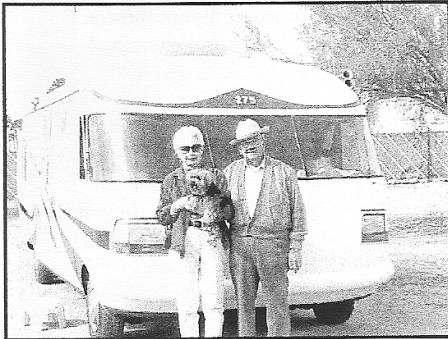


March 2002

Volume 36 Issue 2



ULTRA VAN MOTOR COACH CLUB'S

ULTRA SOUNDER

President's Perspective: by Doug Pratt

Greetings from Sunny Florida! We are on a winter/spring trip that will include the **Eastern Spring Rally at Adelaide Shores RV Resort** in Avon Park, Florida. The Ultra is running fine, but I don't know how fast we are going because we have broken our second speedometer cable. Having too much fun to change it again.

With the arrival of spring, we are looking forward to the quickening pace of the Ultra year. Things got kicked off with the rally at Boso's and will wind up with the **National at Hannibal, Missouri.**

Come out and join your Ultra friends as we see our great country firsthand.

Welcome New members:

Nick & Julia Caputo
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(604) 886-7299
nickandjulia@uniserve.com

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1130 SE Howard Rd.
Corbett, OR 97019

Phil Finch 294
1418 Apple Ave.
Tularosa NM 88352-2006
(505) 585-8035

Dorai Isaac
240 Manse Road
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CANADA

Kathy & Ed Jeffries 486
10005 N. Ranger Station Rd.
Hayward, WI 54843
(715) 634-3302
ed.kathy.jeff@cheqnet.net

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russrinta@hotmail.com

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corvaircharlie@juno.com

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2696 State Rt 416 SE
New Philadelphia, OH 44663

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New Carlisle, OH 45344-9603
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Jim Craig (Jim has three) 604
ultravan604@aol.com, oldsultra@aol.com,
or ultravan@pocketmail.com

Boso's Western Winter Rally, (Feb 12-16, 2002) by Diane Galli

Tech sessions , Pot luck dinners, campfires and a lovely Welcome Dinner prepared by Marsha set the stage for a most enjoyable Winter Rally.

One night out to the Arizona Opry, hosted by the Barleen Family, was a welcome outing, it is a western dinner theater, dinner of pot roast, potatoes, veg, dessert, coffee, lemonade, and water, then the fun begins with "picking and grinning", and singing. Bob did 2 tech sessions, one on blower bearing maintenance, care and feeding of, and another on, how to modify the top cover oil baffle.

On **Friday** after everyone had either gone to the local Flea Market, to Wal Mart, and a few of us had stayed home to "mind the store" as we were sitting in the patio, an Ultra Van drove up, not one we had ever seen before either, it was **Don and Vickie Reed** from Tucson, AZ on their way to Indio, CA to visit a friend and help her celebrate her 94th birthday. Hope I got her age right, don't want to age her. They own #274, and their son has done some major redesigning of the front and rear fiberglass, for new Ford headlights and parking lights, and Chrysler rear taillights as you will be able to see in the accompanying photo's. Vickie has had the name **Eclectic Anachronism** painted over the rear license plate. Their dogs name is Qwark, I hope I got that spelled right too, Vickie. The paint is the kind that changes color, really nice job.

Bob and I started our trip with an overnight at a local RV park in Bakersfield, CA because Highway 58 was closed due to a horrible traffic accident, it was reopened by the time we wanted to leave the next morning, and by afternoon we were in Quartzite, AZ at the Main Event dry camping parking lot, set up for a few days, and ready to hit the flea market.

Jim and Marlene Craig, and Bob and Roberta Franz, joined us Sunday, we all spent a great 2 days looking and buying, before heading out to Apache Junction Tuesday AM. We rolled in to Boso's to be greeted by, Walt and Marilyn Davison, from Alabama and Florida, Vern And Debbie Hammer from Illinois, and Carl and Esther Potter from NY State, and Dan and Betty Reinhardt, and Ed and Jane Harrison from the Greater Phoenix area. What a good time we had hugging and kissing all our friends. Kevin and his wife Leslie came by car and moteled it from Albuquerque, NM, sure hope they find a nice Ultra Van, they are very nice. Everyone will like them both.

Gerhard and Annemarie Powalka, from Yucca Valley, Ca came in a few days after us, in their Winnebago. Nobie Suckow and Threasa Vandersteeg drove out for a few hours visit, as Threasa had to leave on family business. What a group of people representing the North, South, East and West of these United States.

Friday: Dan and Betty had to leave as Dan's church was having a pancake breakfast Saturday, and Dan was flipping pancakes. It was also the night for the Barleen's Arizona Opry dinner theater.

Saturday: Jim and Marlene and Bob and I went back to the Flea Market, had a good time looking and buying. Ed and Jane left for her Sister's for a visit Saturday, went to the flea Market with us and left from there. Saturday night, the Boso's, Craig's, Davison's and Galli's all went out for Mexican dinner. MM. Good.

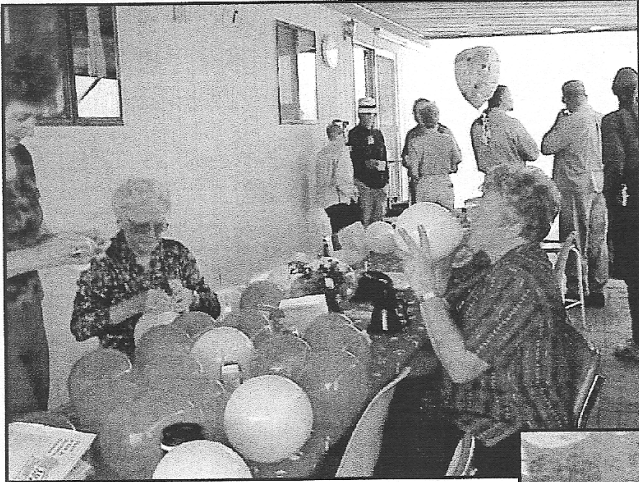
Sunday: We all departed for the home front. Walt and Marilyn and Bob and I to Quartzite, Jim and Marlene to Nobia's for an extended visit. It took us 3 days to travel the 694 miles home with all the over night stops and sites to see, the most spectacular of which was the Rail loop at Keene, CA, called The Tehachapi Loop. The train comes out of an East bound tunnel, and makes a loop back to the West, then another loop back to the East. What a challenge that was to build. We made our last over night stop at a wide spot off the main highway, before traveling home the next day, where we got to show Walt and Marilyn one of our local ranch roads, we like to travel with the Ultra Van.

One of the other neat places we went to on our way home was through Joshua Tree National Monument. A trip Bob and I had been promising ourselves for years. That night saw us at Bob and Grace Ballews for dinner, which e had at their favorite local eatery, and spent the night in their yard. Bob and Grace are 2 of our very favorite people. Bob being an absolute genius on Power Glides, differentials and distributors.

Well we are home getting ready for the next Rally, here at our house. I just hope I can do as well as Marsha did at hers. She is one hard act to follow, as is Marlene Craig when it comes to hosting Rallies she is the VERY best.

Thus ends my tale of the Rally at Boso's. A good time was had by all.

Valentine's Day at the Boso's Rally



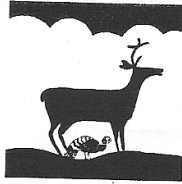
Decorating for the party: Marsha Boso, Roberta Franz and Marlene Craig in the foreground with Carl Potter, Debbie and Vern Hammer, Bob Reinhardt, and the Sullivans from Albuquerque, NM in the background.

Tech session under the trees at Howard's and Marsha's. The session covered: greasing the fan bearing, and installing the oil baffle directly to the top cover.



Jane Harrison - Our Valentine Girl!

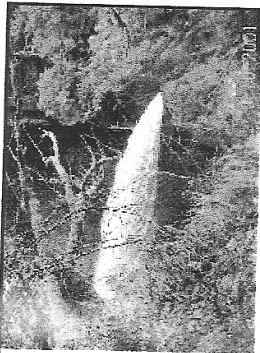
April Rally in Atascadero



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. Let's 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!!!!**



WESTERN SUMMER RALLY

Salem, Or
July 11-14, 2002

Planned activities:

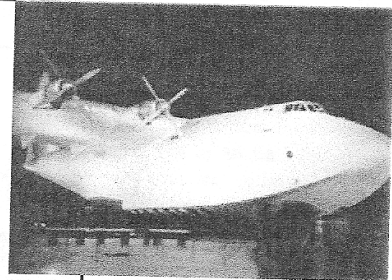
Thursday: set-up and visit

Friday: Casino brunch, Spruce Goose

Saturday: Oregon Gardens, Silver falls

State Park or Wine tours for
those that want, Pot luck dinner

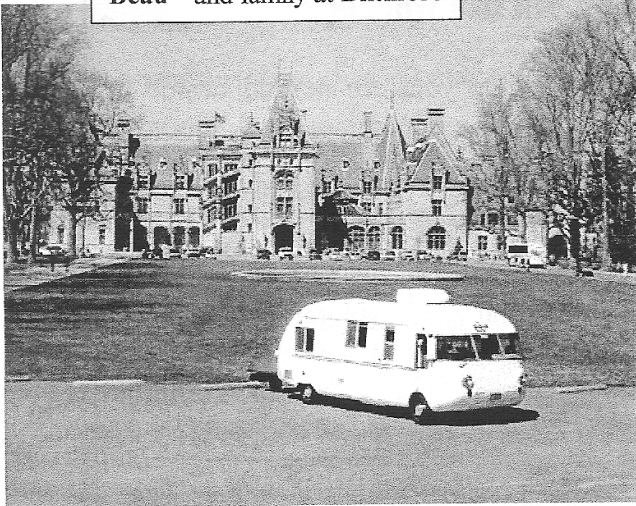
Hosts: Rich & Trish Shepard
Day: 503-981-9581
Evening: 503-371-4290
E-mail: Spyder62@aol.com



Editor's note: I took the above picture of the HK1 "Spruce Goose" when it was in Longbeach harbor. It's was really worth the admission price.

Eastern Summer Rally

"Beau" and family at Biltmore



Visit Biltmore Estate News

Biltmore Estate named in Top 50 American Destinations **National Geographic Traveler** has selected Biltmore Estate as one of its 50 must-see destinations in America. Featured on the cover of the October issue, Biltmore was chosen as one of ten national wonders by the magazine, which described the locations as manmade or natural spots that America cherishes.

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June 12th - 16th, 2002
Rutledge Lake Travel Park
Asheville, NC

Hosts: Jim & Rosemary Howell
John & Betty Howell

Activities:

Wednesday: Check in & Registration (visiting)

Thursday: Self guided tour of **Biltmore Estate**.
 Coffee and Snacks after we get parked

Friday: 0900 hrs Coffee & Snacks
 1000 hrs Tech and craft sessions
 1300 hrs Business meeting
 1800 hrs Potluck hosted by Campground

Saturday: 0900 hrs Coffee and Snacks
Free day for exploring area or just visiting

Sunday: 0900 hrs Coffee and Snacks & Goodbyes

Costs? Everyone probably wants to know what its going to cost. The campground is **\$23.00** per night and Biltmore is **\$29.00** per person. The rally fee is a one-time **\$10.00** charge per coach. We need to make our reservations **NOW** at the campground so they can reserve us a spot together. The reservation phone number is: **1-800 368-3209**. We will also need to get a 'head count' of how many are going to Biltmore, Email or call me with that. My email and phone # are on the back cover. Let's have a great rally! Jim Howell

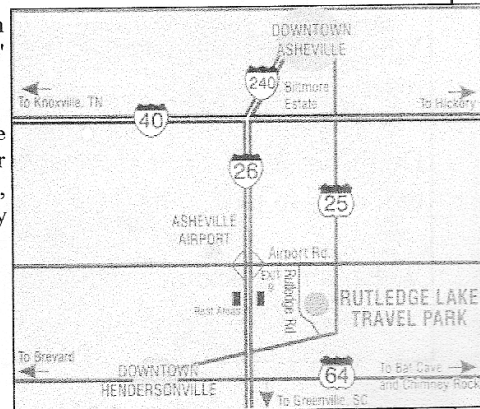
Rutledge Lake Travel Park, RV Park, Campground in Asheville, North Carolina Rutledge Lake Travel Park is an RV Resort, RV Park and camping center, campground located in Western North Carolina near Fletcher, Lake Lure, Asheville and Hendersonville.

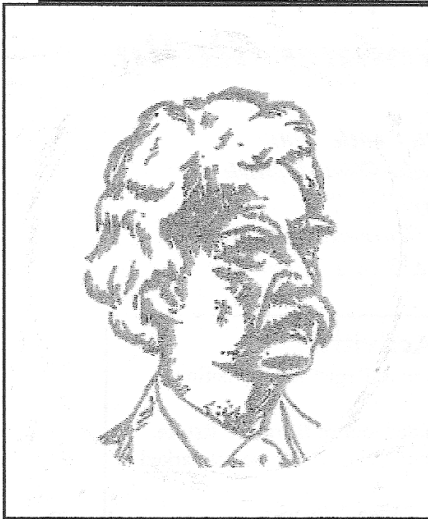
We know you'll enjoy your stay here in the beautiful mountains of Western North Carolina. We've planned carefully to provide the necessities and many of the "extras" that will make your camping experience with us one you'll long remember.

You'll enjoy the lake-fishing or canoeing, or walking through the woods along the nature trail. Our large multi-purpose recreation building is a great place to gather with others to picnic, watch satellite television, or make your own fun, dancing, strumming, singing...it's up to YOU! Start making your own scrapbook memories by staying with us soon!

Rutledge Lake Travel Park

170 Rutledge Road
 Fletcher, NC 28732
 Phone: (800) 368-3209 (828) 654-7873
 website: www.campingnorthcarolina.com
Reservations only - (800) 368-3209





36th Annual "Ultra Week" Sept. 9th to 13th, 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 camaraderie, 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

All the sites around the pavilion where the activities will be located are \$18.00.

Just water & electric sites are available in the park, but they are less than a dollar a night cheaper.

You need to call **1-800-527-0304 Extension 23** and talk to Glenda to make your reservations.

Don't put it off, do it now, so we will all be together. Some of us will be there a day or two early to look around the town. Remember, if you stay 6 nights, the 7th is free.

Watch for the next newsletter for ordering banquet tickets and T-Shirts.

A New Look for #275

(editor: This is a letter to the editor explaining his changes to #275)

Dear Jim:

Just a few lines to give you an idea about the process of updating *The Anachronism*, #275.

We bought it in June 8th, 1986 and have enjoyed it ever since. I thought it needed some kind of help, on the outside, and when I saw a picture of Dr. Franz's Rig. I told my son -- "That is what I wanted it to look like". Delbert has a mobile business, body & fender repair and painting, and he does a lot of work for La Mesa RV here in Tuvdon. His business name is "Auto Interiors and Maintenance". He accommodated me and painted my Rig so that I could enjoy it when I saw it, as well as, driving it.

About 20 months ago we discussed repairing cracks in the fiberglass. He said "let's upgrade it at the same time". We his business boomed and he had a hard time keeping up with it and doing my job. It took 19 months, but it was worth it.

On the front of it he installed an extra piece of aluminum to give it a better contour. I built the gussets (5 in all - see picture 'A') to contour it to accommodate the 1996 Ford F150 pickup headlight modules. He had to install structural pieces to accommodate them so they could be adjusted appropriately. In picture 'A' you can see them tapering from top to bottom. Also, note the fairing around the rearview mirrors, all done in fiberglass, the design of which he generated.

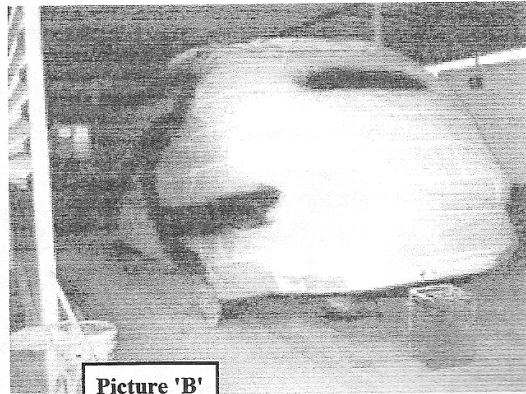
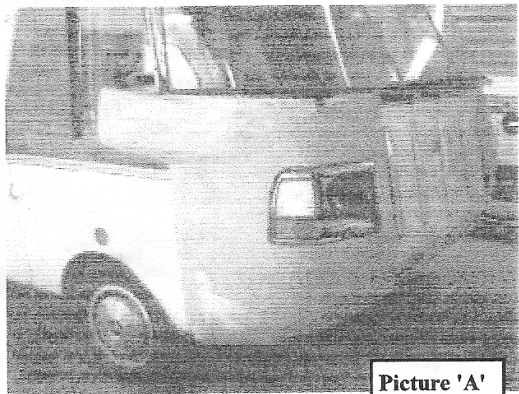
The rear taillights were always kind of small for the size of the coach, so when he came up with the Chrysler 2000 Concord taillights, and built them in so professionally, I was dancing a jig! Picture 'B' shows how much is involved in painting stripes over the white background and the time involved was a problem because he did it all at my place, and he lives across town -- 12 miles away.

Inside the coach, I removed the drop leaf table and installed a Formica covered storage cabinet to cover the 'generator set' and for storage. (about 6 foot long) I built a table top it that slides in and out 19 inches by 5 feet and it has no legs on it so that it is out of site till you need it. About 10 years ago we installed a new rug and curtains, but it need it again. The rest of the interior is pretty original.

We have renamed it "**The Eclectic Anachronism**" -- Eclectic means 'collection of better ideas' and Anachronism means 'out of place in time'.

On our trip to Indio, CA, after the rally in Apache Junction, we went on to El Centro and the Sand Dunes where a couple thousand sand buggies and All Terrain Vehicles were having a ball. Boy did we ever get inquiries about the rig. Everyone wanted a tour. What a response. It was a shakedown cruise, only 1000 miles, but FUN too!

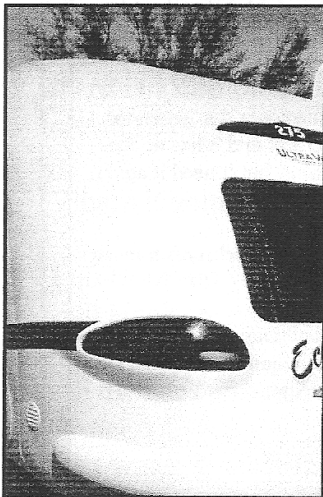
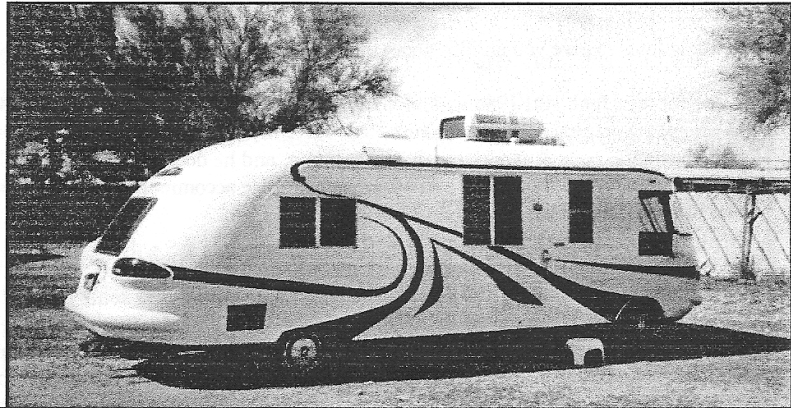
Don and Vickie Reed



Photos of the Upgraded UV #275

By

Diane Galli and Jim Craig



Saving Another Ultra Van by Richard and Phil Finch

It has not been that many months since I thought to myself: "Why would anybody want to work on more than one Ultra Van?" And now I know. There is some irresistible urge that makes us want to fix up just one more forlorn Ultra Van that might otherwise go to a scrap heap somewhere. And then there is the practical aspect that suggests that it would be a good thing to have a really neat old RV for one of our family or friends to drive and live in. In this case, my youngest brother, Phillip Finch, needed a RV to live in while he does his residency training in Omaha, NE at Children's Hospital.

Phil had been looking for an Ultra Van for several years, but was never able to make a deal on one. Recently, our neighbor here in Tularosa who owned two Ultra Vans, decided to sell one to concentrate on his other unit. The price sounded fair and so my brother said "buy it". And I did. The ad said "needs tires and paint". And what it didn't say was a lot. The tires were Michelins, put on in the 1980's and the paint was the original with the two gold stripes down the side. The body was very straight with no dents and we later found out that the suspension had been upgraded to the latest ideas from the Ryerson Manual. The #294 UV had been taken off the road in 1986 because it would not pass the strict California Smog inspection.

The interior of the unit was almost original with even the original curtains in the windows and of course the avocado green hi-lo carpet that we all love to hate. The beds were the original configuration for a 1967 year S/N 294 Ultra Van. The husband's bed was firm and the wife's bed was very soft. The dash board had the 1962 Corvair speedometer and gas gauge, the factory 8-track tape player and the wiring where the CB radio had been. The unit also had the bookcase and folding dining table, all in walnut Formica.

The two front seats were factory original and the appliances were the Dometic propane refrigerator and the O'Keefe and Merritt cook stove and oven. The room heater was the Coleman wall unit. The engine was a 140 hp with two carburetors removed and a powerglide transmission.

But the rear suspension had been converted to tractor/trailer rig air bag suspension. We found out that 27 psi. in the air bags provides a normal riding height. Adding up to 40 pounds really jacks up the tail of the unit. The front of the #294 had been converted to all the heavy-duty mods that the Ryerson Manual recommends. It was fortunate for us that the suspension was not in need of improvements. We had plenty to do in the interior.

All three of the water tanks had severe leaks and were not plumbed in to anything. They were just there supporting the floor. It took us a week to add spouts and hook up a gravity water system for the two sewage tanks, no chopper pumps or other pumps except for a new fresh water pump that we bought from J.C. Whitney.

None of the shower, lavatory or sink were plumbed in. We needed to install mostly new copper tubing. The toilet was junk and so we ordered a new Thetford toilet from Camping World. I drove the unit down to our local propane fill station and put in 3 gallons of propane. We began testing the appliances and found that a 6 inch piece of copper propane line was completely missing! But, one-by-one the appliances breathed into life. First, the Coleman wall heater lit and started making nice heat. Next, the water heater lit and started making the roaring sound that they make. Then the Dometic refrigerator started making the washing sounds of being overprimed until the flint ran dry. And the cook stove lit just like it was just used the day before.

And for the paint, I hired a 17 year-old high school boy to dry sand all the old paint off the fiberglass and to wet sand it afterwards. He also scuff-sanded the aluminum. We checked with Du Pont and found that a gallon of standard Chevy white now sells for \$138.00 so we have decided to go with Sherwin Williams Alkyd white paint @ \$ 40.00 a gallon, with pale blue striping, like some Ultra Van pictures we have seen on the internet. And Phil says he simply must have a Norm Helmky - type 'smiley' face on the front end. So Phil spent three days drilling out all the rivets and removing the steel bumpers from the front and rear of the coach. Then we re-riveted the body seams back to factory specifications with my brand-new aircraft rivet gun and bucking bar.

I am finishing up some of the details on the coach and then I will drive it up to Omaha to help Phil set it up and start living in it. We are both planning to have a camp-out with our families at Diamond Lake up in the Oregon mountains in mid-July.

(editor: My scanner quit working so I couldn't scan Richard's 2 photos.)

So YOU want to be a Newsletter Editor! by *Jim Howell*

During the Spring of 1995 I volunteered to be the editor of the **Ultra Sounder**. It wasn't called that then, but that is another story. I had done our local corvair club's newsletter for about 10 years and I thought I knew what I was doing. WRONG!!!

There is a lot of work in putting out a quality newsletter for 150+ people. Much of the initial thoughts should be on how good of a product will be produced. Next one must allocate a lot of time! If married - a loving wife is essential. The membership must be willing to contribute lots of articles and photos. Lastly, the editor must be willing and able to commit lots of time to the effort. Yes! I repeated myself, because it will take all day for one person to just fold, label, stamp and mail 150+ newsletters after it is put together and printed.

To do the **Ultra Sounder** I first purchased a Page Layout package (*MS Publisher 98*) for my PC and a scanner for photos. Next I bought a 'longneck' stapler from Office Depot. Then I set deadlines and tried to get a feel for what the finished product should look like. This will be controlled by the amount of material that is submitted, how much money is available for printing and postage and what the club guidelines are (if any). The above costs depend upon several things: Type and weight of paper, number of photos printed, format of newsletter, and number of copies to be printed. (NOW WE'RE ROLLING!)

Our newsletter uses the 11x17 format. This is 4 - 8.5 x 11 pages on 1 sheet of 11 x 17 front and back. The outside sheet is heavier than the inside sheets to protect the newsletter in mailing and is bought special at **PaperPlus**. (5 cents a sheet) I usually try to fill either 12, 16, or 20 - 8.5 x 11 pages to give me 3, 4, or 5 - 11 x 17 newsletter sheets. I want a newsletter that weighs more than an ounce so I can mail it 'flat'. They are processed differently and rarely get 'destroyed' in mailing if sent that way. (experience!)

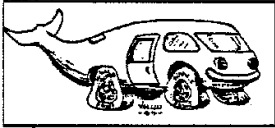
NOW what are the costs? Each 11x17 sheet double sided costs about 20.5 cents in quantity of 100+. Multiply that times the number of 11x17 sheets, add 5 cents (heavier paper on cover) and you have the cost of one newsletter. Now multiply that by the number of newsletters and we have our printing cost. Postage costs are 34 cents for the first ounce and 23 cents for each additional ounce. Normally 5 - 8.5x11 pages equal one ounce. The Ultra Sounder is usually 1.5 to 2.0 ounces and costs 57 cents each to mail. All labor is donated, which includes putting it together, taking it to printer, picking the printed pages up, folding, labeling and stamping it and mailing the finished newsletter.

Now that we know what we want - how do we produce a newsletter? Well! Here's where the work comes in. We collect all the articles and flyers sent in by the deadline. (sometimes a little prodding with emails or phone calls are necessary here) Pages are layed-out in Publisher and photos found to match. It is best to stick to 1 or 2 fonts, or the finished product will look like a 'sale flyer' from your evening paper. Pictures must be scanned if they didn't come as jpg's in emails. Next we arrange the pages in order so when they are printed we get a 'book' format. Now its off to the printer.(trip one) After a day or two we get a call to pickup the printed newsletter.(trip #2) We do the collating, stapling and folding ourselves because the printer charges another 2 - 5 cents per page to fold and more to staple. Doesn't seem like much, but it adds up.

So we put the center staples in (2 per newsletter), fold in center, insert single flyers, put on a edge mailing seals, add a mailing label (printed earlier while waiting on the printer), and add a stamp!! ONE newsletter is finished. Repeat this process 150+ times and take them to the Post Office (trip #3) Oh Yes! Out of USA newsletters must go in a separate envelope with Air Mail postage.

That's about it. Put everything away and wait for the next deadline. How much time? About 2 hours per page on average. Depends upon what is submitted. Well, that's how I do it.

Just as there would be no newsletter without an editor, we wouldn't have one without all the HARD work by those who contribute articles, tech tips, flyers and photos every issue to help entertain and inform the membership. My sincere thanks to everyone of you!



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." Please submit any tips or articles to me: **James Davis**, 312 Butterworth Rd, Murray, KY 42071, **E-mail** <jld@wk.

TECH TIP NO. 2002-02

SUBJECT: Fuel tank sending unit

UV MANUAL SECTION - 5, Page 10

AUTHOR: Jim Craig #604

From Fran Ferrance #278, Fuel Sending unit, Stewart- Warner , # LMM-21 193, \$26.76. Available from; usimail@earthlink.net (United Speedometer Service, Riverside, CA. Tel. 909 684 0146). Ed note: JC Whitney PN: 13ZZ2950R - Adjustable fuel level float for GM vehicles - also works.

TECH TIP NO: 2002-

SUBJECT: Free E-Mail

UV MANUAL SECTION - 20, Page 3

AUTHOR: Jim Isbell #257

Another option that is free if you have access to another computer that is connected to the internet is to use mail2web.com. You can access your home ISP account to read your mail and you can send mail. All you need is a computer with access to the internet. Every library has one, many RV parks have one, many hotels and motels have one.

TECH TIP NO: 2002-04

SUBJECT: UV air dam

UV MANUAL SECTION - 2, Page 10

AUTHOR: Richard Finch #443

The air dam is a 1991 Chevy Silverado unit, it costs about \$ 50.00, and I can't find the part number, but you should order one for a non-tow hook front bumper. When you get it, there will be 4 large holes for mounting it and you will have to make your own large washers out of 1/16th " steel. Chevy only sells plastic washers and they won't hold. You also have to trim off about 5" off each side so the air dam will not touch the front tires. And you need to notch the center so it will fit flat near the front of your Ultra Van. I used # 12 sheet metal screws to install it. I did not need to go under the front floor to install the air dam. The air dam extends down 4 3/4" . I may later make one out of Lexan and extend it down 6".

TECH TIP NO: 2002-05

SUBJECT: Brake kits

UV MANUAL SECTION - 11, page 15

AUTHOR: Jim Davis #388

An ultra high performance drum brake replacement kit for Ultra Vans is available from: Praise Dyno Brakes; Tel: 1-972-636-2722. The kit consist of 4 cryo-cooled composite fined drums, 4 wheel cylinders, 8 semi-kevlar shoes, and special brake spring kit. Cost for the stage III brake system is \$741.40. Individual parts are available separately.

TECH TIP NO: 2002-06

SUBJECT: LED lights

UV MANUAL SECTION - 15, PAGE 67

AUTHOR: Jim Davis #388

A complete selection of LED replacement lights for the Ultra Van is available from: The LED Light, PO Box 1384, Fallon, NV 89407-1384; Tel 1-775-423-7388. Running, clearance, turn signal, tail, and third brake lights are available. Cost is from \$18 to \$45 each for the more common ones. Ed note: If you replace both the tail and turn signal lights, you must replace the regular turn signal flasher with a mechanical unit; as these lights draw so little current they will not activate an electrical flasher.

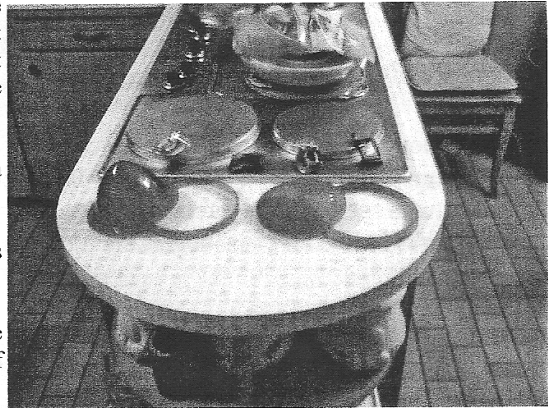
Several people have added 1959 Buick taillights to their Ultra Vans. As soon as I saw them I knew I wanted to have a set on mine. I contacted Norm Helmkey and he offered to watch the auto parts flea markets to find a pair for me. It wasn't long till he informed me he had a pair, which I had him mail to me. I was mildly surprised because I thought they were just "bolt on". They are NOT just "bolt on". So I began to think.

After talking with Norm about the two different methods he had used I decided there had to be a better way. After studying the two lenses for several hours I came up with the following method of mounting them. This method preserves the gasket groove of the original lens and at the same time preserves the ability to easily remove them to replace bulbs.

First, using a Dremel tool, you cut away all the inside of the original lens. In my case two of the three mounting holes were broken anyway so I wasn't destroying anything. What you want to have left is a "U" shaped ring that fits over the fiberglass edge of the taillight housing. By "U" shaped I mean that it is the area that contains the gasket and it is a COMPLETE ring. Cut away all the material to the inner edge of the ring.

Then cut off the outer part of the Buick lens, the "skirt." Now you have a Buick lens with a flat flange instead of a skirt.

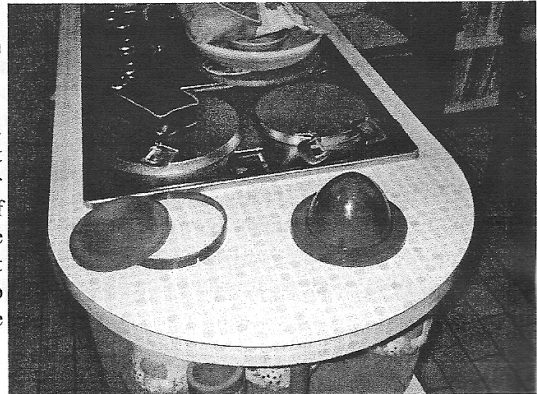
Picture #1 shows the original lenses in two parts after cutting them as described.



Using JB Weld you glue the Buick lens to the old gasket skirt. Make sure you have a way to keep it centered on the skirt so you don't get any off center lenses. Off center lenses will stick out like a sore thumb.

24 hours later when the JB Weld is dry you drill three holes in the lens flange just far enough away from the "bullet" that the head of a mounting screw will not get stuck against the side of the bullet when fully seated. There should be one at the bottom of the lens, and two at the top, all 120 degrees apart. I oriented my lens so that the part number on the flange of the Buick lens was at the bottom with a hole through the middle of it.

Picture #2 shows the completed lens on the right with the left over parts on the left.



Go out and buy 6 stainless steel screws about 1 1/4" long in a #6 or #8 size. Now place the lens on the housing and with one of the holes at the exact bottom, mark all three holes on the taillight backing plate with a scribe or other tool. Then drill the proper size hole to install a "rivinut" captive nut of the same size as your screws and install the three "rivinuts". Make sure when you mark them you use the lens that you intend to use on that side just in case you were not too accurate in the hole drilling. You want the holes to match!!...#8-) Drilling the holes accurately is not difficult because there are radial markings on the inside if the lens at 60 degree intervals.

Now all you have to do is create a gasket. This is very easy using Frost King X-Treme Rubber Seal self stick tape "D" Profile / Grey V25G. This is a "D" shaped gasket that is 1/4" wide (along the straight part of the "D") and 3/8" tall (through the "D") and has a 10 year warranty and wont harden or freeze. Place the sticky side into the back of the gasket groove so that the rounded side of the "D" faces the taillight housing. Make sure the seam is directly at the bottom when the lens is mounted so if there is any leakage its at the bottom, not the top.

Now using the stainless screws, mount the lens to the housing using the "rivinuts". DON'T tighten it too tight as you only need to slightly compress the gasket and you don't want to put stress on the lens that will cause it to crack later on.

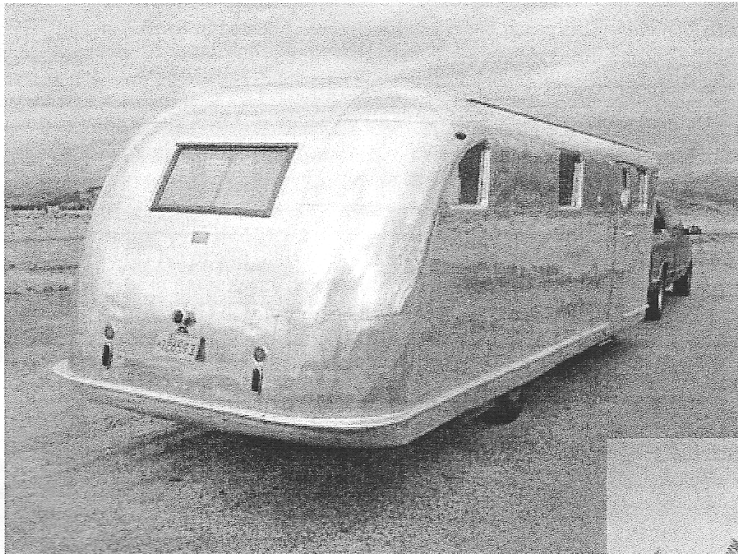
(Tech Tip: 2002-07 continued)

If it looks like the lens is not straight, DON'T tighten the screws to correct it, pull it back off and see where it is binding. Continuing to tighten a tilted lens risks breaking it. This is true even if we are talking about the original lens.

Picture #3 is of the finished installation.

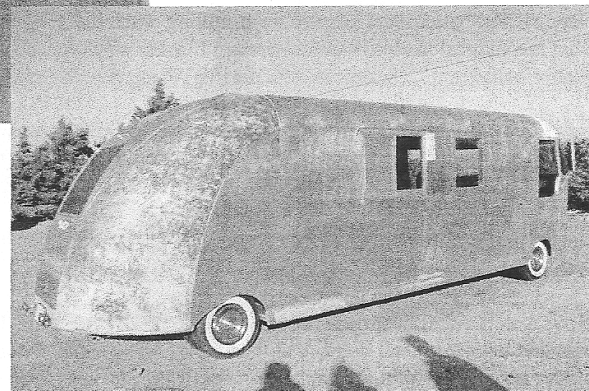
With this arrangement you can remove the lenses to replace the bulb. The gasket is preserved to seal the housing and, if you are careful with your JB Weld bond so that it is centered and there is no excess JB Weld outside the bonding area, it will look like a factory lens.

The bond should be permanent if you clean both surfaces before gluing them. In the worst case, you don't mix it right or don't clean the surfaces, the entire assembly is "captive" and you won't lose either piece if the bond doesn't hold. Just do it over. But my experience with JB weld is that it will stick to ANYTHING except Teflon and Polypropylene.



1946 Spartan Trailer (rear end)

Why is this important? Before **Dave Peterson** built his first Ultra Van he pulled a Spartan trailer with his car. He also pulled a fishing boat, but he couldn't pull both -- so he designed a motor home so he could pull his boat and camp at the lake. He built the rear corners by making molds of his Spartan trailer's rear end. See the 'family' resemblance?



Coaches For Sale



Ultravan #254 from 1968. California VIN #254. Running condition with documentation and original manual. I was restoring it, but life has taken me in another direction. Taken down to aluminum, with new brake lines and new floor. This one has the original Corvair 6 cylinder Monza engine and runs well. My mechanic tells me it runs strong and was probably rebuilt. But it was sitting for many years when I got it, and will need new seals. Needs new airshocks (standard Monroes) The fiberglass corners. Asking \$4000. It runs good, needs some TLC and interior restoration. Feel free to call me; Aaron (Bobby's friend, Bobby is too busy) 323 932-8108 (Los Angeles)

Ultra 337 has been parked now for 16 years and Gerry is at a period in his life where the important things are fading from memory. The years have taken a toll on Gerry and the Ultra, However the joy that this Coach has brought him still brings a smile to his face. Gerry always wanted to know that the Ultra would not perish in a salvage yard! and that all the ultra owners and fans were given the first opportunity to acquire it! I feel that this Coach is still in good condition and but will require a full restoration. This Coach will go for the best offer from an Ultra owner or fan! All inquiries may be submitted to izabel8@cox.net (attention) **David L Zeaman** or 1-602-841-8829



Ultra Van #374, excellent overall condition, good tanks, good windshield, straight exterior, interior still has original seats, and sofa, interior has new curtains, new carpet, new upholstery done in Rt 66 motif. interior is excellent, has 283 V8, all upgrades have been done, drives straight and true, has all the power needed, 13 MPG, entertain reasonable offer, (309) 627 2464, or email ultravanman@yahoo.com for photos

Ultra Van #528, 1970 model with V8 and corvette rear end. Coach has been gutted and stored inside. Needs lots and lots of work. Body is in good shape. Asking \$3500.00. **Contact Dan Miller** at (407) 323-1177 or email CDMILL@BIGFOOT.COM

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**

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. **Bob Kimble**, 6235 Edna Road, San Luis Obispo, CA (805) 543-1449 (This is a lead from Bob Galli #504)

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. w/h & two (2)ea. 1/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 **V8 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 Assy Cable.** 2ea. 99" . Price; \$24.95 **ea.**
New; **Hinge.** Piano type, alum. for entrance door. 4 1/2" x 6". **Price; \$18.00 ea.**
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 **per drilled** and tapped. 1/2" shoulder bolt not included.) Price; \$45. Kit.
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; **Vertical 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 Corvair/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

UVMCC

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Don and Vickie Reed's Updated Uv 275



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The **Ultra Sounder** is the bi-monthly publication of the **Ultra Van Motor Coach Club**. The **UVMCC** is dedicated to the preservation and enjoyment of the Ultra Van. Membership is open to anyone that has an interest in this unique vehicle. Please contact either the Secretary or Treasurer for applications. Dues are \$15.00 per year.

All reports of Regional Rallies, advertisements, or other input for the Newsletter are to be sent to the Editor. There is no charge for advertisements; please allow a 3/8" margin on top and sides, and a 3/4" on bottom of copy (to make room for page number), preferably using black ink. Any handwritten copy that you want typed should arrive two weeks before the deadline. All dues are to be forwarded to the Treasurer. Look at your address label -- the number after your name is the last two digits of year thru which you are paid. Material for the Newsletter can be folded. Technical tips are to be sent to the Technical Coordinator. Amendments to the Bylaws are to be sent to the President.
Newsletter Deadlines: **Jan 5th, March 5th, May 5th, July 5th, Sept 5th, Nov 5th.**

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