

## President's Perspective

Doug Pratt

Volume 35 Issue 6



Those of us who attended the Rally in Minden will have that spot etched into our memories because of September 11th. As we reeled from those terrorist attacks, thoughts of how the rally might be effected came to mind. Questions of what might be next were prompted by reports of \$4.99 per gallon fuel in Lincoln, Nebraska, should we go home?, could we go home?

As the days passed the shock turned to determination. Our lives would be changed but we would go on, doing the scheduled rally activities each day, confirming our plans for the future, next week, next year, next National Rally in Hannibal, Missouri.

Our own plan was to take about a week traveling to Boise, Idaho through South Dakota and Wyoming, touring Mount Rushmore, The Badlands, Custer State Park, Yellowstone and the Grand Tetons.

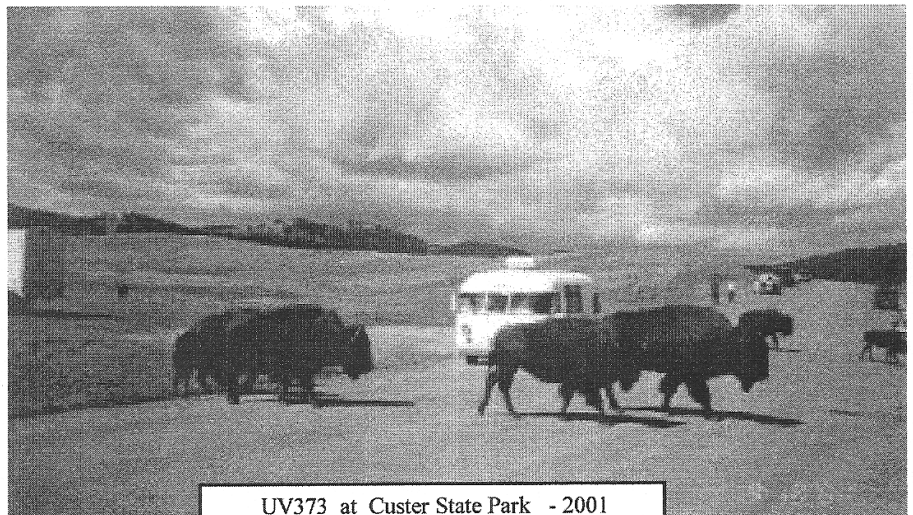
Our Vixen friends, Cliff and Sandy, flew to Boise and we met at the home of square dancers that used to live in Pennsylvania. After a few days of sightseeing in Idaho (and even Eastern Oregon) the six of us headed to Louisville, Kentucky (one car and one Ultra Van) for a square dance weekend. Then we split up and #373 headed for Pennsylvania in time to see the leaves at their colorful peak.

We would like to hear about things you are doing, so why not send in an article to the ULTRA SOUNDER.

NOTE: Our featured photo is the passing of the reins from Jim Craig to Doug Pratt.

ULTRA VAN MOTOR COACH CLUB'S

ULTRA SOUNDER



UV373 at Custer State Park - 2001

## Ultra National Rally Report

Minden, Nebraska - Sept. 10-16, 2001

Threasa and I arrived shortly after noon on Monday. It was so good to see everyone after not seeing many of you for a year. It was a good turnout with 15 Ultras and some people stayed in the Motel.

As everyone knows, Tuesday morning started with a bang! That is putting it mildly. Such a shock to everyone! I have a granddaughter who works 3 miles from the World Trade building and saw it collapse. She was on top of another building. It was very traumatic for her.

Each morning we had our usual coffee and treats in the basement recreation room. Each person was given a free ticket for every morning with nice prizes given away. Before the week was over everyone had received a prize. Each day there were the usual tech sessions for the men and Clair Hoffman had the craft sessions for the ladies. These are always enjoyed by all. I enjoyed playing cards.

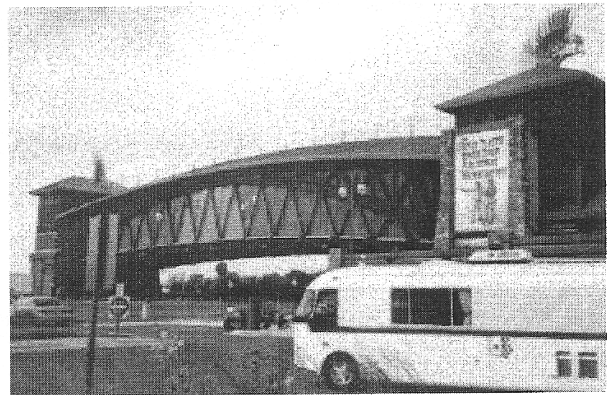
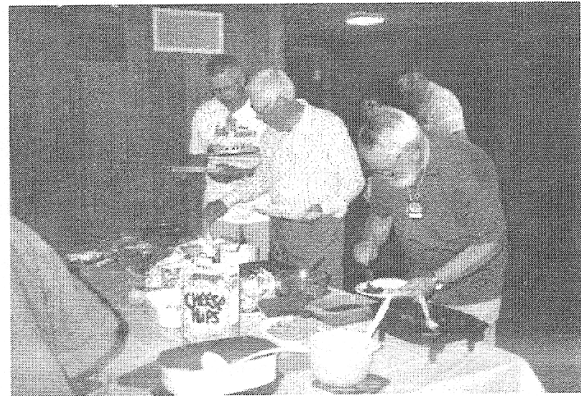
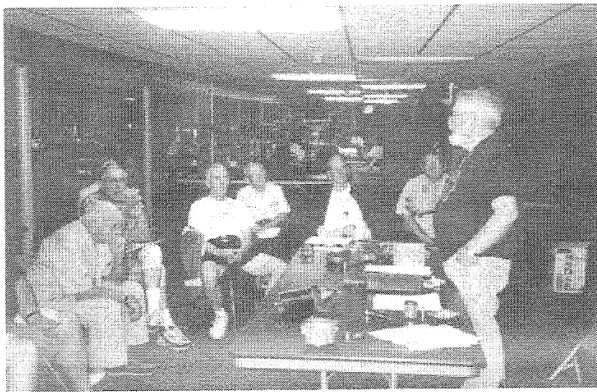
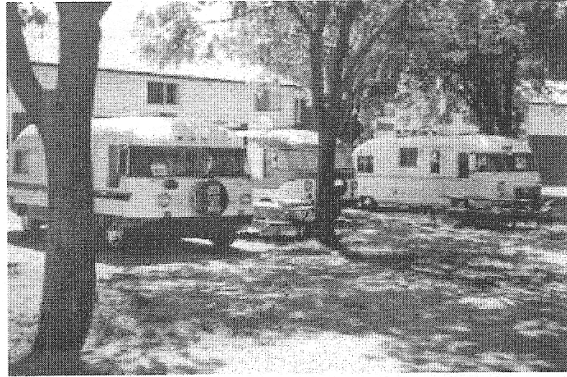
The weather was good to us. A little rain one day! Those who wanted to, took tours of "Pioneer Village Museum" and surrounding places to see. I especially enjoyed the visit to the "Arch Monument". On Saturday morning there were 3 "grand prizes" given away. In the tech session given by Jim Craig and Bob Galli they discussed "How to purchase and set up a satellite antenna and TV combo". We had our general meeting in the afternoon along with the final collection of ballots.

At 5 P.M. we enjoyed our annual banquet and the installation of the new Officers and Directors. No Ernie Award at this time. There were other awards given by the President to those that helped to keep our club running smoothly.

We thank you, Doug Pratt, as our new President. Hold us together with your charm and love and knowledge and keep us on Keel! We will miss our outgoing President, Jim Craig. He did a tremendous job. Both Jim and Marlene, who hosted our Rally were great and we thank them.

Sunday morning Church services were held by Clyde Stanton then the final "goodbyes" before we all went our separate ways.







## UVMCC General Meeting, Sept 15, 2001

The meeting was called to order by President, Jim Craig, at 2:05 PM.

The Secretary, Diane Galli read the minutes of the last meeting, they were approved as read, Gordon Harvey, moved, and Maybell Griggs Seconded.

The Treasurer, Marion Helmkey gave the treasurers report as follows: **Opening Balance**, September 1, 2000 to August 31, 2001 \$1, 164.86, **receipts** of \$8, 037.07, for a total of \$9,201.93 **Expenses** of 5,633.94, leaving a **balance** of \$3,567.99. Ken Wildman moved to accept the Treasurers report, Art Moore seconded. The books were audited by Kaye Stanton and Marsha Boso

*Wagonmaster Report: 15 Ultra Van's, 1 Tiara, 1 Argosy, 1 Travoy, and 8 staying at the motel.*

Jim appointed Ron Zoutendam and Marlene Craig to tally the votes for the election of officers. Jim then read the by-laws pertaining to the Ernie Award, to let those attending know why there will be no Ernie Award this year. That section in the By-laws, is: Appendix J, Section B, changed in 2000.

Doug Pratt will ask Don Richards to continue the overnight parking guide that Richard Finch has been working on.

Graham Dell's letter in the last newsletter was discussed, and no conclusions were come to.

Jim asked for input on consolidating UVMCC with Group Ultra Van, a discussion ensued, with no resolution. Art Moore moved and Ken Wildman seconded to ask the incoming president to check into the feasibility with CORSA.

Louis and Maybell Griggs were recognized as the only original owners in attendance, they bought their Ultra Van in 1968, and have driven it 257,000 miles. Those in the 500,000 club attending were Gordon Harvey with 560-580,000 miles, and Jean Mc Masters with 570,000 miles.

Merchandise reported \$179 in Merchandise sold at the Rally.

Sheriff reported \$1.34 from those caught not wearing their badge.

Election of Officers: 63 ballots were counted the results are as follows:

President	Doug Pratt
Vice President	Howard Boso
Secretary	Kaye Stanton
Treasurer	Marion Helmkey
Newsletter	Jim Howell
Directors:	
East	Louis Griggs
West	Diane Galli

**Jim Davis** told about getting the new fabricated A arms for the Ultra Van by Brent Van Derwort, and other suspension items under consideration, for both front and rear.

Next years National Rally Hosts will be Norm and Marion Helmkey, the Rally will be at Hannibal, MO at **Mark Twain Cave and Campground**. Dates: September 9-14, 2002. Cost will be \$18 with Electric/Water and \$20 with full hookups.

It was moved by Jean Mc Masters, and seconded by Maybelle Griggs to adjourn the meeting, motion passed, meeting adjourned.

Respectfully submitted, **Diane Galli** Secretary



## Winter Western Regional Rally

Hosts: Howard & Marsha Boso  
1536 West Roundup Street  
Apache Junction, Arizona 8522  
Phone (480)288-8166  
Cell Phone (480)225-9862  
E-Mail Hamboso@juno.com

**Dates: February 12 - February 16, 2002**

Come join us for fun in the sun. Enjoy good fellowship, fun & food. Plenty of parking, electricity & water available. No sewage dump (come with empty tanks). Local interest include Mall shopping, great restaurants, dinner theater & old western town. Welcome barbeque will be given on the first night (Feb. 12th at 6:00PM).

Directions: Exit Freeway I-10 going east on I-60. Exit I-60 at Ironwood exit and head north going past Southern, Broadway & Supertition Boulevard (Four way stop). Still heading north turn right on second street on east side (Roundup). We are the second house on the north side of the street. Signs will be out.

### Letter to the Editor,

As you may have read in the last newsletter, we had a little transmission trouble on the way to Minden, but arrived O.K. On the road, I became more intimate with the Power Glide than I ever wanted to be, but some of the best club technical people counseled to HELP me and soon the trouble was diagnosed as likely a leaking governor "O" ring (which it was). Howard Boso stayed with me to be sure the problem was solved, and for his help I'm very grateful.

At Minden, a phone call was received from a member who had coach trouble some 300 miles east. We suggested they leave the coach, and come on to Minden by rented car. Two "so-called" local mechanics worked on the coach without finding the problem and left with \$150 in their pockets. The coach was safely stored at a transport truck operator's garage, just north of I-80. We assured our fellow club members that some of us would stop to help on our way home, as many of us from the east would travel within a mile of where the coach was stored.

Given my past experience with ever-helpful Ultra Vanners, I was not prepared for what followed. At a tech session, a request for help was made. I was appalled by the reaction of some members. Here are a few of the responses with my comments in (brackets.)

"I'd like to help BUT, we are staying a few more days to see all of the museum."

(What were you doing all week, most of us had time to see the museum.)

"I'd like to help BUT, we're going to look at sites for next year's rally."

(Good try, but the rally sites for next year were already scouted.)

"This is a western rally, let the west handle it."

(Yea, 300 miles east of the rally site.)

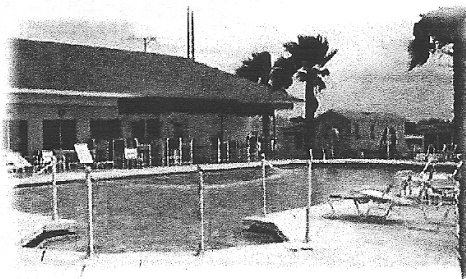
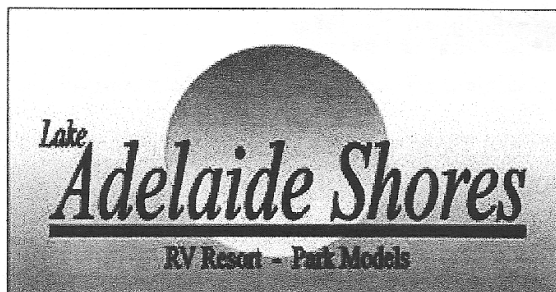
"Not unless he's a CORSA member, I'm sorry."

(But this is an Ultra Club member in trouble over a thousand miles from home.)

I was ashamed that club members (who I count as friends), could turn their back on a fellow member, especially with all the wonderful help stories coming out of "cold" old New York.

Luckily, this story had a silver lining. As it happened, the problem was quickly found. Those also lending a hand were Glen Olson, Clyde Stanton, Louis Griggs and Art Moore.

Sincerely, Norm Helmkey #408



**UVMCC Spring Rally**  
**March 19 to 22, 2002**  
**Rally Hosts, Maybel & Louis Griggs**

Location: Adelaide Shores RV Park  
Phone: (863) 453-2226

Adelaide Shores is deep in the Heart of Florida, at 2881 U.S. Hwy 27 North, Avon Park, Florida on the shores of Lake Adelaide. The park is on the west side of US Hwy 27, at the north end of Avon Park, about 12 miles south of US Hwy 60.

Adelaide Shores has the amenities of a luxury resort at a budget price.

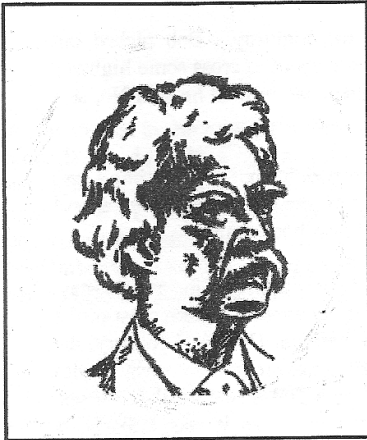
The park has full hookups, a heated Olympic-size pool, a 5000 square foot clubhouse, two laundry facilities, drive-through cement pads and driveways, all on a well-drained landscaped knoll.

Most RV Sites are 45ft. X 65ft. or larger, have full concrete drive through pads with full hook-ups including, water, sewer, electric, basic cable (with ESPN, CNN, and other favorites).

The daily regular season rate between November 1 and April 30, is \$27 a day, but we have negotiated a \$13 rate for our Spring Rally.

For those who come by car, there are rental units available for about \$75 per day that can sleep four people. Minimum Daily Park Model Rental is 3 days, (there is no maid service available). Contact the park directly for these units.





### 36<sup>th</sup> Annual "Ultra Week" September 9 to 13, 2002

Close your eyes and imagine your are nestled beside the Mississippi with the sound of an occasional owl hooting as you sleep under the stars near Mark Twain's old stomping ground.

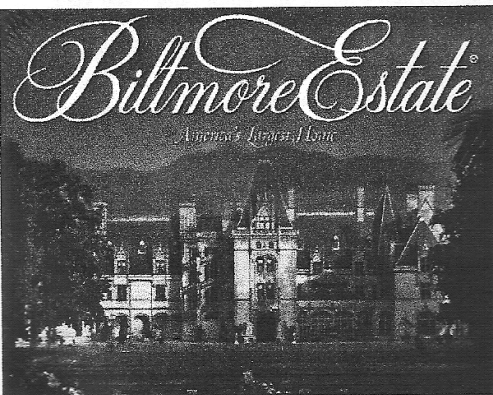
Sounds like a perfect end to a day filled with Ultra comradery, sight-seeing and cave explorations. Where is this place? It's a quiet shady spot at the Mark Twain Cave Campgrounds, just a mile south of Hannibal, Missouri on Highway 79. Attractions and shopping by free bus just 2 miles away.

The campground is AAA, Woodalls, Trailer Life and Wheelers approved. There are two super-clean shower houses and toilets, two washer/dryers and shelter pavilions. Also, there is a fire pit and picnic table on every site. Stay 6 nights and get the 7<sup>th</sup> FREE! The closing banquet will be catered at Olivia's Restaurant, right in the campground.

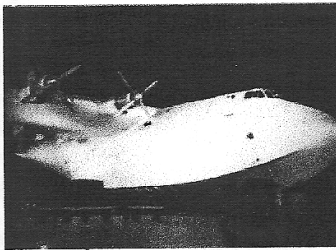
What's it going to cost? We have a special Ultra Club rates depending on what you want.

Full Hook-up with 50 amp electric, water & sewer	\$20.00
Full Hook-up with 30 amp electric, water & sewer	\$18.00
Water & 30 amp electric only	\$17.10
30 amp electric only	\$16.20
Just a parking spot	\$14.40

This is a pre-register rally so watch for the registration forms in a later Ultra Sounder.



**Eastern Summer Rally at Asheville, NC**  
*June 12th -16th, 2002*  
*Tour Biltmore House and Grounds*  
*Hosts: Jim & John Howell*  
*Rutledge Lake Travel Park*  
*Lots more info in Next Newsletter!*



### Western Summer Rally

July 11-14, 2002  
Salem, Oregon

**Planned events:** See Oregon's Biggest: The Spruce Goose, Silver Falls State Park, and the Oregon Gardens. Plus tech sessions by Dale's Manufacturing and more.

Contact: **Rich Shepard** (Spyder62@aol.com)  
5145 Gaffin Road SE, Salem, OR 97301  
(503) 371-4290



## Our Trip in the Ultra Van

By Diane and Bob Galli

We left home June 15", for Sacramento, CA and a Corvair Swap meet, and weekend of fun with Corvair Friends. From there we went to Northern CA to visit for a few days with friends, then to Oregon and mote visiting, before going to the Western Rally in Kent, WA.

We went to Forrest and Sally Gist's in Newport, OR, for a day or so, with Jim and Marlene Craig. Then the Gist's and us caravanned to Kent, we were there for 5 days, joined by 11 Ultra Vans, and their respective owners, hosted by Graham and Nancy Deli, and Forrest and Sally Gist.

After the Rally Jim, Marlene and Bob and I went East to the Cle Elum Forest where Bob's sister and brother-in-law were camp hosts at a campground. We were there for 4 days.

Then it was get in and drive some more, from then it was a few days at a time, through, Washington, Idaho, Montana, South Dakota, Minnesota, Iowa, and Illinois to the CORSA International Convention, we were there for a week, staying at the hotel. When that ended we left and headed East for Michigan and Clyde and Kaye Stantons, we had been there about an hour when Jerry Duty and Holly Hawley , drove up in Jerry's Ultra Van. A very enjoyable visit was had, Jerry and Holly left the next day, Bob and Clyde did things to Clyde's Ultra Van, Kaye and I visited, we went to dinner one night, Clyde drove us over to see a restoration of a **Futureliner** in Zeeland, about 40 miles away. That was a nice outing. The Futureliner is being restored , and reported on by some Tin Can Tourist members. Awesome thing they are undertaking.

After we had been at Clyde's for 4 day's we left to go cross the Mackinac Straits on the longest single suspension bridge in the USA. Very neat trip. We spent the next week staying in the Upper Peninsula of Michigan, a different type from the lower part of the state, or as I call it the mitten.

From there it was into Wisconsin, where we managed to while away the days, one day we drove 8 miles and stayed 5 days in a City Park. Then we drove about 28 miles and stayed another 3 or 4 days, life was good and we were in no hurry. August saw us wandering around Wisconsin and Minnesota, if we got to a park on a Thursday, we generally stayed till the next Monday, not wanting to travel on the weekend.

One day we were going to a County Park, Bob had read about in our campground directory, well the directions said to follow the signs, the only one we saw was when we turned off the highway. We saw a campground, but it was a different name than the one we wanted, so on we drove, finally I turned around, not easy on a 2 lane road, about wide enough for 1 vehicle, and headed back. As we were passing the campground AGAIN, I saw about 12 inches off the ground, and 6x4 inch sign the said "park no. 5", again nowhere to turn, so we "gave that up for

Lent" and continued back to the highway. Bob picked out another County Park, and as I was about to cross some highway construction to get on the Highway we wanted he said No, so I continued on.

Well I guess you know I had been right, but by that time I was so frustrated trying to find this lake the campgrounds were, on I could have cared less if we ever saw them again.

When we did get stopped for the night it was for a 4day stay. From there we went to Pipestone, Minnesota, where most of the downtown buildings are on the national Historical registry, the RV park is 1/2 mile from the National monument, town is with in easy walking distance, there is a dial a ride available if you want. We were there almost a week, as it was Labor Day Weekend.

After that we drove down to South Dakota, stayed again near the Corn Palace in Mitchell, SD, and then into Nebraska, via a very interesting 2 lane highway, stayed over night in the O'Neill City Park, for a donation, no fee, unless you stay longer that 3 days. From there it was on to Minden, and the Pioneer Village for the UVMCC National Rally,

We were in Minden for a week, left early Sunday AM, and headed home, stopping in Wyoming to visit my Cousin, then Salt Lake City to visit our Granddaughter, her Husband, and their 2 year old daughter, and another cousin. We couldn't stay for long at either place, as we had to be home for the 21st, as my Mother was celebrating her 90th Birthday at our house on the 22nd of September.

Wouldn't you know, we traveled all over this summer, 7,268 miles in 3 months and 6 days, and the last day, 6 hours from home, at 9 Am, the left rear trailing arm decided to try the "big bang theory" and broke. Right at an off ramp I had slowed for as there was a gas station at the top of the ramp. I managed very slowly to get around the corner and into the gas station, Bob got permission to stay there till we got it fixed. Bob set to work getting it off, I fixed breakfast, and we ate. He called a welder who had a portable welder on his truck, came over, took Bob and the part and went to his house and fixed it, the cost was \$75. Bob got it all back together, we gassed up and were back on the road, by 3 PM. Not a bad days work.

We treated ourselves to a sit down dinner in King City, a little town 60 miles from home, got in the yard at 10 PM, fell into bed, and got up the next morning to beautiful weather, and a yard to get ready for a BBQ and party. It was all done and gone by 6 PM.

All has been quiet on this front ever since. Getting ready to leave again the last week of October for Laughlin, NV, Joshua Tree, CA, and Palm Springs, CA for a week of fun, hotels and eating out! By the time you read this we will be home again, getting ready for the Holiday Season, and then for the Winter Rally in February at Boso's, in Apache Junction, AZ. See you there!

## UV Coach History Survey

As mentioned in the September 2001 Ultra Sounder, the Ultra Van Coach History is being updated with new information gathered since 1987. In 1989, a club archive was started and a lot of new information has been gathered. A list of 1,285 owners has been compiled for the 373 Ultra Vans and Tiaras built between 1961 and 1973. There are likely many others, but there is no way of knowing all the owners, as many coaches changed hands outside the club. We hope new owners may have found records in the paperwork that often comes with a vehicle. This survey is to gather information much like Jim & Robert Craig wrote in the September Ultra Sounder about coach #163. They outlined at least 32 unique differences to the usual Ultra Van. Please fill out the survey below (if not enough room, use the back or separate piece of paper) and return it to:

Norm Helmkey, 73 Sargent Street, Haines City, FL 33844.

Coach No \_\_\_\_\_ When and from who did you acquire this unit? \_\_\_\_\_

Owner Name \_\_\_\_\_ Telephone ( ) \_\_\_\_\_ - \_\_\_\_\_

Address \_\_\_\_\_ Email Address \_\_\_\_\_

City/State/ZIP \_\_\_\_\_ Please list any previous owners that you know  
owned this coach and if possible the dates.

Coach Length \_\_\_\_\_ Color \_\_\_\_\_ (If you can send a picture it will be appreciated)

Engine \_\_\_\_\_ (Corvair, V-8, Oldsmobile, etc) Engine Size \_\_\_\_\_ cubic inches

Is this the original engine? (Yes/No) Number Carburetors (please circle) 1, 2, 4 or fuel injected

Other engine information (turbo, electric fuel pump, etc.) \_\_\_\_\_

Original alternator (Yes / No) If No, is Regulator (Internal / External)? Alternator Amps \_\_\_\_\_

Transmission Original Power Glide, 3 speed manual, 4 speed manual, Toronado,

Other transmission information (350, 400, etc) \_\_\_\_\_

What kind of shift lever (vertical, horizontal, quadrant, etc) and where is it located? \_\_\_\_\_

Final Rear Drive Ratio 3.27, 3.55, 3.89, 4.11 or \_\_\_\_\_? Posi-Trac (Yes/No) Tire Size \_\_\_\_\_ X \_\_\_\_\_

Brakes - (Manual / Power) Front ( Drum / Disk ) Rear ( Drum / Disk ) Master Cylinder - (Single / Dual)

Original Hand Brake (Yes / No) Any other changes to the brake system? \_\_\_\_\_

Steering - Original (Yes/No) Power assist (Yes/No) If Yes, please describe on the back how it was done.

Column change (Yes/No) If Yes, what was the donor vehicle \_\_\_\_\_

Bell Cranks - (original / reinforced / steel) If steel (1<sup>st</sup> batch / 2<sup>nd</sup> batch)

Steering Crossover Rod Assembly - modified as in Ryerson Manual (Yes / No/ Don't Know)

Any other changes to the steering or front suspension? \_\_\_\_\_

Any changes to the rear suspension? Like removing turnbuckles, etc \_\_\_\_\_

Body - What color is the inside paneling? Driftwood (white) Fruitwood (cherry) Walnut (dark brown)

There are two main types of side windows, those that project outside the skin and those that are flush.

What type are in your coach? (Project / Flush) Are your side windows? (Plastic / Glass) Does your windshield have the original cut glass or rounded corners with narrow filler? (Cut / Rounded).

Air Conditioner (Yes / No) Electric Generator (Yes / No) If Yes, what size \_\_\_\_\_ KW

Please describe anything else that has been done to the coach.

## Beau's second national rally

By Jim Davis

We had been home for almost a month after the 2001 Corvair national convention and we were ready for a trip. It dawned warm and rainy on the Thursday morning, 6 September. Roy had packed the coach the day before so we dropped the garage cat, Sugar, by the vet and we were off at 8 am in a blinding rain storm. We made it to Mayfield, KY (22 miles), where we gassed up and found I had left the gas cap at the last fill up. I carry a spare so no problem, except that we could not discover where in the coach the spare was.

A check of two auto parts stores found that no one carries an Ultra Van gas cap or a Corvair oil filler cap. We decided that it was best to drive 44 miles, in the driving rain, back home to retrieve a gas cap and spare. By the time we got back to Mayfield, the rain had changed to a drizzle. The next two hours drive proved uneventful. We stopped at the world famous Lambert's Café, home of the 'throwed' rolls, in Sikeston, Mo, for lunch (along with 500 other people). We had planned to make Rogers, AK for the night, but a fast approaching black cloud and weather radio warning of severe thunderstorms led us to spend the night at Stockton Lake State Park, Mo. It is a beautiful park, with outstanding scenery and facilities. All the spots are level, paved and with electricity. It rained all night, approximately 2 inches total by the local radio's estimation. We have always had a windshield leak and that night with plastic, tape, a five quart pot, and towels we managed to catch most of it. The morning dawned clear and dry and we made it to Beaver Lake, AK, to visit with an old Air Force buddy.

By night it was raining again, with more rain in the forecast. We were back on the road Saturday afternoon and back to Stockton Lake SP. Of course, it rained all that night with some small hail. The local radio station reported 7 inches of rain overnight. Our estimate is we have seen 15 inches of rain in 3 days. I have got to fix the windshield leak. Sunday was a dry and sunny day. We decided to run without the air conditioner, open the foot vents, remove the front carpet, and try and dry the coach some. It was a great day. We stopped to have lunch in Wichita, KS with another old Air Force buddy. We stayed so long in Wichita, that it was after dark when we finally arrived at Glen Elder State Park in Glen Elder, KS.

This is a naturalized prairie along side Kansas's largest lake. The facilities are new and we were the only motor home in our section of the park (53 spots to choose from) so we parked on the grass close to the bathhouse. We spent an hour in the morning watching the 100 or so prairie chickens in the short grass beside the coach. Beau was almost dry by the time we reached Minden. There were 6 other Ultras waiting for us when we arrived. The first half of the trip made with no serious problems, hooray.

Rather than recount the events of the rally which are told in the rally report I will skip to the trip home. We had planned to drive straight through to Whitman AFB, Mo, but when we were looking at the map it suddenly dawned on Roy that Arbor Day is in Nebraska City, Ne. We have been members of Arbor Day for 10 years and have never toured the farm and Lied conference center. We had one of the best brunches I have ever eaten at the Conference center and found that there is a fine hotel attached to the center. We spent 3 hours walking grounds, admiring the state park and National historic site. Nobody told us that Nebraska looked like this. Of course all the trees are labeled as is everything on the farm.

We could have spent the day there but it started to rain so we pressed on to Nob Knoster State Park. Although it did not rain much along the way it appeared that Clyde Stanton had pinpointed the location of our windshield leak during our stay in Minden. Roy is much happier watching it rain only outside the coach. We pulled into the park about 7:30 and had at least 60 spots to choose from. The park is beautiful, nestled in a west Missouri forest. All the spots are surrounded by trees, level, and within 100 feet of a new bathhouse. Fortunately the spots were graveled as it stormed most of the night, so what else is new. Next morning we called Whitman AFB on the cell phone and found we were still welcome.

Prior to leaving Murray, I had arranged to have Beau's picture taken with a B-2 Spirit bomber; but understandably, that had to be postponed to a less anxious time. We were invited to watch the operational readiness inspection (ORI) out brief. The 509th Bomb Wing was rated excellent. Security was expectantly very tight, but we managed to have lunch at the Officers Club and discuss old times with friends. We got a late start on the road home, but by sharing the driving and stopping only once for gas we arrived safely home just after dark. We estimated 18 inches of rain fell on us this trip and yes, the leak is fixed!

This year we drove 15,060 miles in Beau: three eastern rallies, the national rally, and 5 Corvair car shows (including the Corvair National Convention). Yes, we show Beau. We have one 1st place plaque in the Ultra van class and 2nd place trophies in the Forward Control class. One show was non judged. We have spent 58 nights in Beau traveling through 21 states and one foreign country. Gas mileage for the year is 16.0 mpg for the 5,120 lb coach with a 110 hp engine and two lead foot drivers. There were no mechanical problems. Beau is safely in the Beau Barn pickled for the next 5 months. Oh, we will occasionally get Beau out for a day at the lakes, but no water until March.



## Member's Email Addresses

This is the latest email list for Ultra Van Club members. If your email address is incorrect or has changed, please send an email to [corvair@fan.net](mailto:corvair@fan.net)

499 Ron & Evelyn Ada [ronadams@sunwave.net](mailto:ronadams@sunwave.net)  
 489 Ron & Pamela Andrews [andrewsr@mrmicro.net](mailto:andrewsr@mrmicro.net)  
 431 Michael J. Babinetz [dabnice@aol.com](mailto:dabnice@aol.com)  
 228 Christy Barden [christybarden@compuserve.com](mailto:christybarden@compuserve.com)  
 547 Tom & Robin Becker [tbecker1@redrose.net](mailto:tbecker1@redrose.net)  
 816 Tom Berg [monzair@compuserve.com](mailto:monzair@compuserve.com)  
 343A Tom & Paula Bogardus [tpbog@sunflower.com](mailto:tpbog@sunflower.com)  
 808 Forrest & Jeri Bone [f23bone@earthlink.net](mailto:f23bone@earthlink.net)  
 453A Howard & Marsha Boso [hambosojuno.com](mailto:hambosojuno.com)  
 530 Fred & Margaret Bozeman [mbozeman@prodigy.net](mailto:mbozeman@prodigy.net)  
 473 Bob & Jackie Brown [corvair@tampabay.rr.com](mailto:corvair@tampabay.rr.com)  
 809 Dennis Chapman [cardchapman@prodigy.net](mailto:cardchapman@prodigy.net)  
 524A Ron & Linda Clark [rallymaster@juno.com](mailto:rallymaster@juno.com)  
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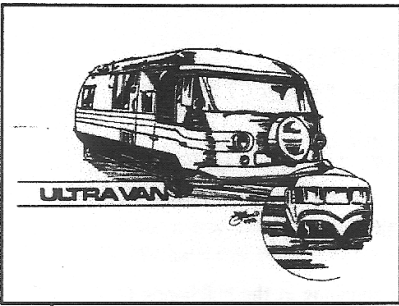
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### NOTICE

Dues were due and payable in September at National Rally time. They will become past due January 1, 2002. Information for the 2002 Roster will be obtained from the Treasurer. The Roster will be made up of all members in good standing as of January 1, 2002. If you wish to be included in the 2002 Roster, and receive a 2002 Roster, be sure you pay your dues in time to be recorded by the Treasurer by December 31, 2001. New Rosters will be mailed out in February, 2002.

Please be sure the Treasurer has your correct area code, phone number, and email address to be included. Check the address label on the back of your newsletter, if it contains '01, your dues are due. Mail your dues to:

Marion Helmckay, Treas.  
 73 Sargent St.  
 Haines City, FL 33844



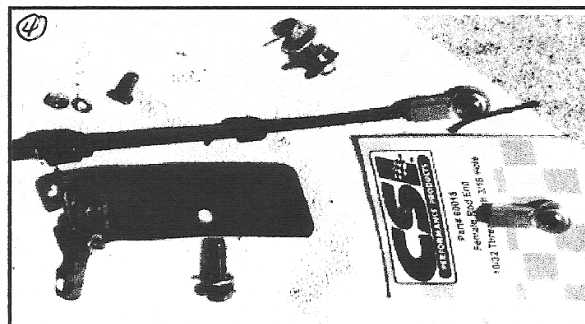
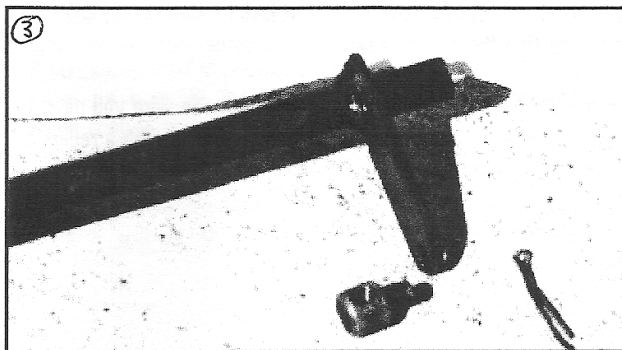
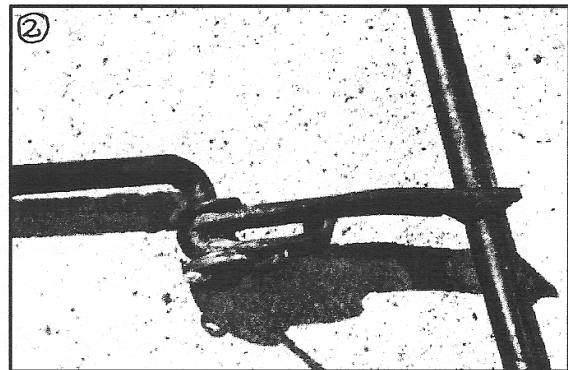
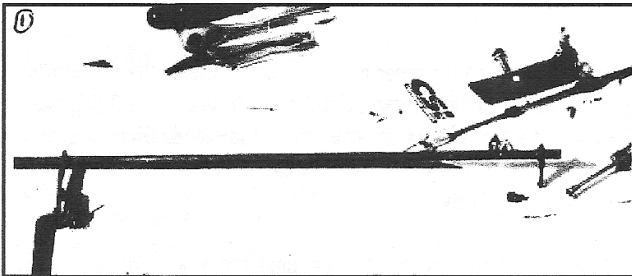
## TECHNICAL WHALE TALES TIPS AND ARTICLES

"Technical Whale Tales are a collection of technical tips and articles submitted by Ultra Van Motor Coach Members. While these tips and article have been reviewed for content and are believed to be workable and acceptable, there is no guarantee implied that they will work correctly. The Technical editor, the author, and the Ultra Van Motor Coach Club assume no liability for problems that may result from the use of these tips and articles."

A brief introduction is necessary as there has been a changing of the guard. Along with the election of new officers in UVMCC, came my appointment of as Technical Editor. I hope to be able to serve well in that capacity. As for me, I am a degreed aeronautical engineer, retired USAF aircraft maintenance officer, and a highschool mathematics and physics teacher. Married for 37 years, Roy and I have one son, Rad who lives in Pittsburgh. We live just outside Murray, KY (near the Tennessee River). I have owned Corvairs continually for 37 years (Roy owned a 1962 Corvair when I married her). I do all the work on my Corvairs including mechanical, body, and upholstery. Beau (#388) is new to us so we are still learning about Ultra Vans. The newsletter editor and I are changing the format for the tips slightly to include how-to articles. Please submit any tips or articles to me:

**James Davis**, 312 Butterworth Rd, Murray, KY 42071 , E-mail <jld@wk.net>

### Pictures for Tech Article that follows:



**TECH TIP NO. 01-12 (EXPANDED)**  
**UV MANUAL SECTION 13 PAGE 13-29**

**SUBJECT: Throttle Cable**  
**AUTHOR: Jim Davis #388**

Here is a replacement for the wire throttle cable. Both Morse and Teleflex make a 3300-16 cable. This cable is used as a shift cable on powerboats with Mercury stern drive. They are available from most boat dealers. The ends have 10-32 (3/16-32) threads. All the parts need for the ends can be bought from Competition Specialties Inc. (CSI).

The original wire routing for the cable was followed but it was necessary to enlarge the openings in the bulkheads to 1/2 inches. I resealed the holes with silicone after the cable was installed. Picture #1 shows the modified cross shaft for the accelerator. Picture #2 shows the extra tab welded to the arm of the shaft to stabilize movement of the accelerator pedal rod. On Beau, the accelerator some times stuck either in full up or down position. I determined this was from binding of the pedal, rod, and shaft. This tab cured that problem. Picture #3 shows the Corvair throttle rod adjustment end used to mount the end of the Morse 3300-16 cable to the accelerator shaft. The throttle rod end was drilled to accept a 1/32 cotter pin which keeps the rod end from falling out of the arm. Note: a female rod end, as used on the rear, could be substituted for the Corvair throttle rod end.

Picture #4 shows the cable clamp bracket that is mounted to the center divider in the front bulk head. The way the cable works is that the threaded ends need to be attached to the moving parts (the accelerator shaft and the PG TV lever); the outer sheath of the cable must be fixed to the coach. There is a ring slot on each end of the outer cable for this anchoring. The fabricated bracket, shown just above the cable, accomplishes the needed anchoring.

The small guillotine top (attached by 3/16 -32 by 1/2 screws) holds the cable in the slot of the fabricated bracket. With the accelerator pedal just off the floor and the rod end in the middle of its travel, the outer sheath 3300 cable should be 1/4 inch from as fully forward as it will go. In other words the threads should be as close as they will come to the outer sheaths rubber tip, minus 1/4 inch. Now, with the fabricated bracket on the sheath, mark the holes to locate the bracket on the bulkhead. I used 1/4-20 by 3/4 machine screws and Nylok nuts to locate this bracket.

At the transmission end, the outer cable is held by the same type fabricated bracket. This time it is attached to the transmission oil pan. The forward most bolt on the left side is removed and a 5/16-18 by 3/4 inch machine bolt and split lock washer are used to attach the bracket. A hole in the bracket is drilled to allow the bracket to rest against the side of the PG oil pan, negating the need for a second bolt.

The length of the bracket is determined by the distance remaining between the inner and outer cable end at the accelerator shaft. If the distance is short up front, then it will be long in the back and vice versa. Total cable travel of the 3300 cable is 3.5 inches. Only 3 inches are required by the PG TV lever. The last part is the rear inner cable end. Here, I used a female rod end and a 3/16 -32 by 1 inch machine screw, several flat washers and a nylock nut. The three small washers in the middle are 3/16's and the two outer are 1/4 inch. It is assembled thusly.

The screw head and the three 3/16 washers go into the TV lever from the inside (pan side, next the other 1/4 washer (on the outside of the TV lever), the female rod end and finally the Nylock nut. Tightening the nut locks the assembly together so that all is fixed. Now, only the ball in the rod end will move, so that there is no play.

The 3300-16 cable is about 4 inches long. Using the same brackets that guided the original throttle wire you need to snake the cable to one side or the other and affix it to the lower covers. The cable should have all bends with a radius of 18 inches or greater to avoid any increased friction. This extra length is nice if you have to drop a tank or a lower cover.

(Pictures on next page)



## Painting an Ultra Van

by Richard Finch S/N 443

Our recently purchased Ultra Van apparently was sitting out under a tree for about 27 years when we bought her in 1999. We have owned her for just over 3 years now.

We are pretty sure of the lack of inactivity for that 27 year period because a receipt for a new tire in 1970 showed 17,000 miles on her odometer and only 17,400 miles on her odometer in 1999. Sitting in the sun in the California desert was rather hard on her paint on the front, rear, and right side. The left side was so well-preserved that I was able to just wax it.

### SANDING THE FIBERGLASS

You should know that you just can not use paint remover on fiberglass because it will melt the fiberglass and essentially ruin it. Once you use paint remover on fiberglass, it will stay sticky and soft for years and will never again take paint. So, the only way to remove paint from the fiberglass corners of an Ultra Van at home is to power sand it off, down to the gel coat. It is possible to blast remove paint from fiberglass by using a soda-type blasting medium, but none of us in UVMCC own such a setup. Therefore, I bought "my wife" a new 1/4th sheet professional electric sander from Sears. You can hold this sander in one hand and do a great, fast job of removing old paint. It took about 2 full days to remove all the old flaky paint from the front and rear fiberglass panels. I then water sanded the power sander swirl marks off the gel coat with 400 grit wet-or-dry paper. The fiberglass looked really good after the wet sanding was done. That took about 4 hours total.

### LIQUID PAINT REMOVER

There are likely several brands of good liquid paint remover that can be used to take old paint off the aluminum parts of an Ultra Van. The brand that I used for ours was "Dad's" and we bought it in one gallon containers at Sears. It costs about \$20. per gallon and we used 5 gallons to strip the roof and the right side. The left side still has not been stripped yet.

The great thing about "Dad's" liquid paint remover is that it comes with a small spray bottle like a bottle of Armor All, and you spray it on a one-square-foot area and wait about 5 minutes for it to lift the paint, Then you lift it off with a wooden spatula to keep from scratching the aluminum, and then wash it off with water. It takes one application of "Dad's" to lift the beige color coat and one application of stripper to remove the layer of undercoat. I also used about 3 gallons of acetone to remove the last of the paint stripper

residue. A big help in removing paint around each rivet was the use of a small brass bristle brush like we use for cleaning the barbecue grill. Stripping the roof took me about 5 mornings, two hours each morning. Stripping the right side took about 4 hours one Sunday afternoon.

### LAYING OUT THE PAINT DESIGN

First: I took pictures of both sides of our Ultra Van and then copied the pictures on my Xerox machine. I gave copies of the Xerox pictures to several people to get their ideas for a paint design. When Gayle and I both agreed on a design, I went to the Ultra Van and taped the outline with thin 1/8th inch wide masking tape. Then I drew the outline on the aluminum and fiberglass with thin line marking pens. When the design looked good to us, I masked the outline off and painted on the primer. I used PPG Beltron epoxy paint and primer. The primer does not need to be sanded if you paint the color on within 4 hours.

### OLD PAINT

The paint and primer I used was at least 10 years old. If you open catalyst, you should refrigerate it or it will go bad. I had not properly stored my paint and it "kicked" or went thermal and hardened almost immediately when I sprayed it on, therefore making really serious orange peel. I plan to sand it down again with #466 and #866 grit wet or dry and put another coat of fresh, new epoxy paint on it, but Gayle and I really do like our paint design. It will just be 2 coats thick rather than one! More about painting later.



## UPGRADE TANKS for 292 – Graham Dell

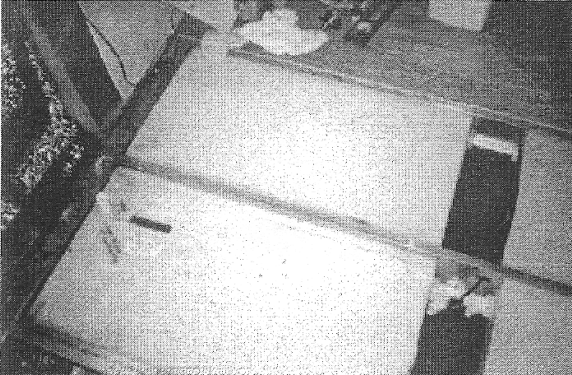
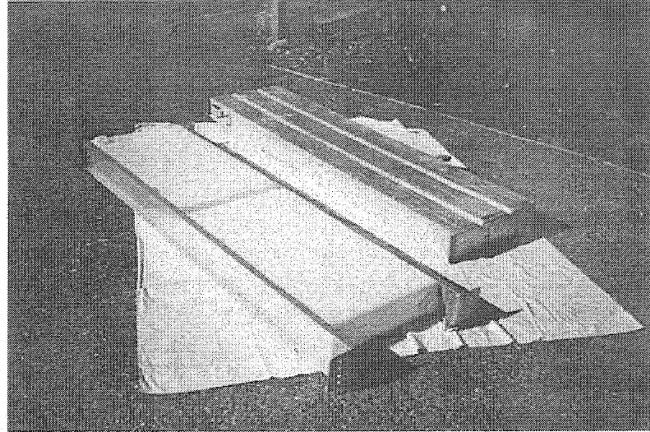
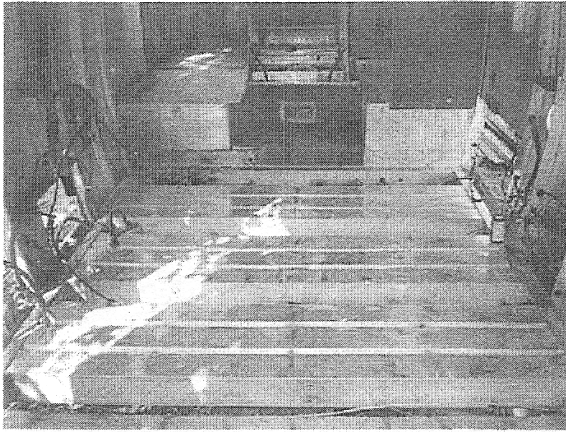
When I purchased 292, the tanks and floor were in poor condition. I briefly thought about replacing them with similar items, but found they were hard to come by and possibly there may be better materials available in 2000 than were on hand when the coach was designed and built.

My requirements were; to keep the price down, stay light, have a solid floor, and have a center pathway inside the floor to run wires, cables and brake/fuel lines.

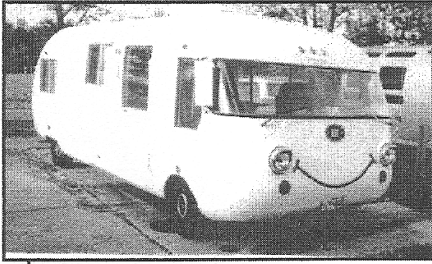
As designed, the tanks and floor are an integral part of the structure of the coach. Any replacement must provide at least as much strength as the original design. I used five inch aluminum "T" beams with a 4 3/4 inch dimension inside the web. From a boat shop, I purchased plastic tanks that fit inside the web for mounting (14 gallons) two each to be used for fresh water and gray water. I did away with a tank for black water to make room for a battery box in the bottom of the closet.

The two-tank approach allowed a raceway to run the length of the coach to run wires and cables. The new aluminum gas tank was built with 7 baffles to support the floor and a raceway (tube) through the center. One end of the tank has a 3-inch high wall that keeps approximately five gallons of gas available for reserve accessed by an electric solenoid valve.

The floor was made from 4x12 sheet of balsa wood, covered on each side with aluminum sheet. The four tanks removed, assorted hoses, pumps, weighed 105 pounds. The new tanks and "T" beams, aluminum box for the house batteries, weighs 119 pounds. The flooring is about five pounds lighter than plywood, so I am about the same in total weight.



## Items For Sale



**1969 Ultra Van #486** - 110 H.P. with Power Glide, Roof Air, paint new in 1999, new front tires, new batteries. Includes Ryerson Ultra Van Manual, both Tech-Tip books and a membership to UVMCC. Total mileage 188,000. Driven 107,900 miles from July 1992 to November 1999. 15.5 miles per gallon. Oklahoma title. Price: **\$8,800.00 US** (negotiable)

### **Safety improvements:**

Dual master cylinder, steel bell-cranks, turnbuckles eliminated. Chevy S-10 radial rims, European halogen headlamps, over-shoulder seatbelts, upgraded parking brake, trailing arm shocks relocated.

### **Many custom options or improvements like:**

Microwave oven, swivel reclining bucket seats, big door window, screen door, sliding front side window screens, large rear window, CB radio, 3-way refrigerator, amplified TV antenna, two furnaces, storage/couch, folding counter extension, Buick tail lamps, rear trunk partition, transmission cooler, vacuum gauge, transmission/oil temperature gauge, dual battery isolator, space between front wheelwells widened for front mounted table. Lift bed for engine access, dual batteries in rear wheel wells, wiring modernized, electronic voltage regulator, new truck turn-signal switch, electric fuel pump with safety cut-off switch. Fire extinguisher.

This was our primary Ultra Van until November 1999 when we completed the renovation of #408. Internet pictures available. The coach will be in Florida from mid-November until early April.

Contact: **Norm Helmkey** at [corvair@fan.net](mailto:corvair@fan.net) or (843) 422-4535 .

**.1969 Ultra Van #476** -110/powerglide Needs Diff. seals replaced, has not been on road since '94. Has a dual master brake cylinder. New Tires & mini-blinds. Have Manuals. Coach needs some TLC! Asking \$5,000.00 would prefer being contacted by E-Mail if possible.... [lcr21@msn.com](mailto:lcr21@msn.com) CONTACT: **Lee Richardson**  
PHONE: 661-947-8701

If you have Ultra Van related items to sell - please send ad to editor!



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All reports of Regional Rallies, advertisements, or other input for the Newsletter are to be sent to the Editor. There is no charge for advertisements; please allow a 3/8" margin on top and sides, and a 3/4" on bottom of copy (to make room for page number), preferably using black ink. Any handwritten copy that you want typed should arrive two weeks before the deadline. All dues are to be forwarded to the Treasurer. Look at your address label -- the number after your name is the last two digits of year thru which you are paid. Material for the Newsletter can be folded. Technical tips are to be sent to the Technical Coordinator. Amendments to the Bylaws are to be sent to the President.  
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