

President's Perspective By Doug Pratt



While cold weather held off until the end of December, winter has now settled in here in Northern Pennsylvania, but there is just a trace of snow. As I write, those of you in several "Southern" states are digging out from a major snowstorm.

Because our Ultra lives outside it is not practical to work on anything except a list of things to do when Spring gets here. We are planning a late winter/early spring trip south this year to include the Spring rally at **Adelaide Shores RV Park March 19-22 in Avon Park, FL.** Also on the schedule is a ship's reunion in Key West for the ship I was on in the Navy, **USS Georgetown**, in the middle of April. Wish that we could

attend the Winter Western Regional Rally at Boso's—we were there two years ago and had a good time.

I just got word from Marion Helmkey, our treasurer, that a sizable number have not renewed their membership for this year—check and see that you have "02" on the mailing label showing that you are current. Whether you are traveling in your Ultra or hibernating this winter, I wish you a great 2002.

ULTRA VAN MOTOR COACH CLUB'S

ULTRA SOUNDER

Welcome New Members

Bonner~Catherine & Chris 469 & 518
 1606 8th Ave., W.
 Bradenton FL 34205
 (941) 748-5220
 bonnerccc@aol.com

Schutter, Bill & Laura 482
 P.O. Box 19
 Roff OK 74865-0019
 (580) 456-7381
 bshutr@compworldnet.com

Nowack~Bob & Carmen
 1336 Wesley Ln.
 Auburn CA 95603
 (530) 885-2048
 nowack@jps.net

Sullivan~Leslie & Kevin
 1609 California St. N.E.
 Albuquerque NM 87110
 (505) 266-1328
 kevins@khoral.com

Welcome Back

Teka~Leonard & Brenda 220
 P.O. Box 42372
 Bakersfield, CA 93384-2372
 (661) 588-7986

Tomlinson~Bruce 502
 29 E Longridge Road
 Terre Haute IN 47802
 (812) 299-7205
 bruce@tomlinson.net

New Email Address

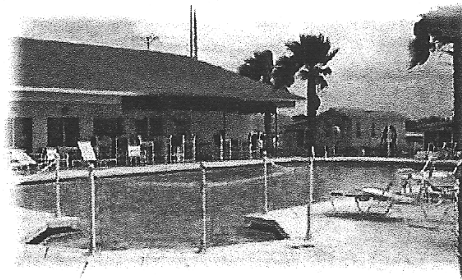
Hoffman~John & Claire 468A
 3760 S. Huron Street
 Englewood, CO 80110-3428
 (303) 781-8617
 cjhoff49@msn.com

Woofter~Darrell G. 232
 436 North 23rd ST.
 Las Vegas NV 89101-3332
 (702) 388-2900
 woofcorvair@aol.com

To those who have been **tardy** in paying their 2002 dues, if the end of line 2 of the label on this newsletter is '01, this is your **LAST NEWSLETTER.**

To keep in good standing, send your check for \$15 (payable to **UVMCC**) to: **Marion Helmkey**, 73 Sargent Street, Haines City, FL 33844

Ultra Van Chat List. Over 60 Ultra Vanners with email are on an Ultra Van Chat List, where you can ask questions and get instant advice, ideas, hints and help from other Ultra Vanners. To join the list, send an email to: **Norm Helmkey**, List Administrator at: **Corvairfan.net**



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.

There will be goodies and coffee each morning at 9:00 AM, followed by crafts for the ladies and technical sessions for the men at 10:00 AM.

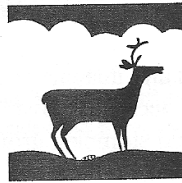
There will be a *potluck supper* one evening and a *potluck dessert* another evening after your usual meal in your coach.

The entire group of attendees will be scheduled to eat out, either at noon or evening one day.

A *Yankee swap* will be held one evening for all who wish to do it. One gift per participant.

We are looking forward to seeing our friends ... both new and old!

April Rally in Atascadero



Hosted By: Bob and Diane Galli
Date: April 17 ~ 21, 2002
Place: 5000 Casabel Road
 Atascadero, California 93422-2302
Phone: (805) 466-2737

Come join us for a Spring Rally in beautiful Atascadero, California, where the deer and the wild turkeys play. Lets make plans for all of our Ultra Van folks to get together for a good old time. Activities planned are 9 am coffee hours, tech sessions at 10 am, crafts for the ladies, cards and games, good food, and lots of talking and catching up. Some outside activities that are available for your enjoyment is a trip to Hearst Castle, or maybe a day of walking and shopping in specialty shops and eating out in Morro Bay and into Embarcadero is your ideal way of spending leisure time. Also one idea could be seeing the Melodrama in Oceano. There is much to see and do in Atascadero. We hope to see all of our Ultra Van friends for our rally.

Directions: 101 Highway North or South, to Traffic Way. From the South, turn left around the curve, and right to Santa Lucia. From the North, turn right around the curve, and right to Santa Lucia. Follow Santa Lucia to the top of the hill and stop. Continue across and follow Santa Lucia about 3/4 of a mile longer to the first road to the right which is Casabel. When you see the big windmill at the end of the road, **You are there!!!!**

UVMCC Annual Report				
<u>January 1, 2001 - December 31, 2001</u>				
Opening Balance (January 1, 2001)		\$2,459.73	Bylaws, History & Roster Printing	\$589.44
<u>Receipts:</u>			Insurance	\$505.00
Dues	\$2,391.00		Postage	\$261.70
CD Maturing	\$2,000.00		Hemmings Advertising	\$108.85
National Rally Minden	\$1,116.91		Minden Rally incidentals	\$57.66
Merchandise including Tech Tips	\$ 948.65		Ryerson Manual	\$55.00
Interest	\$181.39		Amana Rally UPS & incidentals	\$52.76
50/50 Draw	\$79.00		Stationary, check reorder, etc.	\$51.59
Ryerson Manual Sale	\$55.00		Minden Additional T-Shirt order	\$37.92
Donation	\$5.00		Total	\$8,264.91
Ultra Sounder back issue sale	\$2.00			(8,264.91)
Sheriff Fines	\$1.34		Bank Balance December 31, 2001	\$975.11
Total	\$6,780.29	\$6,780.29	CD Maturing Feb 13, 2002	\$2,500.00
<u>Expenses:</u>			UVMCC General Fund Closing Dec 31, 2001	\$3,475.11
CD Re-Invest	\$2,500.00		UVMCC Emergency Fund as of September 30/2001	\$2,389.83
Ultra Sounder Printing, Postage	\$1,500.00		Pre-paid dues reserve for 20 members to 2006	\$300.00
Tech-Tip Book 2 Printing	\$890.40		Marion Helmkey	
Minden Banquet & Advance	\$881.72		UVMCC Treasurer	
Minden Nat. T-shirts, awards etc.	\$772.87			



36th Annual "Ultra Week" September 9 to 13, 2002

Close your eyes and imagine you 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.

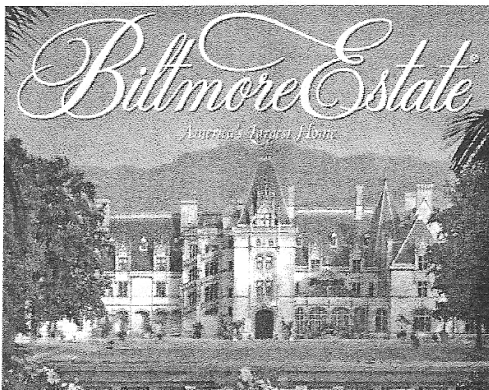
Sounds like a perfect end to a day filled with Ultra comradery, sight-seeing and cave explorations. Where is this place? It's a quiet shady spot at the Mark Twain Cave Campgrounds, just a mile south of Hannibal, Missouri on Highway 79. Attractions and shopping by free bus just 2 miles away.

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 7th FREE! The closing banquet will be catered at Olivia's Restaurant, right in the campground.

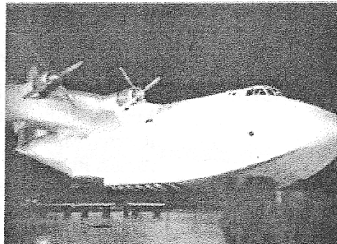
What's it going to cost? We have a special Ultra Club rates depending on what you want.

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

The 'Toss' of 2001 by Eric Kirven #345

The 2001 "Great Western Fan Belt Toss and Swap Meet" was held November 2nd thru the 4th in Palm Springs, CA. This is the second year I have attended this meet. For those who haven't been there before it's held on a ball field where the Angeles do some of their spring practices. That means there is plenty of place to park.

Both years I was only able to attend one day. Last year I got there late Sunday, about an hour and a half before it ended. This year I arrived fairly early Saturday morning. It was a treat to see (up close) some of the Corvair's that had flew pass me on the freeway. So I can't give a complete report about the TOSS.

There were some good deals to be had if you looked around. I was there to pick up some things for #345. Jim Craig, Steve Farrell and others had cut up Ultra Van #300 earlier in the week. It had been totaled. Luckily it had signed a donor card and its parts will live on in other Ultra Vans. I know #345 is thankful.

There were six Ultra Vans and one Travalon. The Ultra Vans included the first one, UV-101 to one of the last #604. I got to meet some a lot of nice Ultra and Corvair folks.

I next got to meet Mr. Ultra-lite, Walt Davison, who told me there's nothing on an Ultra Van that you can brake that can't be fixed. This was very inspiring to someone who understands the engine but was having some concerns with the "airframe" part of the coach.

Another sight to see was Bob Ballew. He has a Corvair engine and transaxle that he drives around on. Oh did I mention that it isn't in a car....He sits on top and steers the rig with a tiller.

Steve and Bonnie Farrell (UV #299) Showed me their coach. I haven't seen a lot of UV's but they have the most original UV I've seen so far. I now know what that rivet in the cabinets above the bookcase is for.

Jim and Marlene Craig who brought UV-101 decked out with the big Ultra Van banner and #604. Jim had his tarp full of Corvair parts.

Robert and Liesha Craig brought their Travalon #163 *The Green Machine*. It was the winner of the Peoples Choice Ultra Van Trophy.

The Finch's, Richard and Gayle, had #443 there with a big red "Finch" on one side. Gayle put out her picket fence. The public really gets a kick out of that fence and the Astro Turf.

The Isbell's Jim and Martha brought their #257 on the way back to Texas. They have done a lot of work on it to get it road worthy for the long trip home.

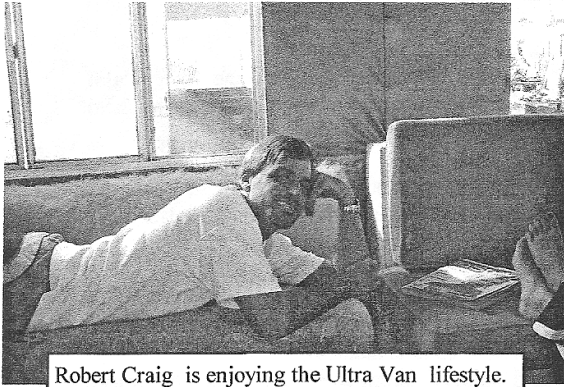
Diane and Bob Galli were there sans #504. Diane told me that Palm Springs is the one rally where she likes to pampered and let someone else make beds and do the cooking.

Also in attendance were Art and Millie Eller and Bob and Roberta Franz.

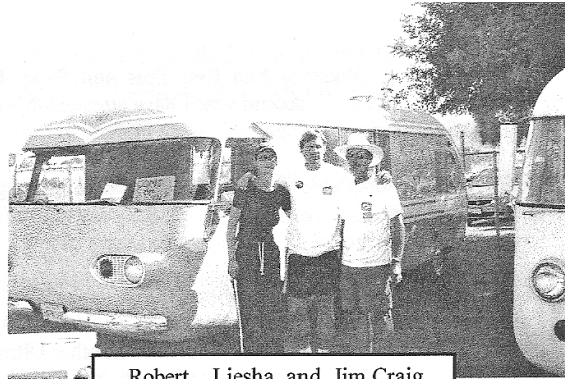
The last thing I did before I headed back home was to buy a bunch of Ultra stuff from Marsha Boso. Thanks Marsha.

If I've missed anyone, Sorry. If anyone knows of an Ultra Van for sale in Germany - Thomas Stingl, of Karlsruhe just might take it off your hands.

Editors note: Photos from the Toss on following page were provide by Eric.



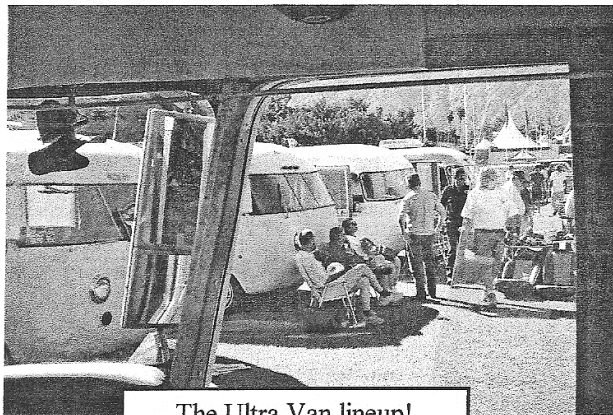
Robert Craig is enjoying the Ultra Van lifestyle.



Robert , Liesha and Jim Craig



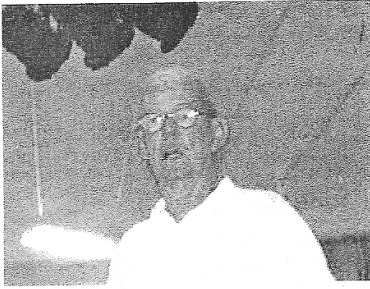
UV #101 - The Prototype



The Ultra Van lineup!



Nice site! - Richard & Gayle Finch's UV #443



Travels Around the USA in 2001 by Walt Davison #366

As the editor is always looking for newsbits?? I'd like to share some of 2001's experiences with you. As some of you know, Bob Galli, Jim Davis, Norm Helmkey, Tom Silvey and myself were involved in the tech sessions at the CORSA National in Chicago. A couple reasons to bring this up:

(1) I think every Ultra owner should be a member of CORSA. Without CORSA and all it brings to the hobby, we as Ultra owners would find life a bit more difficult I'm sure. Parts would be considerable different on the availability scale without a national organization to show the various vendors that there is a interest.

(2) The CORSA travel guide. It's like insurance, I've never had to use it (The Travel Guide), but I travel nationwide just a bit more relaxed knowing that if events play out that I need a local contact/help/whatever, its there... NOW FOR THE BIG DEAL??? Much conversation has occurred as to how we can improve attendance at the Ultra Nat'l rallies. I throw this out to talk over...why not have the Ultra Nat'l coincidental with the CORSA Nat'l? The ups: It shifts around the country...its always at a nice place...there would be little work for Ultra members...and you'll meet more nice folks with a common interest. The downs: It's always in the summer which, because of the heat, is viewed by some as a negative. Hey, nuttin's perfect folks.

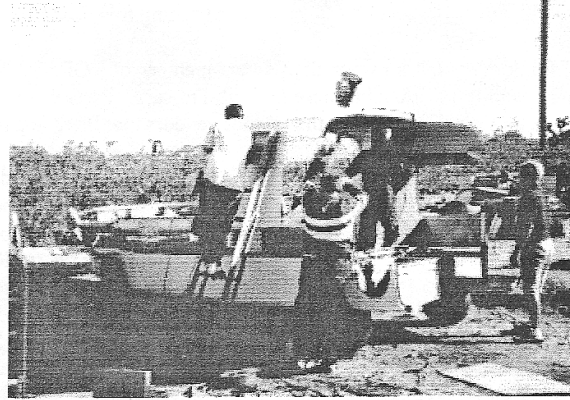
My next "voyage" was to the FANTASTIC 2001 Ultra Nat'l. On route I went slightly out of my way to get to the Nebraska Welcome Center at Omaha. There I picked up the brochure for the Nebraska "500 Mile Sculpture Garden". This was one of Nebraska's Bicentennial projects. Remember the Bicentennial? Back in 1976? The sculpture Garden is a LARGE outdoor works of art at the various rest areas along I-80. To get a bit of a head start I left the VC and drove to the local airport where there is a couple of very nice large sculptures. Remember ... Art is what the eyes feed the brain to try to improve it. Anyhow ... I think it was a good use of my time.

The Ultra Rally has been duly reported so I'll not cover old tracks. After the rally I headed West. Great roads I travelled ... yes I've been on them all before ... do you only listen to Bach only once? Across Rocky MT N.P. to #125 north thru Rand/Walden ... #130 west from Laramie to #70 west to Slater and turn around come back to Centennial for my annual Chocolate Malt at the "Sugar Bowl" ... #14 east across the south end of the Big Horn to #16 west across the north end. In climbing the east side of the Big Horn heading west you go through a series of 20 - 30 MPH switchbacks ... no big deal ... EXCEPT in one of the right handers the engine speed flares up! Whoa - low powerglide fluid ... my first thought is ... MIGRATION ... must be ... because I have no leaks. (he smugly says) Well if that's true so which Indian village do I head for? You do know about the Indian villages ... don't you? Atascadero in the west and Sylacauga in the east. As it turns the problems is a LEAK in the glide cooler. A temporary fix has come loose. (Temporary fix; the most permanent thing in ... oh never mind.) Oh well its a problem common only to my unit so that's the end of that story. Thankfully!

Out of Cody go north on #120 to pickup #296 ... AKA "THE CHIEF JOSEPH ROAD" ... thru the SUNLIGHT BASIN ... to jct with #212 north toward Red Lodge ... this road is known as the BEAR TOOTH HWY. ... its one of the great drives in the world. I usually go to the MONTANA welcome sign and turn around and retrace my steps, spending at least one night in the area. I then go thru the north end of Yellow Stone National Park and proceed on my way to the jct of #20/#2 at Newport, WA on the WA/ID border. #20 west takes you thru the North Cascades N.P. ... A must see/stop is the park Visitor's Center. See the slide show ... I've seen it a dozen times and hope to see it a dozen more ... continuing on #20 to ANACOTES (a neat town) ... stop and see Ed Sturgeon at Anacotes Machine Shop ... a very handy guy to know if you ever need any kind of mechanical help ... also a GREAT bakery ... "LA VIE EN ROSE" ... some of the best bread I've ever had. Shop at 410 - "O" avenue ... bakery 418 COMMERCIAL ... both great. Next point of interest (to some ... well at least to me) is PEARSON Field ... just west of I-5 on WA #14 on the west side of VANCOUVER, WA. Very nice small museum ... and they have an former Eastern Air Lines DC-3 about ready to fly ... NEATO!! Spent a night at BOILER BAY (Lindoln city) along the Oregon coast ... illegal ... but nice ... next stop war at the COTTAGE GROVE, OR airport where the Hughes H-1 racer is being replicated (the original is rightfully in the SMITHSONIAN)... man what a job ... The H-1 is, in my opinion, one of the true icons of AMERICAN AVIATION!! Next stop of general interest was at Jim/Marlene Craig's HACIENDA..HA..HA. What I am about to report pains me, but I think I read once ... "You shall be served by the truth" After being stored for years in a very nice shop, Ultra #300 was pulled outside and set upon by an evil group .. some wielding SAWSALLS ... it never stood a chance. In two days it was all over. I mean it was gone. Jim Craig and Bob Galli were the main sawsall operators. The rest of the DEATH CREW were Howard Boso, Steve Farrell, Thomas Stingl (an international visitor from Germany .. a Corvair owner (in Germany) and a really nice guy) and sadly ... yours truly. This must have been particularly troubling for Steve/Bonny Farrell's coach (#299) to see. After all they were sisters/brothers (299/300) get it? Many little subtle things/

(Travels - page 2)

differences were noted during the autopsy ... meat for future tech sessions. While the guys were doing the dirty deed, the ladies (Marlene, Marsha, and Bonnie) kept us in good shape ... food/goodies wise as always. After the



#300 thing ... which for the record occurred over Halloween ... it was off to the Fan Belt Toss. The Toss is surely one of CORVAIRDONS premier events ... and as usual it was a great event. Historically, the Fan Belt Toss has been the end of my cruising season ... so again it was time to "GIDDY-UP" and head east.

Listed hereafter are some of the Ultra Types I was privileged to spend some Quality Time with: **CHANCE FITZGERALD** ... like the energizer rabbit ... still going strong. **John/Claire Hoffman** ... John now has two lathes ... greed is a terrible thing. **Evy Sheppard** ... has moved into new digs ... really nice. **Fred Leary** ... turned ninety last year ... sure he's slowed down, but he's still as sharp as a tack. The **Washmuths** ... must have heard I was coming ... they left the country! Oh Well. **Bob and Roberta Franz** ... dear friends for almost 30 years ... the kind of folks that are one of the rewards for owning and Ultra. **Mory/Ester Snyder** ... as some of you know the Snydres and Franzs are "walking distance neighbors" ... neat ... **Bob and Diane Galli** ... yep it's one of the Indian Villages ... and trust me I was treated like a visiting chief ... we don't go back 30 years ... but some day I'd like to be able to say yeah ... the Galli and I go back thirty years or so ... I'd like that! **Mell Dineson** ... living on a very small sailboat at Oxnard, CA ... Mell is almost 15 years older than I ... hope I'm in that shape when I get there ... let's face it maybe I just better hope I just get there. **George Rakous** ... lost his driving license a couple of years ago (George is no kid .. he's a 1917 model) he's handling it well. Missed the Steenbergs ... my loss ... a little phone/schedule mess-up ... sorry guys. **Bob and Grace Ballew** ... they've never owned an Ultra, but believe me they are TRUE ULTRA TYPES. -- FIRST GRADE - I particularly admire Bob because he is one of the few career Marines I've ever known who was successfully rehabilitated back into society. I'm sure the lovely Grace had a lot to do with this. Bob's technical expertise is legendary and well it should be ... SUPER FOLKS. **Jim/Marlene Craig** ... is their middle name HOSPITALITY?? If it's not it should be ... if you're an Ultra type you know what I'm talking about ... for sure ... while at the SENIOR CRAIGS I got to see the JUNIOR CRAIGS ... **Robert** and his BRIDE ... **Liesha** ... a lovely young lady ... not only beautiful, but more important ... SHE REALLY LIKES THE GREEN MACHINE ... SUPER!

At the end of the Fan Belt Toss I was allowed (honored) to drive the Craig's #604 back to Joshua Tree. While it was a short drive it is easy for me to see why the Craigs always have that certain smile on their faces ... as you would expect it's certainly different from a Corvaire unit ... very stable tracking ... very (my expression) dialed in ... credit must go to a brilliant design, considerable work by previous owner, Roy Muranaka and continuing development by Jim. The lasting impression to me was the SOLID feel ... not ponderous and heavy, but SOLID like one piece. I'm very glad that it's 26 feet long ... if it were 20 feet I'd lust after it. As it is I can just admire it as a GREAT unit. Works out nice. Till When - All the BEST. Walt

Our 7,000 Mile Ultra Adventure, August 31 – October 8, 2001

By Nancy & Doug Pratt

This past winter we spent 7 ½ weeks in Florida and drove a total of 4,195 miles. However, we still felt adventurous and at the end of August we headed west and drove another 7,064 miles. It all started with our plans to attend the Ultra Van national rally in Minden, Nebraska. We have friends who recently moved from our area in Pennsylvania to Boise, Idaho. They kept trying to convince us that we should come out to visit them and we decided that once we were half way there, we should continue the journey west.

We had a great adventure and our only problem on the entire trip was a muffler that went from bad to worse (and had to be replaced) and a loose coil wire that needed to be reattached. Although we kept a record of our gas purchases, we did not count the number of quarts (gallons!) of oil we used.

Our adventure started out from our north central home in Pennsylvania to visit Ultra owners Vern & Debbie Hammer in Rockford, Illinois. Always wonderful to see them! We just wish that we lived closer to each other. From there we went to Wisconsin's most visited spot, House on the Rock, which we thought was very unusual, amazing and even weird. Another spot on our list of things to see was Mall of America near Minneapolis, MN. We needed to drop breadcrumbs to find our way around there! Our next interesting spot was the Corn Palace in Mitchell, SD, the "world's largest bird feeder." Then we headed south to attend the rally in Minden. We arrived on Monday, September 10th, looking forward to a great week. And what a sad week it turned out to be for our nation! At the time, we were very sorry that the attack put a damper on our rally. However, looking back, we feel that it was best for us to be stopped for a week to analyze the situation. At first we heard reports of gasoline jumping to \$4 and \$5 per gallon. We weren't even sure we could afford to go home much less continue westward. By the end of that week, we had made the decision to carry on with our plans as the president encouraged each of us to do.

One of the nicest spots of our entire trip was the excursion we took with Ultra members to the Archway Monument in Kearney, Nebraska. The Archway actually spans Interstate 80. That is a must stop destination to keep in mind as you travel. It is very well done! We were impressed from the very moment that we walked in and saw an escalator that took visitors right up into a movie and history of the progression of the Oregon Trail into a modern Interstate. We wore headsets as we watched a herd of buffalo stampede toward us or heard a train on a trestle overhead. And of course, we enjoyed visiting Pioneer Village in Minden and it's extensive collection of just about everything that you can imagine, as well as a tour of the newly renovated Minden Opera House.

From Minden we went back north into South Dakota where we saw the Badlands, Mt. Rushmore (very meaningful and patriotic at this time), Crazy Horse and about a thousand buffalo in Custer State Park. We were parked on the road and the bison (buffalo) were passing on all sides. On September 18th, one week after the attack, we decided to go to Ellsworth Air Force Base near Rapid City, SD to spend the night at their campground for military. What an experience that turned out to be! After driving through lots of cones on the entrance road, we were told that we were too wide to go through the new barriers at the main gate. We were directed to the commercial entrance where we had to drive through a zigzag pattern of concrete security barriers. We showed our military ID cards, got out of our Ultra as guards used mirrors and dogs to check under our vehicle. Then armed guards entered the Ultra and finally told us it was OK for us to go ahead. We had to wait for a metal barrier to be dropped before we could continue on to the base and even then we drove past guards with machine guns. Needless to say, we felt well guarded that night! All in all, South Dakota turned out to be one of our favorite states with lots of wonderful things to see.

(The Pratt's *7,000 mile Ultra Adventure* continues:)

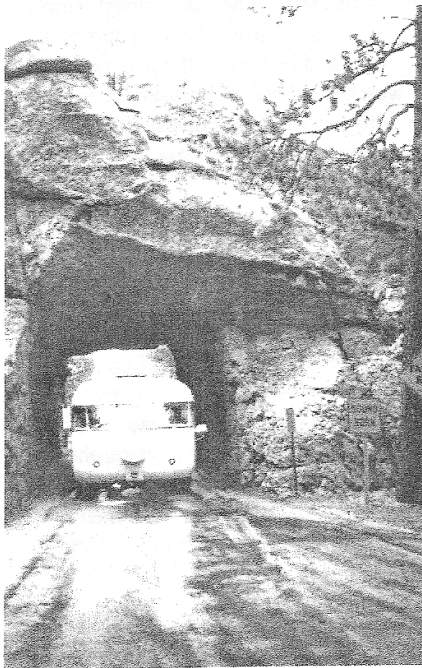
From there we continued west into Wyoming and saw the Devil's Tower and then went on to Yellowstone for two days, although we certainly could have spent a week seeing all the interesting sights and wildlife. While in Yellowstone we actually crossed the Continental Divide five times in one day. The next stop was the beautiful Grand Tetons and Jackson. We thought that we picked a good road heading west from Jackson, WY to Idaho but didn't realize that Route 22 had a long ten percent grade. We started up the steep road and kept going up slower and slower. After three miles of losing speed we looked ahead and saw that we still had a very, very long way to go. Rather than take a chance of blowing our engine, we turned around and went back and took the longer but safer way to Idaho Falls, Idaho. Next stop was Craters of the Moon, which seemed very similar to Sunset Crater in Arizona.

Then finally to our destination of Boise where we were joined by our Vixen friends, Cliff & Sandy Swick, who flew cheaply (with no problems) in first class since their son works for Northwest Airlines. After the six of us toured spots around Boise, we all headed for a big square dance weekend in Louisville, KY. Along the way we visited Temple Square in Salt Lake City and Arches National Park in Utah.

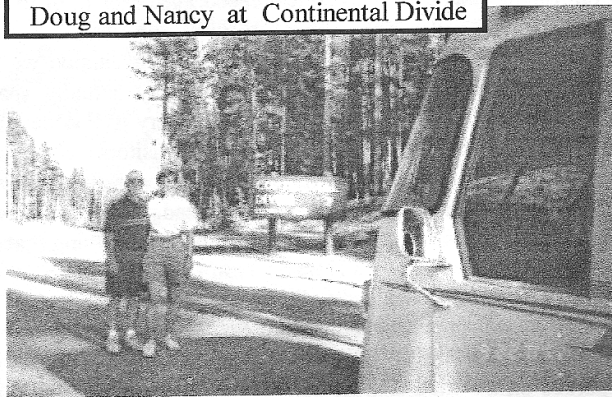
Although we drove 7,000 miles and saw some wonderful parts of our big country, we realized that we live in one of the prettiest spots on a beautiful hilltop, especially when the leaves were all painted in their fall colors. It's always fun to go away and travel in our Ultras but it's always good to get home again!

Editor's note: Below are some photos that the Pratts took along their trip.

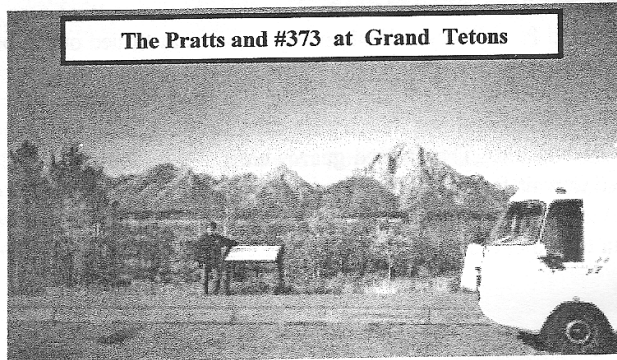
#373 at Custer National Park



Doug and Nancy at Continental Divide



The Pratts and #373 at Grand Tetons





So You Want Shore Power Line Freedom? by Norm Helmkey

An inverter is a device to change 12 volt DC battery/alternator current to 115 volt AC power for household appliances like a coffee maker, frying pan, microwave, TV, etc. However, nothing is free, when one kind of energy is switched to another, the result is always less than 100 percent. One thing is certain, the battery charge must be carefully monitored so there will always be enough "juice" to be able to start the Ultra engine.

Batteries are the heart of an inverter system. In an RV, batteries are used for simple "loads" like; starting, ignition, lights, radios, etc. Most modern inverters are only less than 90% efficient. Even at 90%, you can't run very long on the batteries alone. When using an inverter, for every 1 amp of AC load at 115 volts there is a drain of about 10 amps on the 12 volt battery, a 1 to 10 ratio. In terms of Watts, it is Volts X Amps. e.g.(115 volts x 1 amp = 115 watts) and 12 volts x 10 amp = 120 watts. Remember, **the 1 to 10 ratio**.

You don't have to be an electrical engineer to choose an inverter, but it helps to understand some of the basic functions, capabilities, limitations and terminology. Outwardly, an inverter looks like a box with a switch and one or more electrical outlets and maybe a few indicator lights. High capacity inverters have a cooling fan. Good inverters are protected from overloading, high temperature, high (around 15 volts) or low (about 10 volts) battery voltage. Often these protection devices also have audio and visual alarms to warn of the conditions. Some inverters also can be turned on or off remotely.

There are three kinds of loads to know about: First, is the "**Stand-by Load**" which is a small drain on the battery when the inverter is turned on, but no AC current is being used. If the engine is not running, the stand-by load will gradually drain the battery, just like leaving a light on. The larger the inverter capacity, the higher the "Stand-by Load."

The second is "**Resistive**" load which is easy to calculate. A light bulb or toaster has a rating in watts. So adding up the watts of all the appliances being used **at any one time** is the total Resistive load. Some appliances with series motors (like electric drills, most food mixers, hair dryers, etc.) act like resistive loads. "Series" motors are the kind with brushes.

The hardest to understand are "**Inductive**" loads as the load on the inverter varies during the duty cycle. Starting an appliance with an Inductive load can draw up to 5 times the normal current draw. Generally, appliances with an inductive load have motors and/or transformers like refrigerators, microwave ovens, air conditioners, etc.

All inverters can handle a resistive load up to the inverter rating, but if it can't handle the inductive load, it usually just shuts down as an overload condition. If the inverter surge capacity is marginal, its output will dip during the surge and may pull the battery voltage down below the inverter minimum voltage also causing it to shut down, so there are many things to consider.

Finally, to complicate the picture a bit more, there are two main types of inverters. Somewhere in the inverter advertising it should state if the inverter is a "Modified Sine Wave" (MSW) or "True Sine Wave" (TSW). MSW's of the same rating are a third of the price of a TSW inverter, but the TSW unit can handle inductive loads right up to the design rating.

Inverter ratings are based on resistive loads like light bulbs, frying pans, etc. An inverter usually has ratings for continuous use and intermittent use (10 minutes or less). If you calculate the amperage of a 1,200 watt load into volts and amps, by using the 1 to 10 number, and divide 1,500 watts by 12 volts, you would need a current draw of 125 amps. Now if this was an inductive load you can see there might be a totally unrealistic draw of several hundred amps (based on the up to 5 times the starting current draw), which would need 12 volts DC power cables so thick they would not be practical. The manufacturer will list the cable size needed for each size of inverter. Usually a 1,500 watt inverter will need a #1 or #2 cable depending on the length of the cable to the battery post. It is also a good safety point to install a slow-blow fuse in this cable of about 150 amps. Always use the manufactures instructions and installation guide.

Microwave ovens are an inductive load. They take more power per watt than resistive loads, sometimes more than twice as much, so a 1,200 watt microwave may not run on a 1,500 watt MSW inverter. Sometimes you can get around the problem by running the microwave at a reduced power level.

Safety is also a major concern when combining an inverter with the existing wiring in your coach. To begin make sure the inverter is UL or CSA approved. When wiring you need to be sure the ground goes to ground, the colors match, white to white and black to black. The best way is to use a transfer relay so shore power and inverter power are never mixed.

Power quality may be another issue to consider. Some inverters are "cleaner" than others. Utility supplied power is a TSW and is very clean. Any other kind of alternating wave is less desirable. True sine waves are geometrically smooth, rising gradually from zero to peak positive voltage, then reversing smoothly through zero to peak negative voltage.

Some appliances won't work on MSW inverters at all. A buzz will be heard from the speakers of nearly every audio device. An annoying buzz may also be emitted by some fluorescent lights, ceiling fans, and transformers. Some microwave ovens buzz or produce less heat. TVs and computers often show rolling lines on the screen.

An easy way to check the type of inverter is to measure the output voltage with a regular digital multimeter. If the output reads around 100 volts AC, yet a light bulb has the same brightness on the inverted power that it had on shore power, the inverter is the MSW type. It takes a special "True RMS" meter to measure the true output voltage of an MSW inverter.

Sometimes, you can use the alternator to supplement the battery in high current draw situations, however the standard Ultra Van alternator is just 37 amps if Corvaire and 42 or 55 amp if a V-8. You should consider an upgrade in this area. On the battery, regular engine starting batteries may not be up to the task of working with the inverter. Engine starting and house battery requirements are quite different, so you may want to consider a deep-cycle battery for the inverter and some kind of device to keep both batteries automatically charged. The simplest of these devices is a dual-battery isolator. These units are usually under \$50 for a 100 amp capacity. The second type is a battery combiner that monitors alternator output and when it reaches 13.3 volts, it picks up a relay to join both batteries together. As long as the alternator output is over 13.3 volts, there is no danger of a battery with a high charge being drained by a low charged battery. Battery combiners are about twice the cost of a battery isolator.

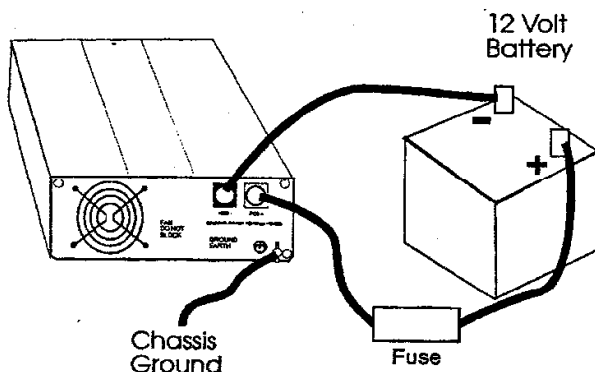
In order to improve the weight distribution of your Ultra Van, you might want to consider moving the batteries from the rear location to a place forward of the rear axle. Many of us have made battery boxes on either side of the coach in the rear wheel wells. This is an ideal way to

reduce the length of the battery cables to both the starter and inverter. The inverter could be mounted in the closet or in the space over the differential and the cable length can be less than two feet.

When all is said and done, come out to a rally and see how some of us have done our installations, then, if you are not comfortable in doing the changes and/or installation yourself, have it done by a professional.

Typical Power Usage Chart

Typical Appliance	Typical Appliance current Draw
Cellular phone charger	20 watts
Camcorder	30 watts
VCR	45 watts
Soldering iron	45 watts
Laptop computer	70 watts
13" TV	70 watts
19" TV	95 watts
100 watt work light	100 watts
Small stereo system	120 watts
3/8" drill	500 watts
Small microwave oven	1,100 watts
Hair dryer	1,200 watts
Large microwave oven	1,700 watts
Circular saw	1,800 watts



Editor's note:

RV Solar Electric, in Scottsdale, AZ specializes in RV Solar systems and inverters. They offer a FREE catalog. Call: 1-800-999-8520 or Website: RVSolarElectric.com

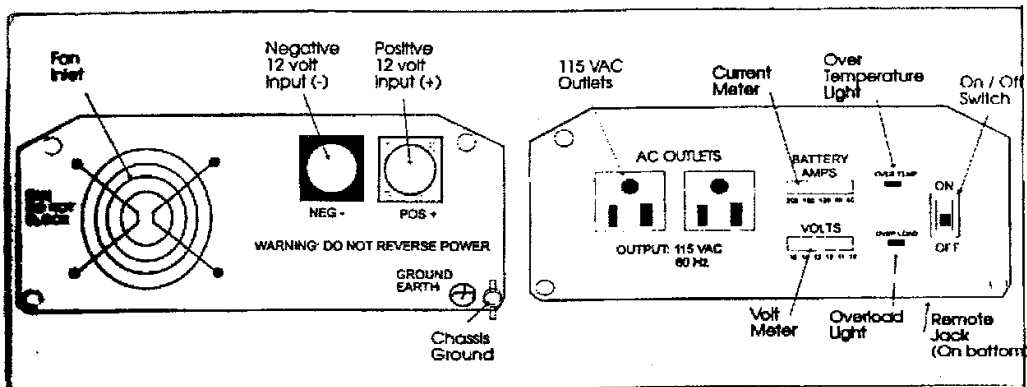
Battery Life Chart

Power Usage	Approximate 12v Current	Typical operation time with 50 amp-hour car battery	Typical operation time with 100 amp-hour car battery
100 watt	9 Amps	5.5 hours	11 hours
200 watt	19 Amps	2.6 hours	5.2 hours
500 watt	47 Amps	1 hour	2 hours
1,000 watt	94 Amps	30 minutes	1 hour
1,500 watt	140 Amps	20 minutes	40 minutes
2,500 watt	94 Amps	12 minutes	24 minutes

Wire Size Chart

Inverter Size	Current at rated power	Suggested User Installed 12v Fuse Size	Suggested Wire gauge, less than-10'	Suggested Wire gauge, 10' to 25'
800 WATT	75 Amps	80 A	4 AWG	2 AWG
1500 "	140 Amps	150 A	2 AWG or two 6 AWG	1/0 AWG or two 2 AWG
2500 "	235 Amps	250 A	2/0 AWG or two 1 AWG	4/0 AWG or two 2/0 AWG

Current at rated power	Suggested User Installed 12v Fuse Size	Suggested Wire gauge, less than-10'	Suggested Wire gauge, 10' to 25'
75 Amps	80 A	4 AWG	2 AWG
140 Amps	150 A	2 AWG or two 6 AWG	1/0 AWG or two 2 AWG
235 Amps	250 A	2/0 AWG or two 1 AWG	4/0 AWG or two 2/0 AWG



Coaches For Sale

Ultra Van #290 Coach is in good condition, mostly original. This coach has a 140 hp engine. Located in Swift Current, Saskatchewan, Canada Price \$6,600 US or best offer. For details, contact: **Mike Johnston (306) 773-8444**

Ultra Van #339 Coach is in good solid condition, but has not been on the road for about 10 years. Stored inside on Long Island, NY. The original 110 hp engine is out and needs rebuilding. Currently has a good running 95 hp installed. Price \$4,000 or best offer. For details contact: **Joel or Steve Braverman (631) 696-5899 home (631) 463-2951 mobile**

1969 Ultra Van #474. 68,000 original miles. 110 hp/powerglide. Excellent condition. Pampered/Under shelter when not driven. Complete engine rebuild by Jim Craig at 58,000 miles. Many new items including tires, fuel pump, support plates on rear turnbuckles, shocks, alternator, batteries, coil, electronic ignition, seat upholstery, roof coating, front brake hoses and master cylinder. Excellent walnut interior. Growing family forces sale. One of the cleanest Ultra's on the road! \$7,995 obo. **Matthew Jumper**, 13782 Lakeview Court, Lakeside, CA 92040, (619) 443-4332, jumper4@prodigy.net

69 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 corvair@fan.net or (843) 422-4535 After Nov 15**

Ultra Van #477 This coach was used as an office and has not run for some time. The owner would like to get rid of it, would sell for \$2500, (maybe a lot less). Interior is in fair condition. It needs lots of work. If interested; check it out or give Bob a call.

New & Used Ultra Van Parts

New; "**Billet**" aluminum adapter for installing where the Corvair mechanical fuel pump was removed. (Needed when you go from mechanical to electrical fuel pump.) Installs with two each Viton rubber "O" rings, to prevent future leaks and the orig. anchor bolt & nut. (See picture for details.) Price; \$14.95, plus \$3 shipping.

New; **Tool**; Pressing/Knocker tool for removing the Ultra rear wheel/spindle/axle from the hub. This tool protects the threaded end of the spindle from being crushed or distorted from pressing or hammer blows on it. (A recommended tool for every Ultra owner.) Precision made from #4130 aircraft steel. Price; \$14.95 plus \$5 shipping.

New; **Tool**; Ignition switch bezel removing tool. (No need now to use water pump pliers, which damages to chrome.) Works on both early and late bezels. Price; \$12.95 plus \$3 shipping.

New, **Automatic** transmission control cable for 22' Ultra Van. These cables have been modified with an additional "O" ring installed with the metal housing at the aft end of the cable. (Modification by Bob Ballew) They will not leak even if the black plastic is removed from the cable housing. Price; \$95 plus \$15 shipping.

Parts for sale continued:

Used; **30 Gallon** late style aluminum gas tanks, 2ea. Use for gas or non drinking water. Price; \$50. Ea.
Used; **Propane**, orig. style 10 gallon tanks. With all valves and gauge, ready to install. No testing required. Price; \$25.ea.
Used; **Awning**, 13' x 7'. As new. Used once, maybe. From the "My Girl" Ultra Van. Price; \$80.
New; **Windshields**. Full size. Tinted. Not recommended to cut these. (This makes a nice looking installation with about a 12" wide glass in the center.) We have **only four (4)** each of both sides. Purchase your spares while they are still available. \$500 ea., shipped to you home.
New; **Orig. Windshields. Cut Style**. Tinted. One (1) ea. r/h & two (2)ea. l/h. Price; \$695.
New; **Air Bags**, Firestone, rubber, w/ alum. bottom housing. Front & rear suspension. Front; 7 1/2", \$125. Rear; 12" (500 series Ultras), \$135.
New; **Ryerson Ultra Van Manual**. A "Must Have" for every Ultra Van owner. Price; \$65. Includes shipping .(New updated price.)
New/Upgraded; **Alternators, one wire type**. Corvair and V/8 Ultras. Available amperes output, 70-90. Two reasons for upgrading to this unit is that it can be replace or repaired anywhere in your travels and it allows for higher efficiency in handling your added electrical requirements. \$79.95 plus \$15 shipping . Guaranteed. (You might purchase cheaper, but not with the "quality" of these units.) Core required.
Used; **Rebuilt Rear Hubs**. Corvair Ultra Van. 2ea. Includes brake backing plate and "U" joint . Guaranteed. \$60. Ea. Plus shipping.
New; **Ultra Tow Bar** Attaches to front lower "A" arm forward attach bolts. Price; \$95.
New; **Speedometer Inner Cable**. 2ea. 901/4" & 2ea. 87". Price; \$24.95 ea.
New; **Hinge**. Piano type, alum. for entrance door. 4 1/2" x 6". Price; 18ea.
New; **Fan, Kitchen**. Electric, with outer cover. Price; \$40.
New; **Steering Gear Boxes**. With solid one piece shaft. Price; \$59.95
New; **Windows, rear side**. Late style w/ safety glass. Price; \$35.ea.
New; **Ceiling Panels**. Off white color, textured. Six (6) ea. 4'x 8". Price; \$40.ea.
New; **Bellcranks,Orig. ,Upgraded**. These assys. fit Ultras with bellcranks that use the 1/2" hinge. Bolt. Upgraded per the Ryerson manual. Sold as a pair only. Include all new bearings, shoulder bolts and bushings. Price; \$180. Per pair. (\$80. Core charge per pair)
New; **Structure, Bellcrank upgrade kit**. This kit is for upgrading to the attach structure for the late style bellcrank as noted above. Includes eight(8) steel plates and stainless steel attaching bolts, washers & nuts. (Plates are pre drilled and tapped. 1/2" shoulder bolt not included.) Price; \$45. Kit.
New; **Lens, red, Orig. tail light**. (Trail-lite #98/99) 3ea. only. Price; \$25.ea
New; **Lens, red. (Not Orig.) tail light**. (Reflect-O-Lite, #110-50) 10ea. Drilled to fit the orig, Ultra metal lens plate. Price; \$10 ea. (\$7.ea , you drill)
New; **Extrusions for "A" arms and rear Trailing Arms**. With steel plates attached. Price; \$15-25 ea.
New; **Nameplate. Orig**. Alum Plate, "Ultra Van" Oakland. Price; \$10ea.
New; **Brake Shoes, Emerg**. Rear Corvette/Ultra Van V/8. 4 pr., Price; \$10 pr.
New; **Bolts, Cam adjuster, suspension**. 1/2" X 4 7/16" and 3 5/8" Price; \$3 ea.
New; **Sensor, water tank**. Reads water level. Gauge is usually mounted on panel to rear of cook stove or by light switch near door. 4ea. Price; \$8 ea.
Used/rebuilt; **Corvair cylinder heads**. P/N; 3819876. (1964 110hp) New guides, springs, seals, counterbored gasket surface, three step grind, new and used valves, resurfaced. These are clean and ready to install. (A work done by Bill De Vecka.) Price; \$450. Including postage.
Used; **Jabsco water pump**. Not for drinking water. Price;\$20.
Used; **Jabsco Chopper pump**. Price; \$25.
Used; **Bycool Evap. Roof cooler**. Price; \$40.
Used; **Engines**;110, 140 and early engines. For rebuilding. Corvair Automatic trans. Diff's 3.55 & 3.89, Early 4 speeds, Engines, \$100- 300. Diff's & Trans,\$50 -150.

1. Mini Blinds, Fabric material, cell insulating type. Set of four for a Ultra Van. These are of a "Southwestern Design" . Colors are; turquoise, tan, brown, mauve, light green and etc. Sizes are as follows; 31 7/8" X 22 3/8" 2ea., 35 3/8" X 22 1/2" 1ea. and 63" X 31" 1ea. All are like new. Orig. cost, \$275. Complete set now , \$125.

2. New Corvair models, 1/18 scale, By Sun Star. 1963 coupes. 1ea. "White" and 1ea. Dark "Blue". \$22.50. EA. Die cast.

Note; All parts price are plus shipping. Jim Craig 760 366 9104 or Email; ultravan6@aol.com

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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. 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!