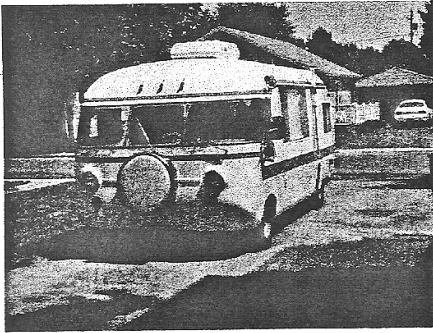


Sept 2001

Volume 35 Issue 5

A View Thru The Windshield

By President Jim Craig



Three days from this date, Marlene and I will be heading our, big beautiful #604 to Minden, Nebraska for a week of Ultra FUN. The weather is expected to be really great. The campground has plenty of nice shade trees to keep the Ultras and us cool.

Ballots: Marlene has received 26 ballots as of today. More will be deposited in the ballot box at Minden. Hopefully we will have a better response on the ballots than last year. Thank you, to those of you that are not attending for sending in your ballots.

Correction: In my last article, which the editor retyped, there is an incorrect statement in the paragraph about the ballots. The first part of the last sentence of the noted paragraph should read; .) Hope you figured that one out.

Appreciation: This will be my last article to you as President. It has been a great two years and a lot of work tasks have been done by a small group of members, namely your directors. At the Minden National, I plan to present awards of appreciation to several of the deserving members. You will read about it in the forthcoming Rally report, in the next newsletter.

Closing: In closing I would like to say, THANK YOU very much for all of your many hours, you as Directors and Chairpersons have put forth in responding to my requests for helping in the different tasks that were required. It's been a Blast.

See ya on the road in our big beautiful #604.

NOTE: Our featured coach is #338 owned by Kenneth and Penny Wildman. #338 has a beautiful new paint job!

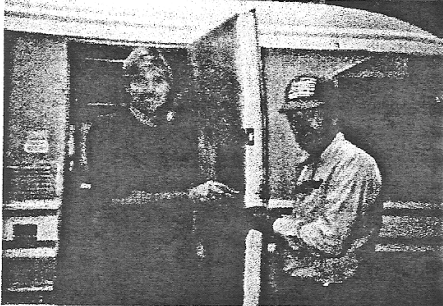
Your editor would like to take this opportunity to thank Jim Craig for his contributions over the last 2 years and hopefully he will continue to send in his **A View thru the Windshield** articles whenever he travels.

ULTRA VAN MOTOR COACH CLUB'S

ULTRA SOUNDER

The Return of the Green Machine

By - Jim & Robert Craig



The **Green Machine**, Travalon #163 (coach #009 built by Prescolite) is a Peterson design. In 1995 I was contacted by the then present owner, Barr Musser, of Salt Lake City Utah. I was given the opportunity to recover the Travalon, get it road ready and drive it home to Joshua Tree. Well, it did get to Joshua Tree and during the next four years many repairs were made and we furnished it inside to be our final Ultra Van, or in this case, Travalon. In 1999 our son, Robert, suggested we sell #163 to him and with the sale of several other vehicles, purchased Ultra Van #604. These things were done and as you know we are now the proud owners of #604.

Robert kept #163 for a while and then sold it in 1999 to a business owner in Monterey, California. The new owner was going to use it in a nationwide advertisement program for a wellness beverage. Guess what? On June 18, 2001 Robert purchased it back from the person he had sold it to. He and his new wife, Liesha, are now the happy owners of this unique Travalon. To my knowledge it is the only road ready Travalon at this time.

Marlene and I just spent four days (June 24-28) at a campground in the redwoods North of San Francisco with Robert and Liesha and their new Travalon. Sunday afternoon about ten of their friends joined us at the campground for a BBQ and fellowship. We all had a great time! Marlene and I are very happy that they were able to purchase #163 and get it back in the family. We now have two Ultra Vans and the Travalon in our family! #604-owned by Marlene and I, #474-owned by our daughter Sheri and her husband Matt and #163-owned by Robert and Liesha.

For many of you that have never seen a Travalon... it's a real treat. The Precolite Manufacturing Company had a different approach to construction and created a totally different interior feel than the original Ultra Van. Also, unique design modifications were incorporated in the body, structural components and other amenities. Details are as follows:

1. 24 feet long
2. Metal chrome bumpers front and rear (1950 Chevrolet pick-up type)
3. Ford Econoline headlight lights
4. Ross steering mast, wheel and ball type gear box
5. 1964 Corvair car rear suspension with coils and leaf spring
6. Dual 14" wheels, rear
7. Full metallic brakes, w/dual master cyl.
8. 1964 110 HP engines and auto trans, w/3:89 gear in diff.
9. Three tank system. All tanks are fiberglass. Tanks are real quality and shaped to get the fluids to the lowest point for drainage.
10. Bed/engine area is very low (about 14" above floor)
11. Engine cover is hinged at the rear and is 1/2" alum. faced honeycomb panel
12. Cabinets, bathroom, doors and closet wall, except kitchen cabinets are alum. construction. Cherry wood Formica is used for some cabinet doors including all of the kitchen cabinets.
13. Bathroom has built in showerhead and valves, flip down washbasin, which folds up flush in back wall under the medicine cabinet (a very neat ideal). Toilet dumps directly into the holding tanks. Bathroom is slightly larger than the late Ultra Vans.
14. Vertical wall heater with wall thermostat by Coleman.
15. 12 volt & 110 plug in receptacles in various areas with single glass fuse.
16. Orig. electrical fuel pump at RH forward area of tank.
17. Aluminum extrusion, both sides for rocker panel areas. (same as the later designed 600 series Ultra Vans) Also, there are larger "U" channels, alum, 6"x1 1/2" flanges, at the front and rear areas of the wheel wells that go from side to side and tie into the alum extrusions of the rocker panels. This makes a stronger box section.
18. Jacking supports. There are four of these alum castings, one each at the forward area of the rear

- wheel wells and are each at the aft edging of the front wheel wells. These casting mounts are attached to the large alum channels mentioned above. They are accessible by removing a replaceable cap at each moment. (another neat ideal). A 1 1/8"x12" steel shaft w/jacking pad added on one end is inserted into the casting for jacking one or more of the four corners.
19. The interior ceiling, walls and rear sections are covered in a vinyl material. White ceiling and turquoise walls (Very stylish!). The alum bathroom door and living room wall are painted turquoise also. Interior was made and installed by Interior Aircraft Designs of San Leandro, California.
 20. Lighting inside is provided by Prestalite ball and recessed type 12 volt assy.
 21. Dash area, which is similar to the 24' Ultra Vans built by Peterson, includes the early Corvair car instrument assy., oil pressure and oil tem (auto trans) gauges. Cig. lites, reading light, wipers and fuel pump switches. Ashtray and map/storage compartment below instrumental cluster. A small shelf (coffee bar) is below the dash assy. There is no coffee bar like the regular Ultra Vans.
 22. The driver and passenger's seats are unique, in that they are made of alum. covered in vinyl with seat pads. They set on the floor over the square wheel wells. They are made so that they can be rotated to the side position or extend a flip down leg and placed side by side under window to make a bed.
 23. The front floor area ahead of the wheel wells is nearly flat, only 1 1/2 rise at the forward edge.
 24. Steering links and bell cranks are Corvair forward central units (1961-64), vans and trucks).
 25. Front "A" arms are of heavy steel square tubing.
 26. All side and rear windows are plastic, except the drivers and passengers sliding windows.
 27. The driver and passenger sliding window are the longer, larger type as all 24 footers had. They open wide enough for you to escape thru if ever necessary.
 28. There is no window in the door.
 29. An instant hot water heater is mounted in the wall aft of the refrigerator compartment in a cove built to allow access and venting from outside.
 30. Pressure water system with provision for camp water hook-up.
 31. Oven, three-burner stove, brown in color, similar to the Ultra Van. Refrig, is a Norcold of the period.
 32. Color - Exterior, light forest green with lime green top and white stripes.

I think you agree that Prescolite made many improvements, with Peterson's approval, that should have been incorporated in the Ultra Vans that followed. Anyway, I feel very fortunate to now have this unique Travalon back in the family. What an incredible piece of the Ultra Van history and mystique!

P.S. A special note from the author's son... I must say, that I have had the opportunity to own several UltraVans (#285 & #507, bless there hearts) and two Travalons but, not a day went by after selling the Travalon that I didn't miss that crazy Green Machine.

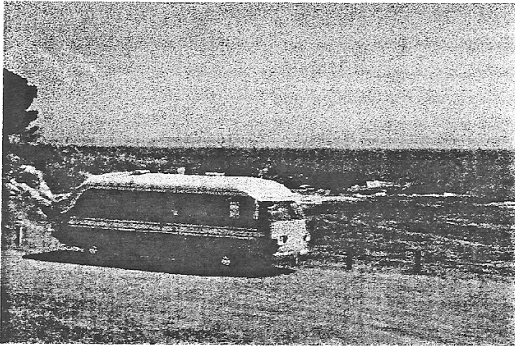
As many of you know, Liesha and I were married under an oak tree on April 1st (That's right... April Fools Day!) with a small group of friends and family in renaissance costumes. And in light of our whimsical wedding, I thought introducing the idea of restoring and traveling in a 1963 lime green motor home was going to be a snap. Well, until you have had an "Ultra" experience it's tough to imagine the great fun and fellowship that is strictly UltraVan. Liesha and I talked about it for a few weeks and finally I was able to reach the owner in France. I talked to him one night on his cell phone from a café in Paris and negotiated at least a viewing of the coach.

He met us at the storage facility near the Monterey Airport one overcast April day and told us how he didn't really want to sell it but, he could tell that the Travalon was much more than just another RV to us. The owner knew how much work my father had put into making this the ultimate and final coach for he and his wife. And now the legacy had a chance to continue in Liesha's and my union. Who could resist the glassy-eyed look of a real Ultra Nut in heaven about to retrieve a lost treasure! Well, he finally agreed that since he had only driven it down to Monterey and parked it for the last year and a half that he could part with it... deal done!

We traveled home talking enthusiastically about all the great renovation ideas that the 3-hour drive went by like a breeze. Our business kept us on the go for the next two months and we did not get a chance to pick up the Travalon until the middle of June. We packed up Claudia our boarder collie mix and Splendid (our spoiled cat) and headed to Monterey for a short two-day holiday. We planned to pick up the Travalon and head on out to the coast to BBQ and play on the beach. Well, maybe not so fast!!!

A few months earlier, the Green Machine started quickly with some assistance of the electronic fuel pump and a sensitive foot on the accelerator. Now, one could hear lots of value train noise and a hissing/popping from the engine compartment. It didn't sound good. I thought maybe the lifters had bled down and the engine needs to run a few minutes. Surely, nothing could have happened since we looked at it a few months ago.

Well, with a half dead battery and a misfiring engine I tried to stay cool while suggesting we make a run for the coast that night to my sweet Liesha. She could tell something was definitely wrong with the situation, but trusted that all would work out for the best. And like so many other times, she was right.

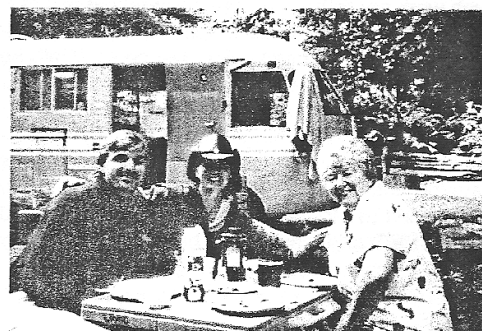


The first night we stayed at New Brighton State Beach near Santa Cruz. We took the pets to the beach and had a nice lie down in the sun until I had a brainstorm of ideas that could be making the Green Machine run so poorly. I left the beach with Splendid in hand to test my new found hypothesis. I checked the timing, the plugs, the coil, the wires, the fuel lines, both fuel pumps, carbs and nothing. So, just like Apollo 13... Joshua Tree... We've got a problem! My dad and I consulted on what could be making all the weird sounds and clanging from the engine. We agreed on two options. Either we had a blown head gasket or a broken piston skirt. Well, one can be treated and the other is a tow home process.

I was bound and determined to not let our first trip in the Green Machine end in disaster. So, with a flick of the cell phone I found the nearest Sears store and bought a torque wrench and few supplies. Liesha was a real trooper and relaxed into the weekend recognizing the Zen of Travalon maintenance was a good chance for me to finally get my hands dirty and fix something. A few hours later I emerged from beneath the Green Machine covered in grease and victorious. What ever was the problem, having torqued the heads and adjusting the valves made all the difference in the world. We packed up and headed for Fairfax where even more adventures awaited.

Not having the owner in the States getting title was a problem. I was not worried about it because the owner said he had never turned in his paperwork to transfer title. So, I thought the worst that could happen is a fix-it ticket. Of coarse, having a lime green 1960's RV in the hippie town of Fairfax attracts a certain type of attention including the local police department in the form of "The Boot". Now, it's Saturday morning and my folks are on their way for our first ever BBQ in the forest. All our friends have been invited and it's the first real camp out in the Green Machine and there is a "Boot" on the wheel. I totally lost it!!! Liesha reeled me in from the hysteria to overcome the Saturday DMV lines, get a duplicate title, get tags, pay the fine and get the "Boot" removed in time for my folks to arrive the next morning. Thanks sweetie, I couldn't have done it without you.

My folks arrived and all our friends joined us for a BBQ in the forest of Samuel P. Taylor Park just as we had planned. And we all had a chuckle about what a journey it was getting there. Well, one thing is sure... if you choose to travel in an Ultra (or Travalon) life will never be short on adventures, stories and great times spent with people you love no matter where you find yourself. Thanks to you, Mom & Dad for introducing us to such a wonderful life experience!



BULLETPROOF POWERGLIDE by Norm Helmkey

My interest in the Corvair Powerglide comes from its use in the unique Ultra Van, all of which had Power Glides install at the factory.

The Ultra Van hits the scales at nearly twice the weight of the Corvair car, but the early Corvair trucks had a GVW of 4,600 pounds. Factory dry weight of the Ultra Van is 3,420 pounds, which results in a normal road weight of 4,500 to 5,000 lbs.

A remarkable fact about the Corvair power unit used in the Ultra Van is how trouble free the Power Glides have been. Most are over 35 years old and many have run 150,000 miles or more. Walt Davison ran 170,000 miles on the same powertrain and the same Power Glide went right back in with his new engine.

From a backyard restorer's point of view, the Glide is one of the easiest of all the automatics to work on. In addition, for the drag racing crowd it is the transmission of choice.

Ultra members can proudly point to the fact that at least 250 of the 373 Ultra Vans built between 1961 and 1973 still exist. Today, most of Ultra pilots (many of whom treat their coaches as rare collectibles) would never think of shifting from forward into reverse at full throttle, which happened to be a design criteria of the Power Glide transmission on which we depend.

It is a comfort to know that in an emergency, if all else fails (with the brakes that is), it is possible to shift from forward to reverse without damaging the transmission.

For those who interested in how this remarkable transmission came to pass, you should read the SAE paper on the Corvair Automatic Transaxle by F.J. Winchell (who just recently passed away).

The Corvair Power Glide has a pedigreed heritage. When the Corvair debuted in the fall of 1959, the Powerglide had been in continuous design study since 1954. In 1959, GM statisticians calculated Power Glides had been run over 235,000,000,000 consumer miles! That's right two hundred, thirty-five billion miles enough to go around the world 8.6 million times.

When Corvairs were first delivered to the public, GM engineers were confident the Corvair Power Glide could take almost any customer abuse, since Corvair gear stresses were calculated to be only 60% of those that might be encountered from a full size Chevrolet V-8.

It came as a big surprise when transmission failures appeared in early Corvairs. It was soon determined that a few new owners, trying to show off what their new car could do, began power shifting at full throttle. Occasionally (since there is no reverse lockout) shifts were made from forward to reverse, putting horrific strains on the Power Glide.

GM immediately set new standards for the redesigned Power Glide to meet. To insure even more adequate "abuse" capacity, the "new" Corvair Power Glide would have to survive shifting from low to reverse no less than 100 times on dry pavement. As we all know, this is easily done as the Corvair shift lever has no park position. Surprisingly, even when the changes were made, there was still no lockout to prevent going from forward to reverse at speed. Some of the changes involved better air cooling around the converter which was based on high temperature tests encountered in heavy city traffic, turnpike cruising, desert driving and climbing Pikes Peak.

The "worst case" scenario had to cope with a many variables such as how much energy was delivered to the clutches, fade characteristics of the clutch material, pump delivery, clutch plate temperatures, and last but by no means least, the engine speed at which a shift was made from forward to reverse, which could be anywhere from idle to wide open throttle.

Being slightly scaled down, the Corvair Power Glide shares many parts with the regular Powerglide. This provides plenty of reserve capacity which in the Ultra Van translates into very long life, even with the overload abuse some Ultra owners give it by lugging around over double the original Corvair design weight.

"CORVAIRS OF NEW MEXICO CAMPOUT" by Richard Finch, UV #443

The date was August 14, 2001 and the time was 7:00 P.M. Gayle and I and our Siamese Cat were moving right along in a steady rainfall, traveling south on NM Highway 41, between Moriarity, NM and Estancia, NM. The road is one of those wonderful 2-lane highways and it is as straight as an arrow. The rain drops were hitting the windshield and turning into green pea-sized balls and rolling off the glass. That is because I had just treated the windshield with RaineX. The only time we needed the wipers would be if we met an 18 wheel truck throwing up spray. Just as we left our last gas stop, our odometer turned over to 33,000 actual miles. Our Ultra Van only had 17,400 on her when we bought her 3 years ago. She is still like new.

Gayle is in her leather covered 6-way, reclining, swiveling Cadillac Seville seat, taking a nap while I drive at 55 mph in the rain. We departed Albuquerque at 6:00 PM in a thunderstorm and drove through numerous beautiful rainbows on our way to our first gas stop of the day in Moriarity, NM. The trip back to our home in Tularosa, NM was the culmination of a very interesting CORSA camping trip to Ruth Boydston's log cabin up at the 8,750' elevation in the Pecos River headwaters wilderness north of Santa Fe, NM. Ruth, now a widow, and her husband Frances Boydston once owned Ultra Van S/N 435.

We began the weekend trip on Saturday morning, August 11th at 7:30 AM. Our first stop was in Corona, NM on US Highway 54 where we always like to have breakfast if we are passing through in the morning. From Corona, we took NM State road 3 to Interstate 25. Once we crossed Interstate 40, the highway gets very interesting. The road drops down into the Pecos River valley and there are some switchbacks on the road that are marked "One lane road ahead, 15 mph". As we drove up the river valley, right beside the river, we began to see many old 1950's and 1960's farm pickup trucks that appeared to be abandoned or at least no longer used. That would be a good area to go searching for a restoration project. We made a video tape of the trip and sent it to Jim Howell for his enjoyment. Jim can verify the beauty of the Pecos River Valley.

Once we crossed over Interstate 40, the rain started. And it rained on us off and on for the duration of our 4 day week end in northcentral NM. In the small village of Pecos, NM, we stopped to gas up and head on up the 2-lane road to Ruth's log cabin. The entire New Mexico CORSA Club was having its annual campout there. On the road to the 8,750' elevation, the road runs right beside a very beautiful part of the Pecos River. Although it was raining, there were hundreds of people fishing and cooking over campfires all along the river. And our Ultra Van with it's 95 horsepower Corvair engine was taking us right up the steep road without a single hiccup.

But as we got to within one mile of the log cabin, the Ultra Van encountered a muddy hill so steep that even with our shifter in low and my foot to the floor on the gas pedal, we started rolling backwards! The hill was as steep as my ramps that I drive up on for car servicing. We let # 443 roll backwards into a pull off area and low and behold, there were three CORSA people on our back bumper. One of the vehicles behind us was a new 4 wheel drive Land Rover driven by Past CORSA President Mark Domzalski and his wife Elizabeth. I threw down my foam padded work blanket, hooked my nylon tow rope to the left front a-arm on the Ultra and to Mark's rear tow hook and the final mile to Ruth's log cabin was a piece of cake. Now how could a Corvair lover like we are, ever expect to have a more high-level towing service!!

As it turned out, nearly all the vehicles that made the climb to the cabin, needed to be pushed or pulled to get into and out of Ruth's yard. There were several Brand-X campers that showed up and they were slipping and sliding in the mud. Ruth told us that there had only been two other Ultra Vans that made it up to her cabin, Bob and Roberta Franz and a V-8 unit. Ruth said that the Frantz Ultra was going very slow when it got to her place.

The camp out was a complete success in spite of the rain. Corvair people came from as far away as Colorado Springs, CO and Oklahoma. I only heard of one couple who complained about leaks in their tent. Some campers were in Brand-X campers and others were in camping trailers. Some slept on the floor in Ruth's cabin. Gayle and I drove down the mountain on Sunday about noon and drove into Santa Fe, NM. We were quite a hit with the artists and tourists in Santa Fe. We cruised the streets just like the cars were doing with people taking our picture while we were taking their pictures. We stayed in Santa Fe in a nice RV park on Sunday night.. On Monday we drove into Albuquerque and visited with Corvair friends before heading home on Tuesday evening. Our entire round trip was 588 miles long, a very nice weekend excursion. Next week end we are going to Bottomless Lakes State Park for another Ultra Van experience.

Ultra Van Motor Coach Historical Record

In January 1987, after a considerable amount of research, Louis Griggs published a history of the various motor homes we consider part of the Ultra family.

Beginning in September 1989, an Ultra Archive was established and an attempt was begun to list all of the owners of Ultra Vans and associated vehicles since the start. So far, over 1,280 names and addresses have been recorded as having at one time owned an "Ultra Club" vehicle. This is by no means all the owners, as we know on occasion vehicles have changed hands outside of the club and therefore we have no way of knowing the next owner.

In addition, many modifications and engine changes have been done to the coaches over the years. In the original history, an attempt was made to record the length of the coach (not all were 22 feet) and kind of engine and other major options. Here are a few of the classifications from the original history:

- | | |
|---|--|
| A 307 cu.in. Chevrolet V-8 | H 350 cu.in. Chevrolet V-8 engine |
| B Oldsmobile Toronado installed in the rear | M 4 speed manual transmission |
| C Corvair 110 hp engine | N 3 speed automatic transmission |
| C4 Corvair 140 hp engine | P 2 speed Power Glide |
| D Power Brakes | S Power Steering |
| E 302 cu. in. Ford Bronco engine | U Dual rear wheel |
| F Major Fire Damage | X Destroyed with date & place if known |

Other items included original and 100,000 mile owners, etc.

There could be many other classifications like: side mounted, 80hp Corvair, Toronado in front, Subaru, Porsche and Diesel engines, early Corvair suspension in rear, forward arms in rear, plastic windows, flush windows, projecting windows, tilt/telescope steering wheel, swivel seats, size of tires, kind and size of generator, roof air, engine driven air, inverter, built-in microwave, refrigerator change, kind of water heater, etc.

This extent and accuracy of this history update will depend on the response from the members.

Not all can get out to a rally, but since everyone receives the newsletter, here is a chance to participate in a major club undertaking without leaving home. If it is in your coach, let us know. If you know information on another coach, where it is, etc. let us know. If you want to know what we already know about your coach, send a letter or email and I'll get back to you.

In any case, the success of this historical update is up to you. Please take time to tell us about your coach, only you can do it. Also, if you have had more than one Ultra Van or Tiara we want to know about them all.

Send your information to: **Norm Helm**kay, 73 Sargent St., Haines City, FL 33844
or send an email to: corvair@fan.net

What Went Wrong, Cause & Effect

By Norm Helmkey

Anyone who drives a Corvair with Power Glide (PG) has heard of, or worse, has experienced the dreaded broken "E" clip. The problem is not hard to fix. But, it is a nuisance if you have to drive any distance with the transmission is stuck in Low Range until the transmission pan and valve body assembly can be removed to replace the clip. Where the work is done can have a dramatic effect on the operation and being able to keep the transmission fluid (ATF) inside the case.

We were climbing a hill west of Hannibal, Missouri and on reaching the crest, the transmission would not shift into Drive. None of the tricks I knew would make the transmission shift up. A few miles on, we came to a closed truck weigh station. A perfect place (so I thought) to safely replace the broken "E" clip.

The side of the Ultra Van was jacked to allow enough room to slide under and reach the PG pan. A plastic dishpan was used to catch the ATF when the dipstick tube was loosened. Luckily, all the pan and valve body bolts have 1/2" heads so only a ratchet, extension and a socket are needed to get everything out. The valve body was disassembled on a clean piece of cardboard beside the coach. Both pieces of the broken clip were found in the third slot from the edge. From my essential spares stock, a new "E" clip was inserted and the valve body was ready to go back into the transmission. Carefully, the valve body was bolted back in place, the pan was attached and dipstick tube was tightened in. Two quarts (from my basic ATF reserve) were added and we were on our way.

In less than 50 miles, as we rounded a curve, the engine flairs, but goes back to normal as we straighten. A dipstick check shows the ATF level is below the bottom of the dipstick. A quart was added and we are on our way. In less than 30 miles, the same thing happened again. There was no fluid on the ground, so the leak only occurs when the vehicle was moving. Also, there was no white smoke and a check of the modulator showed the diaphragm was intact. More ATF is added and we go on until we stop for more ATF near Chillicothe, Missouri. After adding fluid, I start the engine, but when the shift lever was put in Drive, nothing happened, NO DRIVE, NO REVERSE.

Sundown was just an hour away and sitting on the side of this two-lane road was not an option. We had stopped in front of a local farmhouse. These hospitable folk called a local tow truck operator, who was there in a half hour. The Ultra Van was lifted under the front tires and we were taken to the tow truck operator's garage, where I had a quiet night with lots of time to consider alternatives.

I was sure the roadside replacement of the "E" clip was part of the problem. The first thing was to pull the valve body to see if something had been missed. As the parts were removed, I felt gritty deposits and could see sand in the pan that had been meticulously clean before it was re-installed. The front pump check valve, rear pump check valve, rear pump priming ball and pressure regulator valve all had sand or grit in them. If any one of these sticks, you won't go anywhere. Working in the weigh station beside the busy highway had introduced a lot of unwanted airborne dirt.

After the valve body was surgically cleaned and as much ATF as possible was drained, the transmission was put back together and seemed to work fine. We were on our way again. However, we soon learned the problem was not over. Why the ATF was leaking had still not been solved. With 300 miles to our destination, there was no way any more work would be done along the road. It took 15 quarts of ATF to make the distance (luckily we found several Wal-Marts along the way). Every time we stopped to add fluid, I looked for the leak, but nothing was dripping on the ground. It was evident the leak only happened while underway. The puzzling part was sometimes we could go 20 to 40 miles on a quart; other times just 7 to 10 miles. There was no rhyme or reason to the leak rate.

On arrival at Minden, a few of us discussed the problem and theories were advanced. The consensus was it sounded like a governor "O" ring failure. When the governor was removed, all around and under the "O" ring, grit was found. Apparently, the grit under the "O" ring lifted it slightly and the fluid pressure was flushing the dirt out. This accounted for the different leak rate, as more or less grit reached the "O" ring. A quick trip to the local hardware store for a new 39 cent "O" ring and as if by magic, a 66 mile test run showed the problem was solved.

Moral of the story. Do any automatic transmission repairs in an absolute clean area and be meticulous in the cleaning of all parts. Also, don't overlook obvious simple seals like "O" rings at the governor, shift cable, throttle valve lever shaft and the modulator gasket. Finally, make sure the bolts holding the transmission to the differential case are tight.

ULTRA POSTSCRIPTS ★★★★★

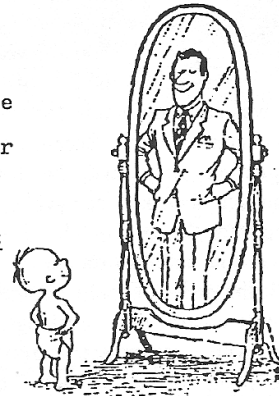
Dear ULTRA Friends:

September 2001

I owe ALL of you an explanation and my deep appreciation goes to those who have kindly called or written. Thank you, THANK YOU! Got way behind in my own duties. Have been helping friends with semi-complicated legal problems. One, especially, takes much time. Now that I'm catching up, I can extend gratitude to our Ultra people and the Motorcoach Corporation, plus every "ULTRA SOUNDER" we enjoy so much. Yes, there have been a few health problems too, but with your healing prayers, maybe we can cope with them. Leaving mechanical ideas to more capable hands, let's delve into a few human matters that may be helpful or of interest to some readers.

PEOPLE GROW UP: The mirror-sketch symbolically "Reflects LIFE" itself. All of us grew from an infant in diapers into an ADULT ready to conquer the world, so to speak. That has been the heritage for most of us; it has been mine for sure. Each of us Ultra Club members survived, and we thrived enough to own a Motor Home, and participate in that almost fabulous Ultra Fellowship. I think we all are members of the "WOW" Club. Most readers (Coach-Camper owners, or not) enjoy the great outdoors and the vast and beautiful Parklands that are scattered coast to coast. Many have traveled in every exciting State of the USA. Each State is different, but all are part of the Greatest Nation on Earth, land of the FREE. WOW again!

MONEY MATTERS: Long term members will recall the many Financial Seminars held at past rallies and perhaps some wonder WHAT is happening to the Economy today. The high price of gasoline and Heating oil, the tens of thousands of lay-offs at manufacturing plants, the great number of business failures, the deep decline in share prices, tend to make people worry. Everything seems to be made in China these days. Certainly something must be radically wrong at the highest echelons of Governments. A dear friend has lost \$300,000.00 in the Stock Market. The sad advice in his case was to SELL 50% of his holdings at once, even at a big loss, to save some principal. Long experience says, the Economy will decline further. No one can predict exactly what will happen. Conditions today are much different than they were in the 1920s and 30s. Our Nation is being flooded with ILLEGAL aliens, who take jobs away from hardworking CITIZENS. We see more of this, maybe, than you folks living in other States. Does our current President Bush---favor "open borders" and One World Government? Rapid electronic communication opens our Markets to the world, unlike 1930. There is much more, but did the above brief discussion answer some ???s.



CROOKED ATTORNEYS: Many years ago, in Postscripts, a personal experience was mentioned. We've had requests to repeat the true story for the newer members. Very briefly, this is it: I'll try to be discrete. When organizing Walbef Investment Corporation, it was thought best to hire an experienced Lawyer, since we would be handling other people's money. He did an outstanding job for us. A year or so later, there appeared a Newspaper article that this same Attorney had been caught pocketing a few hundred dollars from a deceased Widow whose estate he was handling. When selling an asset of hers he evidently couldn't resist being a thief. We hear he spent five years in Prison. He didn't realize that the Widow had engaged a Private Agent (a Trust Guard) to quietly oversee that all of her estate went to those named in her Will. Be careful. Check background, reputation, credit standing, BEFORE you employ any Attorney.

MALE PATTERN BALDNESS: That's what it is called. Some Club members are experiencing this problem -- loss of natural skull covering. Years ago, my hair was falling out in gobs. I fell for one of those slick ads. The tonic they sent was worthless...the Instructions included were worth gold. They said to massage your scalp (not your hair) with the palm of your hand, back and forth, and side to side, for one minute, morning and night. It WORKED. As explained, they said it was like cultivating your garden. As men get older, and maybe wiser, the leather-like skin over the skull becomes taught, blood flow is reduced, can't sustain hair follicles. The roots die. Moving the SCALP stimulates blood flow---makes hair healthy. I've heard friends say their head itches; get a bottle of "Scalpicin". It also works.

My best wishes to all,

Sincerely,

Ernest Newhouse
Ernest Newhouse

Update on steel front lower control arms for the Ultras

by Jim Davis #388

In April of this year, I had **Fatman Fabrications** design, fabricate, and install steel front lower control arms for my Ultra (#388). See the April 2001 Ultra Sounder for details. Initial impressions were the steering was slightly more precise and the steering effort was moderately higher as compared to the stock arms with 26,000 miles on them. Prior to taking the coach to Fatman, I had replaced all of the other front suspension parts: upper control arm bushings, shocks, rod ends and lubricated the steering box. Over the next 8,000 miles, the steering effort lessened up some, but it still felt somewhat stiff. A trip to the alignment shop showed 5 degrees caster in the left knuckle and 6 degrees in the right. I had it reduced to the 2 degrees positive that I was carrying before the control arm change. This lightened the steering considerably. Because of the wide tires on my coach, I know the steering effort will be heavier and the caster effect more pronounced than a coach with more narrow tires. My wife really appreciated the precise handling when she drove 212 miles in construction in Ohio on the way to the Eastern summer rally. I believe the precise handling comes from the reduction of movement in the lower control arms bushings. The original bushings are molded rubber with a durometer hardness of 35. The new bushings are polyurethane with a durometer hardness of 100. This more precisely locates the lower ball joint, improving steering response and road feel. After the Corvair National Convention, I unhooked the steering arm from the knuckle to check for ball joint stiffness. There is a slight drag but they seem to be wearing in nicely. About another 5,000 miles and they should be worn-in. The wear indicator showed no wear on the lower ball joints. I noticed after plowing through high standing water the poly bushings are prone to squeak under load. This would probably not be a common problem if one were to avoid foot deep water at 40 mph. A simple spray lubricant solves the problem. I found that there is a special lubricant for poly bushings that is made to keep them from squeaking. The lubricant I bought is by Formula 5 and is waterproof. So far, no squeaks after the first application. There is security of knowing that if we do fall into a pothole at 60 mph, the control arm may bend but it will not break. That to us was worth the price.

*** Late Breaking News ***

Jim Davis is our new Technical Editor as of the November 2001 newsletter. Please send your tech tips and tech articles to Jim at: **Jim Davis**, 312 Butterworth Road, Murray, KY 42071 or email him at: jld@wk.net

Welcome New Members:

George & Carol Weller 215
16243 122nd Ave. SE
Renton WA 98055
(425) 255-4453

Hank Welsh 256
P.O. Box 1831
Manassas VA 20108
whwelshiv@hotmail.com

James & Martha Isbell 257
Box 783
Ingleside TX 78362-0783
(316) 776-7884
millennium_falcon@excite.com

Terry & Carol Sweeney 398
32524 North River Road
Harrison Township MI 48045
(810) 783-9950

Linda Pugh 453
c/o Hogan Thartson
Denver CO 80202

Duane Gest
4505 Hamlet Circle
Madison WI 53714
(608) 246-0851

Tom Berg
5986 Redondo Drive
Bonsall, CA 92003-4016
(760) 758-9181
monzair@compuserve.com

Norman Standal
1285 Driftwood Drive,
N. Fort Myers FL 33903

Stan & Jackie Renauer
Pontiac Trail NE
2663 Kingstowne
Walled Lake, MI 48390-2712

Bob Martin #321
19559 W. River Rd.
Bowling Green OH 43402
romar@hotmail.com

Welcome Back:

George & Germaine Wolutka #471
13505 W. 161 St.
Lowell IN 46356-9560
(219) 696-6151

Email Correction:

Tom Becker's email is: tbecker1@redrose.net



John Patrick Fitzgerald

(82 years old) was born October 7, 1918 in Troy Grove, Illinois and died September 3, 2001 in Englewood, Florida.

Pat was a P-47 crew chief in the US Army Air Corps during World War II. After the war, Pat spent 30 years as a Civil Engineer in the Automotive and Combat Military Vehicle Fields, Department of the Army. In this work, he was the chief liaison officer between the Army and Willys Overland on the M-151 Jeep.



In 1972, when Pat retired, they moved from Michigan to Florida. Pat was active in the Englewood, Sarasota area and served on many church and government councils and boards, holding offices in many of those organizations. His community service was recognized when he was received the "1992 Outstanding Member of the Year Award" by the Englewood Chamber of Commerce and was again recognized in 2000, as the recipient of the Englewood Chamber of Commerce "Smoked Mullet Award". After moving to Englewood, he became a licensed Real Estate Broker in the local area.

Pat was a certified Commercial Pilot and Flight Instructor accumulating 3000 hours of flight time. He was an active member of the Gulf Coast Corvair Club and Ultra Van Motor Coach Club from which he received the Ultra "Ernie" award in 1991. Pat's counsel and technical expertise will be sorely missed.

He is survived by his wife of 51 years, Marjorie J (Stobaugh) and was preceded in death by their son Daniel. Their surviving children are: "Gena" Whitehead, "Meg" McCurry, Michael and Sean Fitzgerald, Cristina Walton, and Carrie Dillmore.

Pat was one of a family of nine; Joseph and William preceded Pat in death. His surviving siblings are: Frances "Chance," James "Dent," James, Sister Catherine, Mary Hensler, "Peg" Kerns and Blanche Schmidt.

Pat and Marjie's eight grandchildren are: Andrew Whitehead, Bryan and Kara McCurry, Kyle Fitzgerald, Jayna Walton and Lee Walton, Jordan and William P Dillmore. There are also 30 nieces and nephews.

A memorial mass was held at St Raphaels Catholic Church on Friday, September 7, 2001. Memorial donations



NOTICE ! NOTICE! NOTICE!

UVMCC Dues are due!

Dues for 2002 are now payable, look at the mailing label of your current newsletter, if the date code is '01, your membership will expire December 31. Those who have not renewed by year end **WILL NOT** appear in the new roster to be printed in January.

Please send your check (payable to UVMCC) to:

Marion Helmkey
73 Sargent Street
Haines City, FL 33844

Please note any changes to your address, phone number, email address, coach number, etc.

Also, Group Ultra dues should be forwarded directly to Louis Griggs, 626 Brookfield Ave.,

OBITUARIES

Howard T. Walther Sr.

Age 93 of Kettering , passed away Sunday, September 9 at Sycamore hospital. Howard was born in Dayton and was a graduate of Stivers High School with the class of 1926. ... Mr. Walther was a master mechanic (engineering) at Inland Manufacturing until his retirement in 1968. He was very proud of his affiliation with the YMCA over 72 years. He is survived by his wife, Marietta of 68 years. Entombment is at Woodland Cemetery mausoleum, Dayton, Ohio. Memorial contributions may be made to the Lutheran Church of our Savior or the YMCA.

Howard worked at the Delco Labs and knew Dr. Kettering personally, he was also on the GM team that developed the Corvair.

Howard was a member of the Ultra Club for several years (366 I think) but sold his unit several years ago and moved to a smaller home. He was on the team that developed the corvair and had many stories about his association with it.

Bob Joy

We also received the sad news that Bob Joy passed away on September 3 at Carson City, Nevada. Bob was in very failing health the past 6 months. His ashes were sent to his daughter Linda in Cortland to be interred with those of his wife Bertie.

UVMCC Annual Financial Statement September 1, 2000 - August 31, 2001

Opening balance September 1, 2000 \$1,164.86

Receipts

Dues including 52 prepaid for 2002 to 2005 (\$780.00)	\$ 2,711.00	
National Rally	\$ 2,095.75	
Matured CD	\$ 2,000.00	
Tech Tips	\$ 472.00	
Merchandise	\$ 467.90	
CD Interest	\$ 146.39	
UV Emergency Fund Interest	\$ 68.76	
Ryerson Manual	\$ 55.00	
California Tax Refund	\$ 10.27	
Old Newsletter Purchase	\$ 10.00	
Total	\$ 8,037.07	<u>\$8,037.07</u>
		\$9,201.93

Expenses

National Rally	\$ 1,575.00	
Ultra Sounder Newsletter	\$ 1,500.00	
Printing - Tech Tips	\$ 890.40	
Printing - Directory, Bylaws, Bylaw History, Roster	\$ 529.67	
Minden National Rally Advance	\$ 400.00	
Postage	\$ 247.98	
Insurance	\$ 100.00	
Amana Crafts Supplies	\$ 62.26	
Ryerson Manual	\$ 55.00	
DeCamillis Book Purchase	\$ 59.90	
Stationary (includes folders & envelopes for Tech Tips)	\$ 31.12	
California Filing Fee	\$ 20.00	
Ernie Award Medallion Engraving	\$ 15.00	
Group Ultra Dues (redirection)	\$ 6.00	
Total	\$ 5,633.94	<u>\$5,633.94</u>

August 31, 2001 Closing Bank Balance and Club Financial Position \$3,567.99

Respectfully Submitted,
Marion Helmkey
UVMCC Treasurer

Ultra Emergency Fund with American Century

Dec 31, 2000	\$2,327.30
Mar 31, 2001	\$2,346.90
Jun 30, 2001	\$2,370.10

ULTRA MERCHANDISE



**DO YOUR CHRISTMAS
SHOPPING EARLY!**

Available at rallies or by ordering from

Nancy Pratt, Eastern Chairman 570-549-8136 dnpratt@juno.com

Marsha Boso, Western Chairman 602-288-8166 hamboso@juno.com

CUTE Miniature Cloisonne' Ultra pins \$3.00 each

Stitched patches \$3.00

NEW "Corvair Powered" bumper stickers \$3 or 2 for \$5

Tech tips, sets 1 or 2, \$13 (\$15 each mailed)

Window decals \$1.00

Postcards @ \$0.25

Various Viton "O" Rings priced from \$1 - \$12.00

Plus OTHER GOODIES!

Call or e-mail about these items...

OR BETTER YET, SHOW UP AT A RALLY

and check out everything that is available

and kick a few tires while you're there!

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

1968 Ultra Van #383, Corvair powered, PowerGlide, runs 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

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 recommended tool for every 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.

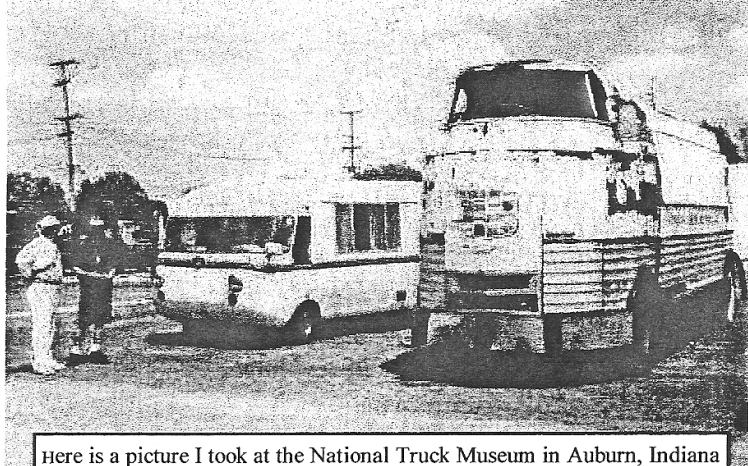
Jim Craig, #604, (760) 366 9104 ***

WANTED: One set of Dick Granger Fiberglass bumpers (new or used). **Ken Wildman**, 419 N. Johnson St., Ada, OH 45810 or (419) 634-4874 or k-wildman@onu.edu

UVMCC

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

First Class



Here is a picture I took at the National Truck Museum in Auburn, Indiana with the Futureliner beside UV 486. We were on our way to Indianapolis and stopped to see the Auburn-Cord-Museum and were really surprised when we came out and saw the Futureliner there. This was around 1997, before the restoration on the Futureliner. Norm Helmkey

UVMCC Officers and Directors

PRESIDENT

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

VICE-PRESIDENT

Pete Schuler (704) 843-1794
1111 Farm Creek Rd. Waxhaw NC 28173

SECRETARY

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

TREASURER

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

Newsletter EDITOR

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

Technical EDITOR

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

DIRECTORS

Nancy Pratt, East (570) 549-8136, 12/31/2003
Jean McMasters, East, (561) 626-0388, 12/31/2001
Norm Helmkey, 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!