairs out to see the Ultra Vans. In their June newsletter, they suggested members should come and meet Norm Helmkey, one of the "fish-als" of the Travelling Whales. President Stan East drove over 140 miles round trip to see us.

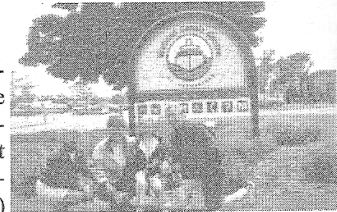
Saturday June 23 by Marilyn & Art Moore (222)

Marilyn & I left Fifty Point Conservation Park at 9:30 AM by car (which is what we have used for this entire rally, as our coach #222 is not yet operational) followed by our daughter, Artie Somerset, son-in-law Dave Somerset, and our 8 year old granddaughter, Alexandra Somerset, in their



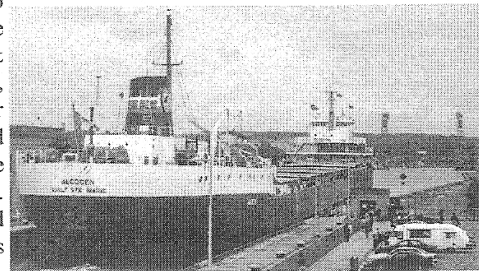
car. The previous evening (Friday) we all went for supper at the Fifty Point Marina Restaurant (which by the way was Wonderful!!), and as Marilyn & I live nearby this park, my family visited us at this stopover on the Friday as did CORSAs Ontario with their Corvairs. During this visit my family were invited to the supper, and asked if they wanted to join in the next day's activities. Marilyn & I were not only pleased to see them, but now to have them accompany us on this part of the rally was an additional bonus, and a great delight, and of course, an unsuspected and welcome surprise.

Leaving Fifty Point, we proceeded east on the North Service Road, which runs along Lake Ontario, to our first stop at Jordon Harbour, where we took pictures of an old wooden, shell hull, and mast sailing ship, with Lake Ontario in the background.



On into the city of St. Catharines, where the road became Lakeshore Road, in a short distance we reach Government Road which runs beside the Welland Canal, (our next stop) which is part of the St. Lawrence Seaway).

Our journey along the canal took us from Lock No.1 to Lock No.3 at which is the Welland Canal Centre. Here, there is an observation deck, from which you can see ships from around the world travel upbound and downbound between Lake Ontario and Lake Erie. Also at this Centre, are assorted Exhibit Gallery's, along with the usual information areas, containing, a gift shop, snack bar, and restaurant. We were fortunate to see a very large lake freighter passing through this lock on it's way up to Lake Erie. Here we saw Ann & Bob Cole, #555, and a few other coaches could be seen in the parking lot. The Welland Canal System is quite an engineering feat, and I've listed a few facts of interest to some members.



William Hamilton Merritt was the driving force behind the engineering marvel of the Welland Canal. In 1829, the first canal constructed of hand-hewn timbers and ingenious "lift locks" was completed. The first canal had 39 locks with wooden gates. Ships were pulled into the lock by a team of work-horses. As ships increased in size and design, new locks had to be built. The second and third canals were opened in 1845 and 1887. In 1932, the fourth and present canal was finished. Today, this engineering marvel has eight locks, is 27 miles long, and ships from all around the world travel between Lake Ontario and Lake Erie during the shipping season.

The locks are watertight chambers with gates at each end. This

allows a ship to be raised or lowered from one level to another and take advantage of gravity to fill and empty. To raise a ship, the upstream lock valves are opened, and water flows in. To lower a ship, the downstream lock valves are opened, and water flows out. Each of the 8 locks measuring 80 feet wide and 859 feet long holds a staggering 91 MILLION GALLONS of water, which is either filled or emptied each time. The minimum ship size allowed into the canal system is 20 feet long, with a minimum crew of 3 persons, and the largest ship that can be accommodated cannot exceed 740 feet in length, and be no more than 75 feet wide. All foreign and salt-water ships using the system must have a qualified pilot to take them through the length of the St. Lawrence Seaway. Ships fly a red and white flag to show a pilot is on board. Interestingly, Canadian captains are familiar enough with the water, the hazards and the locks, to take their ships through without a pilot on board. It normally takes a ship entering Lock No.1 at Port Weller, (Lake Ontario), approximately 12 transit hours, to reach Lock No.8 (Lake Erie) at Port Colborne, a distance of 27 miles and a ship is raised or lowered about 47 feet per lock for a total of 327 feet to complete the journey.

From here we turned on to Regional Road #89 known as the "Wine Route" for a beautiful drive through the Niagara Peninsula. This area is known around the world as having very rich and fertile soil, and because of this, yields quality and tasty fruit products in abundance and variety, and is sometimes referred to as "The fruit belt". Of course from this area comes many types of assorted grapes, which have been turned into award winning wines by growers in the area. The weather for this rally has been sunny and bright, and this day was no exception.

Next we drove through the town of Niagara-on-the-lake, and onto the Niagara Parkway. Our next stop was the Inniskillin Winery. Here we took the winery tour, and then went to the "testing bar" for wine samples of your choice. You are allowed up to 4 small samples (a mouthful) of your choice, as allowed by the Ontario Liquor Control Board, (the first one is free), if you want more samples, I think you pay 50 cents each. My 8 year old granddaughter was even served her own wine sample (it was sweetened water) by the bartender, along with the adults, and proclaimed "it has a wonderful flavor mom"! By the way, Inniskillin Winery has won many, many, world competitions, and is especially renown throughout the world for it's famous "Ice Wine."

We continued up the Niagara Parkway, (which follows the Niagara River) all the while observing New York State to our left across the Niagara River (Youngstown NY and Lewiston NY) with nothing but this mighty river and large rock cliffs between our two countries. Now past the Sir Adam Beck Hydro Generating Station on the Canadian side, and looking across the river at this point we can observe the Robert Moses Power Plant on the American side at Lewiston N.Y. These plants harness the powerful water coming over the Canadian and American Falls upriver, and give both countries much needed electric power.

Continuing up the Niagara Parkway our next stop was the famous Floral Clock, one of the largest working floral clocks in the world. This clock is 50 years old. The clock has over 20

thousand small plants that are placed close together, and changed twice a year. Gardeners use long ladders placed over the clock, to trim these plants every two weeks and hold their unique and changing design. Tourists come from all over the world to photograph this clock and the surrounding gardens, and listen to the Westminster chimes that strike every 15 minutes.

We continue on our journey and go past the Butterfly Museum, (scheduled for tomorrow) and reach Victoria Avenue in Niagara Falls turn right to reach the campsite for the night at Niagara Glenview RV Resort. Here we meet with some of the Ultra gang already here. We sit and talk to discuss what it taking place for the evening. Most are going to see the Falls after supper, and see the falls illumination that takes place each evening from 9 PM until Midnight. We go for supper and return to the campground at approximately 8 PM.

We, along with the Coles and Pratts, took the bus to the falls to see the Illumination (Lights). In Niagara Falls Canada you are not allowed to park your vehicle in the falls area, (maybe it has to do with over 20 MIL LION visitors a year) therefore, you must take the bus, (called the "People Mover"), stops at all the main locations and attractions throughout the area for a reasonable costs just \$ 5.00. We all take the bus back to the park at around 10:30 PM, and say our goodnights.

What a wonderful day we have had today, as well as every other day previously on this rally. My congratulations to the Pratts and Helmkays for their dedication and hard work in making this rally so successful.

Sunday June 24 by Roy & Jim Davis (388)

Roy, Rad (our son), and I said goodbye to the Pratts, Helmkays, Griggs & family, Stantons, Coles, and Moores.

Off to the Spanish Aero Car Tour (right around the corner from Glenview Campground). From here, there is a great view of the whirlpool and the Niagara escarpment.

Next stop on the people mover (Niagara's bus line) is the Butterfly Conservatory. Wow, what a place; 2,000 spectacularly colored tropical butterflies. We had allowed one hour in the conservatory but spent two. A short trip through the School of Horticulture garden and once again on the people mover to the portico of the Queensland Restaurant for lunch. What a great view of the Niagara River and Lake Ontario.

Back to the people mover for a trip to stop #3 the falls. Here we had tickets for the Journey Behind the Falls. Down the elevator and through to tunnels to the Horseshoe Falls. The noise deafening, the vibratory immense, and the spray cold (after that, no need for a shower tonight). Nothing like 34 million gallons of water a minute flow above your head to humble you; it is hard to describe.

A quick trip by the people mover to the Great Gorge Adventure; but alas, the elevator to the gorge was out of service. As it was 5 o'clock we choose to retire for the night and start fresh the next morning.

From the Pratts & Helmkeys:

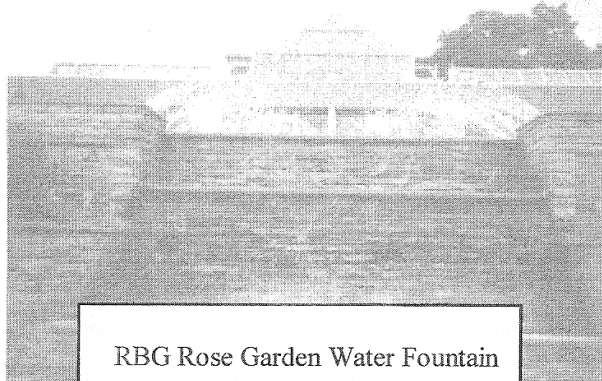
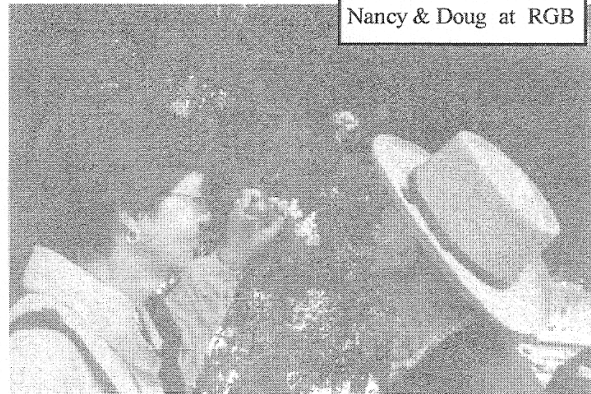
To wind up this somewhat lengthy report, you can see there were plenty of activities to keep everyone busy on our rolling rally and a few Ultra members have provided their impressions of different days, so you could view our travels through their eyes. We will all look forward to sharing our photos, stories and our TV interview in Minden.

Many thanks to ALL for the Great photos !!

Sacket Harbor Museum

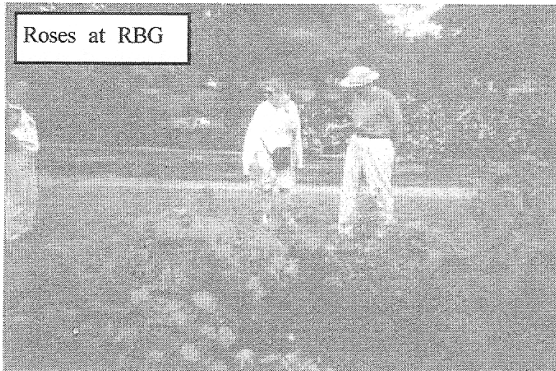


Nancy & Doug at RGB



RBG Rose Garden Water Fountain

Roses at RGB



Meeting at Crovcliff

REGISTRATION FORM...ULTRA WEEK 2001..MINDEN, NB.

Campground fees...\$ 5.00 to \$ 15.00 per night, **make your own reservations before August 15th !!!!!**

Registration fees... may be paid on your arrival or can be paid by mail anytime you think of it !!!!

**** Your banquet meal reservations must be made by August 15th. T-shirt orders req'd. by 8-15-01

- Banquet Meal choices :
- 12 oz Rib Eye Steak ,\$ 12.95, qty _____ amount _____
 - Halibut Steak,.....\$ 11.95, qty _____ amount _____
 - 4 piece Fried Chicken.....\$ 6.95, qty _____ amount _____
 - Vegetable Lasagna.....\$ 6.95, qty _____ amount _____

All food items include salad bar, coffee or tea, roll and butter. Please add 6% sales tax and 15% tip.

Will you be going to Kearny, NB to the Archway Monument, a half-day round trip ? _____

Would you be interested in attending a play one night in Minden, NB ? _____

Event T-shirts wanted, quantities of SM _____ MED _____ LG _____ XL _____ XXL _____

Typical fees for Ultra Van MCC National week events run about \$ 25.00 to \$ 45.00.....

Your Names: _____ Coach # _____

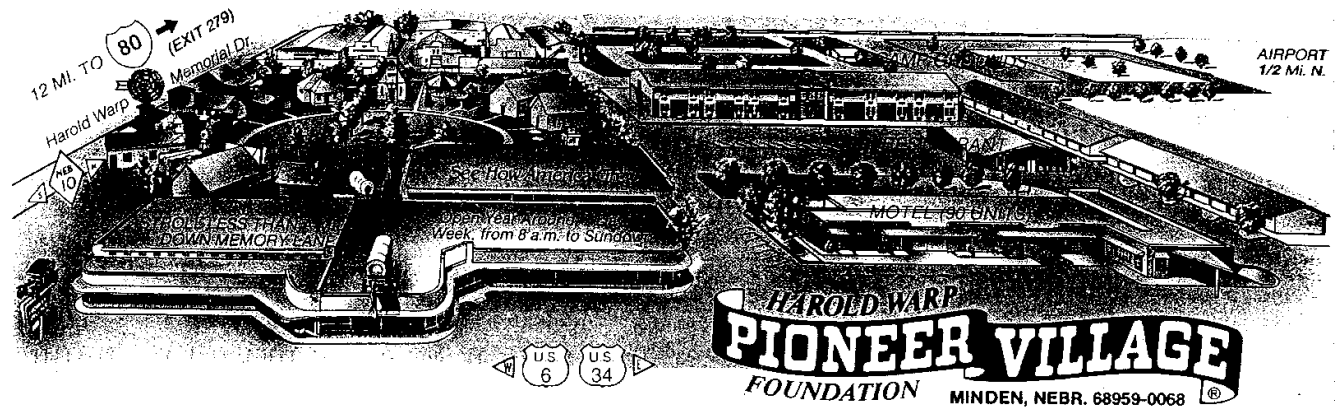
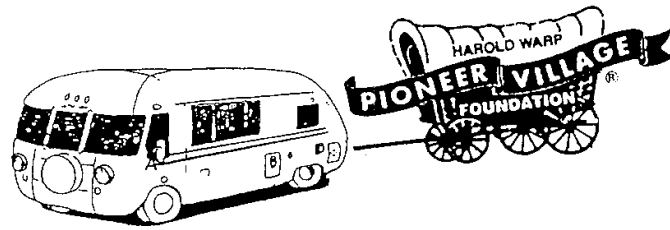
Mailing Address: _____

City, State: _____ phone : _____

Return this form to : (mail it back) no later than August 15, 2001

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

-----cut here-----





Nebraska's 1 Attraction

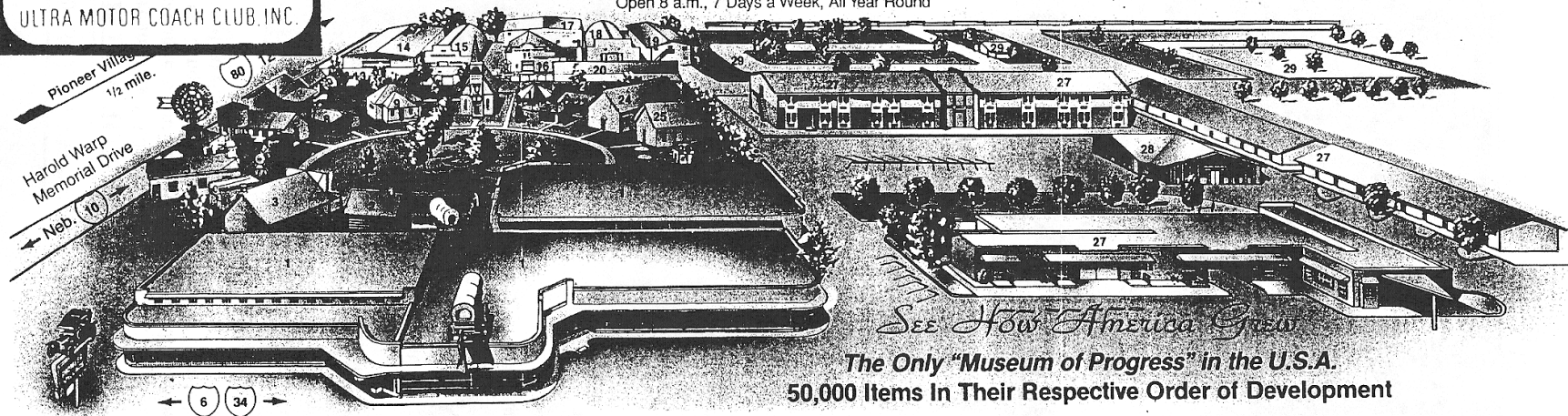
HAROLD WARP
PIONEER VILLAGE
MINDEN, NEBR.

ULTRA WEEK 2001, MINDEN, NEBRASKA

Authentic Americana

Monday-September 10th--Sunday-September 16th, 2001

Open 8 a.m., 7 Days a Week, All Year Round



See How America Grew
The Only "Museum of Progress" in the U.S.A.

50,000 Items in Their Respective Order of Development

CLOCKWISE AROUND THE VILLAGE GREEN...

- 1 MAIN BUILDING:** More than 10,000 items in this building, showing the development of transportation, lighting, guns, money, many other facets of life—arranged in chronological order. Including the oldest internal combustion engine (1876 Otto) and oldest jet airplane (1942-P59) One section is devoted to art and sculpture.
- 2 ELM CREEK FORT:** The first log cabin in Webster County Nebraska, both as a dwelling and as a community fort against Indian attack, built in 1869. The interior is authentically furnished. An original Pony Express mailbox is on the wall.
- 3 THE PEOPLE'S STORE:** Replica of a general merchandise store that served the Stamford, Nebraska area in pioneer days, completely stocked with by-gone items. Includes original Fort Kearney Post Office mailboxes and a glass cat on the cracker barrel.
- 4 BLOOMINGTON LAND OFFICE:** Moved from its original location in Franklin County, Nebraska, this building actually served pioneers filing their homestead claims. It contains early maps, old land records and John N. Warp's original homestead title.
- 5 FIRE HOUSE:** The development of fire-fighting equipment from hand cart to modern fire trucks are here. Also an outdoor jail made of strap iron and an early diesel powered city light plant.
- 6 LOWELL DEPOT:** From 1872 to 1882, during homesteading days, this was the western terminus of the B & M Railroad. Two early-day locomotives and a narrow gauge caboose are displayed in front of the depot. During restoration seven worn out floors were discovered, each on top of the other, in the depot.

- 7 COUNTRY SCHOOL:** An authentic rural school building of the late 19th and early 20th century, furnished with original desks, books, stove, water pail, dinner pails, outhouses, etc. Even Harold Warp's Perfect Attendance Certificates.
- 8 SOD HOUSE:** Authentic replica of the "little old soddy on the plains," completely furnished. Including trundle bed and "skatol."
- 9 CHINA HOUSE:** Houses fascinating collections of china, pottery, cut glass and precious keepsakes carried west in covered wagons, including a sugar bowl owned by Abraham Lincoln with glazed pictures of his mother and grandmother.
- 10 CHURCH:** Built in 1884 the first church in Minden, has the original pews, pulpit, organ, etc. (Thirty minute non-denominational Sunday Services still held during summer months.)
- 11 MERRY-GO-ROUND:** Oldest in the U.S., steam powered. Rides are still 5¢. The engineer may even let you blow the whistle.
- 12 HORSE BARN:** Typical pioneer barn, moved from Warp homestead 9 miles south of Minden. (Harold Warp's parents were good Christians, so the hayloft boards were laid rough side up, so young folks couldn't have barn dances.)
- 13 HOMES AND SHOPS BUILDING:** Twenty rooms of the past, showing kitchens, living rooms and bedrooms of each generation since 1830. Also music shop, doctor's office, print shop, drug store, barber shop, many others. Yarn spinning, weaving, and broom making demonstrated daily. Photo gallery takes pictures in antique costumes. Second floor has surprisingly low mail order prices on furniture at turn of century. Also Carl Curtis' Senate Office 1954 to 1978.

- 14 ANTIQUE FARM MACHINERY BUILDING:** 265 feet long, houses complete evolution of plowing, cultivating, seeding, harvesting and threshing equipment. (Including a huge combine of 1890, pulled by 30 horses.)
- 15 ANTIQUE TRACTOR AND TRUCK BUILDING:** 100 early farm tractors. Also, farm trucks, lawn mowers and gasoline engines. (Including a hot air engine and Dave Buick's first gasoline engine.)
- 16 LIVERY STABLE:** Originally built in Minden during the "horse and buggy days," this huge two-story building houses saddles, harness, fly nets and horse drawn rigs galore. (Including a complete harness shop and set of huge logging wheels.)
- 17 ANTIQUE CARS:** This bldg., 22,400 sq. ft., two stories, featuring antique Buicks, Cadillacs, Dodges, Chryslers, Oldsmobiles, etc., 100 cars in their order of development. Also an early house trailer and motor home.
- 18 CHEVROLETS AND OTHER CARS:** Antique auto bldg., two stories, 265 feet long. Featuring over 50 Chevrolets on first floor, including first Corvette and extinct cars on 2nd floor.
- 19 FORDS, STUDEBAKERS, MOTORCYCLES, SNOWMOBILES AND BICYCLES:** Two stories, 265 feet long, housing over 50 Fords, Lincolns, Mercurys and Edsels on first floor. On second floor is the finest collection of antique motorcycles, bicycles, snowmobiles anywhere.
- 20 AGRICULTURAL BUILDING AND STEAM TRACTORS:** This two-story building houses over 500 agricultural implements, in order of development, that helped build our vast agricultural economy. (Including McCormick's first reaper, John Deere's first plow, and a "see-thru" bee-hive.)

- 21 BLACKSMITH SHOP:** Blacksmith forges items for sale during summer months. (See Eli Whitney's turning lathe and an early line shaft on display.)
- 22 PONY EXPRESS BARN:** Authentically reconstructed, with model horses and historic saddles. (Includes 20-mule team Borax wagon and items dug up at Fort Kearney.)
- 23 PONY EXPRESS STATION:** Authentic log building, moved to Pioneer Village from Bridgeport, Nebraska, where it originally served as Pumpkinseed relay station to the Black Hills. (See Buffalo Bill's saddle in a glass case.)
- 24 HOME APPLIANCE BUILDING:** To make mother's workday easier - it houses evolution of washing machines, stoves, refrigerators, bathtubs, etc. (Including first "Franklin" stove 1744, and first "Kelvinator" refrigerator 1925.)
- 25 HOBBY HOUSE:** Absorbing collection of dolls, pitchers, buttons, hatpins, fans, canes, trivets, many other items.
- 26 SNACK BAR:** Serving coffee, ice cream, candy, soft drinks and sandwiches.
- 27 PIONEER VILLAGE MOTEL:** 90 modern units at reasonable rates.
- 28 PIONEER VILLAGE RESTAURANT:** Serving fine foods for fastidious folks at popular prices. Seats 350. (Banquet rooms available.)
- 29 PIONEER VILLAGE CAMP GROUNDS:** Showers and facilities, reasonable. Some full service hookups. Accommodates over 135 campers.
- 30 AIRPORT:** 1/2 mile north, 3,900 ft. paved runway. Courtesy cars at the "Pioneer Village Field." Unobstructed runways.

PLAN A FAMILY FUN VACATION!
Visit As Many Days As You Like On One Admission Fee

—There's Nothing Like It-Anywhere—

SPECIAL RATES FOR TOUR GROUPS!
So Well Arranged You Can See It All By Walking Less Than A Mile

NATIONAL RALLIES –A thought

Attendance at our National Rally, for the past few years, has been less than we would all like to see. The events are held in great locals, with good programs and lots of publicity. Why then do so few attend.

Our bylaws provide that the National must be held in the center of the country with the belief that this will make it easier for the majority of our members to attend. I have attended four out of the last six Nationals but have had to travel a round trip of over three thousand miles to attend the closest.

Seven percent of our membership lives in the area designated for National Conventions. Even then, a Texas member might have to travel a two thousand mile round trip to attend an Iowa rally.

I think it is time to reconsider the location for National Rallies. Our membership is more evenly divided when we look at the four corners of the country or even the two coasts. A meeting in Knoxville, TN would find 80 members within a 1500 mile round trip. A meeting in Reno, NV would find 90 members within a 1500 mile round trip. Minden, NB has about 12 members within a 1500 mile round trip as would other locals within the designated National Rally area.

How about alternating rallies on the West and East coasts? What about the four corners of the country where rallies could be held with as many as 60 members being within 500 miles? Sure, Florida members may not find the trip to Washington State very easy, but the next year it would be in their back yard.

I am sorry to say that I will not attend the Rally this year in Minden. I would need to plan close to three weeks for the event and I just can't do that. Next year it will even be further for me to travel.

Help!

Graham Dell
UV #292

Ultra Van 342 with Porsche Power! by John Alabaster

(ed: During a conversation with Walt Davison, your editor was told about the unique powerplant in 342 and how its installation was a 'Work of Art'. I took the liberty to impose on John for a story about his coach and powerplant.)

Here is some information about the Porsche engine in 342. It is a 911 motor from a 1976 Carrera. It displaces 2994 cc. Uses overhead cams and Bosch CIS fuel injection. This is an air cooled flat six about the same size and weight as the Corvaire. With 8.5:1 compression it runs on regular gas and is listed at 200 hp din. For a transaxle I am using a 3 speed automatic from the V.W. Vanagon. The motor mounts are modified Ultra and Corvaire with similar engine seals.

Some wiring interfacing is required and a remote oil tank (dry sump motor) is required as well as external oil coolers for the engine and transmission. Other details are a 1/2 inch fuel line from the tank with the stock 5/16 line as a return. Also custom throttle cables. The engine bolts up to the transmission using a Porsche Tiptronic automatic flex plate and front torque converter cover, with a pump drive welded in. The rest of the converter is Vanagon. Morse push/pull shift cable and Vanagon shift counsel up front. Adapter plates for C.V. joint flanges to U-joints and re-size the drive axles. This conversion would be relatively easy to change back to Corvaire.

The combination of a higher stall torque converter, three speeds and a 4:09 final drive with more horsepower provides a substantial increase in hill climbing, passing and head wind performance and allows me to tow a 2000 pound car.

The fuel injected motor has a wide power band and is very durable. My mileage over an 8000 mile period is 10.5 mpg compared with 14.5 mpg for the Corvaire over 20,000 miles.

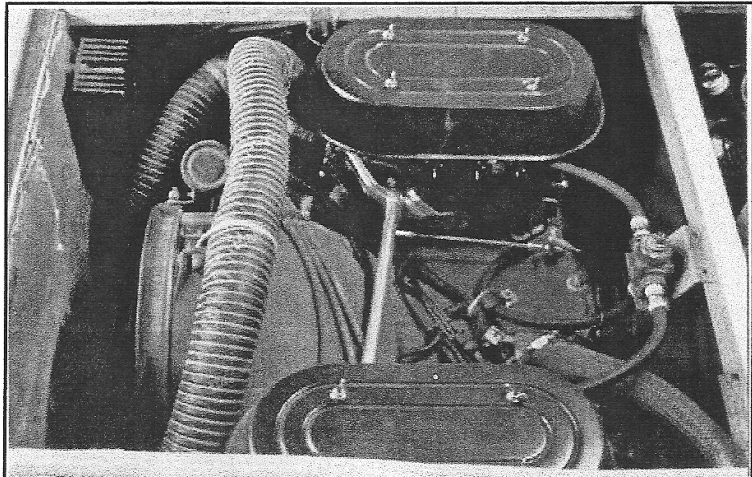
Recently, I have switched to Weber carburetors that came on earlier Porsches. They offer better throttle response, more horsepower and are easier to troubleshoot and fix in the field. The CIS fuel injection has several components that are not readily available in most auto parts stores. The same oxygen sensor used on many fuel injection systems makes tuning carburetors much easier, perhaps this is why I have not seen an increase in fuel consumption (thankfully).

In actual driving the power band is wide and makes good power even at low rpms. About the Webers, the CIS fuel injection uses 11 components to work correctly. From a high pressure fuel pump to temp sensors, air valve, diverter valve, control pressure regulator etc. None of these parts are available in a local parts store especially in Mexico where I often travel. There is no altitude compensating mechanism, so no advantage there. I have a fuel containment collector installed in the gas tank to help compensate for fuel pickup problems associated with the flat Ultra gas tank and the requirements of fuel injection for a continuous circulating supply of fuel, never the less, when I got down to 1/4 tank fuel pickup was still a problem. The Webers use 'any parts store' electric fuel pump and once jetted correctly are typically robust and trouble free. They offer about 20 more horsepower and worse fuel mileage, although since I mostly drive on the highways, this doesn't show up as much as city driven vehicle would. So far fuel mileage has been the same as with the fuel injection. CIS is a mechanical system designed to help meet the smog requirements as they were becoming mandated in the late 70's. An electronic system with simply a throttle position sensor, a temperature sensor, altitude sensor and possibly an oxygen sensor would be a better choice today. I'm really pleased with the carbs, but if I redo the injection I will let you know.

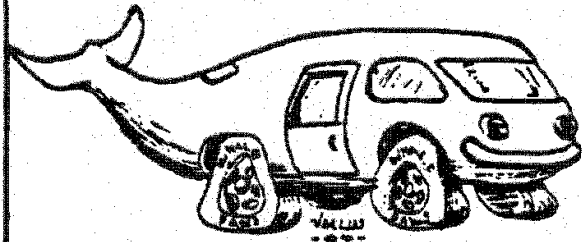
Factory specs. on this engine are 200 hp at 6000 rpm and 188 ft-lbs. of torque at 4200 .

Figuer #1	
Rpm's	Torque
3000	162 ft-lbs
3500	176
4000	182
4500	182
5000	188
5500	182
6000	176

Fig#1 shows the torque numbers for this motor extrapolated from a Stuska Dynameter.



TECHNICAL WHALE TALES



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

~~Northway, 73 Sargent St., Boise City, ID 83724~~
Graham Dell (address on back page)

TECH TIP NO. 01-14
UV MANUAL SECTION

SUBJECT **Synthetic Oil**
AUTHOR **Graham Dell #292**

Synthetic oils were originally developed for use in gas turbine engines. In most cases they are capable of maintaining their viscosity for longer periods of use and under much greater temperatures and pressures than petroleum products. Common synthetics used for engine lubrication today are Polyalphaolefin (like Mobil 1) or Dibasic Organic Esters (like AMSOIL). They are fully compatible with conventional oils and can be mixed, providing their ratings match.

Synthetics and synthetic blends offer a wider range of protection than standard petroleum products. However, it should be noted that this extended range of protection reaches into an area of temperatures and pressures virtually impossible to attain inside most engines and transmissions.

Using the standard engine oil recommended by GM (10W30) and changing it about every 3000 miles will afford you all the protection you'll ever need. Keep your engine clean, promote good cooling, watch the temp gauges and you will be just fine. But if you feel better knowing you have more protection than you need or, if you like the extended service-life feature of synthetics, there's certainly nothing wrong with using a premium grade synthetic blend lubricant.

TECH TIP NO. 01-15
UV MANUAL SECTION

SUBJECT **Ultra Van Weight**
AUTHOR **Graham Dell #292**

Ultra Vans produced in Hutchinson up through 412, four tank models, had a factory stated weight rating of 2,850 pounds. Late Corvair powered models through 509, three tank models, had a factory stated weight rating of 3,420 pounds (both of these empty weights).

At the last National Convention, Amana, Iowa, member vehicles weighed in at a low of 3,000 pounds and a high of 7,000 for a V-8 model.

GM listed the FC Vans and Greenbrier models with a GVW of 4,600 pounds.

Weighed your coach lately?

TECH TIP NO. 01-16
UV MANUAL SECTION

SUBJECT Spark Plugs
AUTHOR Graham Dell #292

One of the most misunderstood components of an engine is its spark plugs. They have two primary functions, ignite the air/fuel mixture and remove heat from the combustion chamber.

Electrical Performance is a measure of the plugs ability to turn fuel into working energy. A sufficient amount of voltage must be supplied by the ignition system to cause it to spark across the plug's gap.

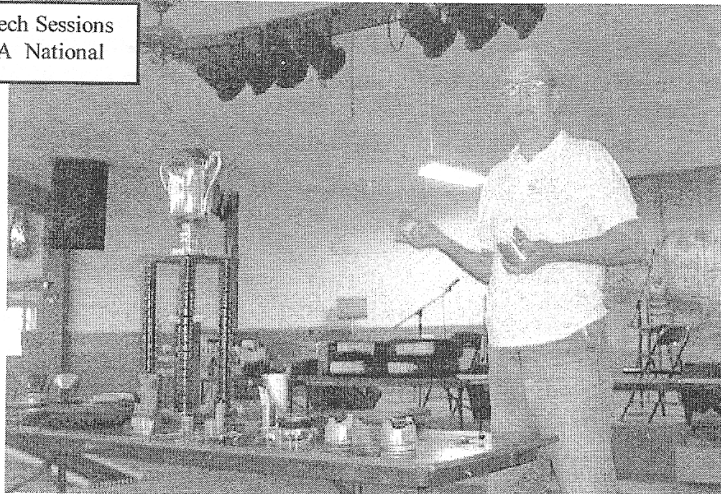
The temperature of the spark plug's firing end must be kept low enough to prevent pre-ignition, but high enough to prevent fouling. This is called Thermal Performance and is determined by the heat range selected.

Spark plugs do not create heat they only remove heat. They work as a heat exchanger by pulling unwanted thermal energy away from the combustion chamber and transferring the heat to the heads. The heat range is defined as a plug's ability to dissipate heat.

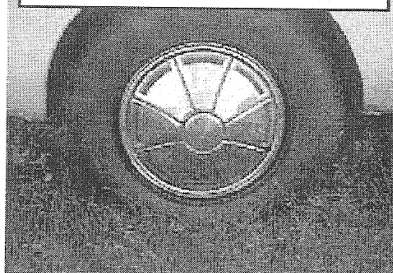
The heat range has no relationship to the actual voltage transferred through the spark plug. Rather, the heat range is a measure of the spark plug's ability to remove heat from the combustion chamber. The length of the ceramic center insulator nose and its ability to absorb and transfer combustion heat affect heat range.

Whether the spark plugs are fitted to a lawnmower or a racecar, the spark plug tip must remain between 500 and 850 degrees centigrade. Lower temperatures will not burn off carbon and combustion chamber deposits leading to fouling and higher temperatures cause the center electrode to blister and melt causing pre-ignition/detonation.

Walter Davison doing Tech Sessions
at Helen, GA & CORSA National



Norm Helmkey needs one of these!



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 the November 2000 newsletter. \$10,000.00 Contact **Jim Rogers** (870) 389-6287, docuome@webtv.net

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

1968 Ultra Van 300 series, 110 HP, PowerGlide, good interior and body. \$4,500.00. Call **Jean McMasters** at (561) 626-0388.

1968 Ultra Van #328, Corvair powered (C. Fitzgerald) built (1989' cam), 3.89 Diff., PowerGlide, Kroler generator, 16 mpg, michelin tires, queen-size bed, fully equipped, good condition, garage stored. \$10,000.00 for the Coach or \$9,800.00 for the package which includes 2 extra windshields, 3 alternators, 3 transmissions, 3 diff., manuals, and LOT of parts. Call **ALLIANCE** 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, unique V-8 powered coach with cold A/C. Only 47 built in 1969/70. Features: Corvette rear drivetrain, w/discbrakes. Engine upgraded to a 396 Chevelle. Runs well, needs only minor work. Interior and exterior both in fair condition. Asking \$7,000 or best offer. Contact: **Dennis Chapman** (352) 481-2600 e-mail: cardchapman@prodigy.net

1970 Ultra Van #547, V8 powered, 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 Corvair conversion. For details, contact: **Jeff Stonesifer** at The Corvair Ranch (717) 624-2805,

New and Used Ultra Parts

Replacement Billet, aluminum adapter for installing where the Corvair mechanical pump use to be. (Needed when you go from mechanical to electrical fuel pump.) Installs with two viton rubber 'O' rings to eliminate any future leaks. (See picture for details.) Price: \$14.95 plus \$3. Shipping.

Tool: Pressing/Knocker tool for removing the Ultra rear wheel/spindle/axle. The tool protects the the threaded end of the spindle from being crushed or distorted by hammer blows. (A recommened tool for ever Ultra Van owner.) Precision made from aircraft steel #4130. Price: \$14.95 plus \$5. Shipping.

Tool: Ignition switch bezel removing tool. No need to use the water pump pliers anymore. Works on early & late switches. Price: \$12.95 + \$3. Shipping.

Automatic transmission, (Ultra Van) control cable, \$95. Plus \$15, shipping. These cables have been modified with an additional 'O' ring installed within the metal housing at the aft end of the cable. Will not leak, even if the plastic cover is removed from the cable assy.

Tank, aluminum, 50 gallon water tank.(Last one) . This tank can be modified to use as a black water tank. Price: \$350. Shipping extra.

Windshields, Full size, not recommend to cut these. \$495.ea. Original Ultra, cut windshields. Tinted. 1 ea. r/h & 2 ea. l/h. \$695.ea. Shipping available.

Air bags: Firestone,Rubber, w/aluminum bottom housing. Front & rear suspension. Front, (For all Ultras, except for rear of V/8's) 7½', \$135. Rear, (For 500 series Ultra) 12, \$145., Plus shipping.

Ryerson Ultra Van Manual: A must have for every Ultra owner. Price: \$60.00, with shipping. 3 years in the making. Covers all areas of the Ultra Van.

Corvair 'One Wire' Alternators: This is an upgraded Corvair alternator with a built in regulator. The main purpose of this upgrade, is that you can get it repaired or exchanged anywhere, even in the 'Wild West'. Can you imagine trying to purchase a rebuilt, original Corvair type, alternator in 'Nowhere, Wyoming'? Really impossible. I have two upgraded units. Price: \$74,95 ea. W/installation instructions. Plus \$12/Ups.

Note: Refer to previous newsletters for additional items. Some prices have changed. Parting out two Ultras. Now is the time to put your order in for items of your choice.

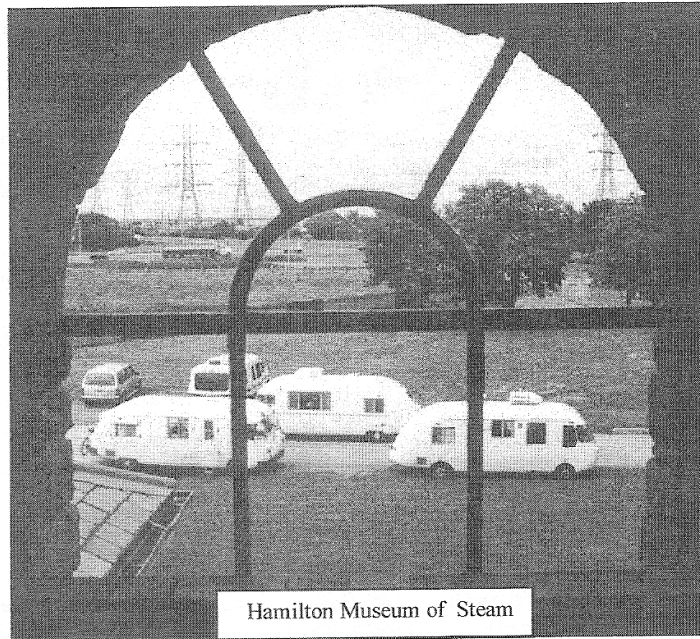
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The Ultra Sounder is the bi-monthly publication of the Ultra Van Motor Coach Club. The UVMCC is dedicated to the preservation and enjoyment of the Ultra Van. Membership is open to anyone that has an interest in this unique vehicle. Please contact either 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.
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!