

May 2002

Volume 36 Issue 3

"President's Perspective" by Doug Pratt

Well, it's May but the weather hasn't decided which way to go yet. The sun is shining now here in PA but five minutes ago we were having snow flurries.

Had a good rally at Adelaide Shores RV Resort for the Eastern gathering. We were all surprised and pleased to have Howard and Marsha Boso make the trip to be with us. This will be the spot for next year's Spring Rally, too.

As we begin to think about the **National Rally at Hannibal, Missouri**, it is also time to consider the Ernest Newhouse Award. The by-laws covering this award were changed in 2000 and there were no nominations submitted last year. I will quote from Appendix-J **THE ERNEST NEWHOUSE AWARD**: "Paragraph 2 -- Procedures: A. The award recognizes an Ultra Member who has contributed in an outstanding manner to the progress, enjoyment and general success of the Club and its activities, and meets the qualifications as stated in "B" below.

B. Basis for selection will be the individual performance during the entire period of membership. Not limited to the previous year or any other shorter time period. To qualify for nomination of this award, the individual must have done four of the following six items:

1. Host at least one National Rally.
2. Hold a chair position of a committee.
3. Hold a least one term as a club officer, Tech. or other Club position.
4. Be a member of the Club for a minimum of two years.
5. Host at least two regional Rallies.
6. Accomplish outstanding or superior services to the Club.

A written, qualifying report will be sent to the President for each nominee for verification. The President will forward each qualified report to the editor for inclusion on the Ballot."

To be included on the ballot I must have all nominations in hand by the 21st of June in order to meet the July newsletter deadline.

The Merchandise Chairmen still have copies of the Tech Tips: #1 1966--1990 and #2 1991--2000. I want to make sure that everyone knows that #2 contains a complete index with page numbers for both sections.

The Coach Survey for Ultra Van History has brought forth less than 30 responses. I believe that most of you have done something to personalize or protect your Ultra. It doesn't have to be a 'major' item to qualify. Even if you haven't changed anything, we would like to know how your coach is equipped for the record. Send in what you know now and you may update the information later.

While our latest newsletter had a nice "crop" of Tech Tips, the Technical Editor needs your tips and articles to insure that the column can continue.

My eyes were opened with the details from the editor in the last Ultra Sounder of what is required to publish a newsletter. Well done, Jim!

With Spring/Summer upon us, I wish you an Ultra Season!



ULTRA VAN MOTOR COACH CLUB'S

ULTRA SOUNDER

UVMCC Eastern Region Spring Rally

March 19-22, 2002

By Roy Davis

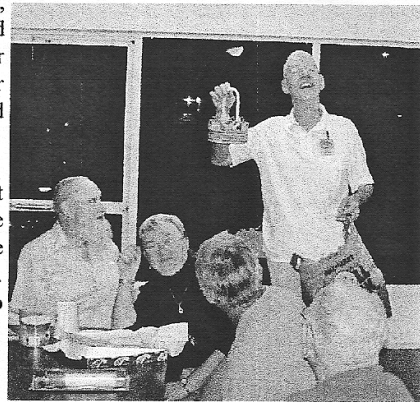
We (Roy & Jim Davis) arrived Saturday at **Adelaide Shores Resort RV Park**, 2881 US 27N, Avon Park, Florida. We were enthusiastically welcomed by both residents and staff and spent a pleasant evening exploring the resort and conducting Ultra tours.

Louis and Maybel Griggs, rally hosts, were already there, sumptuously housed in one of the upscale park models. The Griggs #334 suffered a debilitating attack of gear-shift-itis, necessitating their upgrade in accommodations. Saturday evening, in honor of St Patricks Day, the park held a beef stew dinner for the residents. Park facilities are excellent, especially the bath house, laundry, exercise room, screened porch cum meeting room. The large lake is beautifully ornamented with white waterlilys and ample wildlife.

On Monday, 3-18 we were joined by #486, on its final rally as a Helmkay coach; it has been sold. It is hard to believe that the **Helmkays** can survive with just one coach. Tuesday saw the arrival of the rest of the crowd; **Stantons** in #393, **Margie Fitzgerald & Rialta**, **Davisons & #366**, **Bosos & Travoy**, **McMasters & #330**, **Coles & #555**, **Richards & Cassita**, **Murrays & #510**, **Pratts & #373**, and **Smiths**, but without their bus. The Harveys called to say they would be in Tuesday as a flat tire (no spare that fit) had delayed them. As they were near by, Howard Boso and Clyde Stanton went to check on them to be sure they were secure for the night.

Tuesday morning the **Harveys** arrived in their newly acquired and beautifully restored **Tiara #2019**. Tuesday - Thursday featured coffee & goodies in the morning, followed by crafts and tech sessions. Afternoons were enjoyably passed swimming at the park pool, lazing in the gazebos at the lake, and yakking, yakking, yakking. Wednesday evening we had a potluck followed by the Griggs video presentation of a friends trip to China. On Thursday, we car pooled/Ultraed to the **Olympic Restaurant** for a great lunch, followed by antiquing, flea marketing, and region meeting. That evening, as if we needed additional fat calories, we had a dessert only pot luck, prior to the Yankee swap. Friday all departed save the Davises, Harveys, and Stantons. The Stantons had the center portion of their windshield replaced subsequent to penetration of same by a 2 lb chunk of roof tile - whew! After completion of repairs, the Stantons, returned to collect the Harveys and Davises for lunch at a local Mexican food restaurant. Stantons then departed. Harveys and Davises stayed one more night.

Many thanks to Margie and Marian for the coffee each morning; Marian also for great crafts; and Louis and Maybel for graciously hosting a delightful rally. The orange trees were in bloom, so wafting breezes were delightfully perfumed by orange blossoms. The skies remained mostly sunny and the temps in the high 80's throughout. Combined with excellent facilities and exemplary comradery, the rally was so enjoyable that we booked the same place for next years spring rally.



Report of the April Rally in Atascadero

April 17- 21, 2002

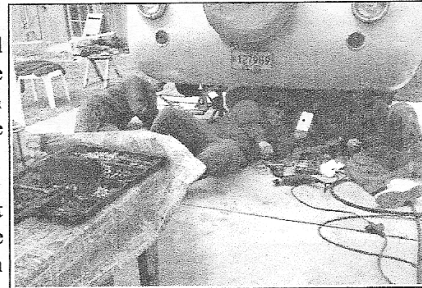
By - Jim and Marlene Craig

Our trip to Atascadero went well and it was great to pull into Diane & Bob's yard and see familiar faces already there to greet us. Our dear friend, Gwen Allen was able to make the trip with us and we all felt welcomed. We had a lot of catching up to do, as we hadn't seen everyone for many months.

Each day was filled with things to do and places to go. Our visit to **Morro Bay** was such a treat and a huge variety of things to see. There was everything from exotic sea shells to art displays and the most fantastic nursery for beautiful plants that we had ever seen. Then there was the interesting museum with some of the history of the California coastline and a view that was would not quit. We enjoyed it very much.

Doing the usual potlucks, BBQs, games, tech sessions and visiting, we were busy and also happy to sit and watch the wild turkeys and deer frolic in the meadow across the road from Galli's home. As always, Bob & Diane were great hosts and the rally was a **huge** success.

During the rally Jim & Kevin installed new upgraded steering bellcranks and structure upgrade to Forrest Gist's Ultra Van. Forrest used this time to also replace the front shock absorbers. Jim made a complete series of photos of the process from start to finish with his digital camera. He can make the photos available to anyone contemplating doing this type of upgrade.



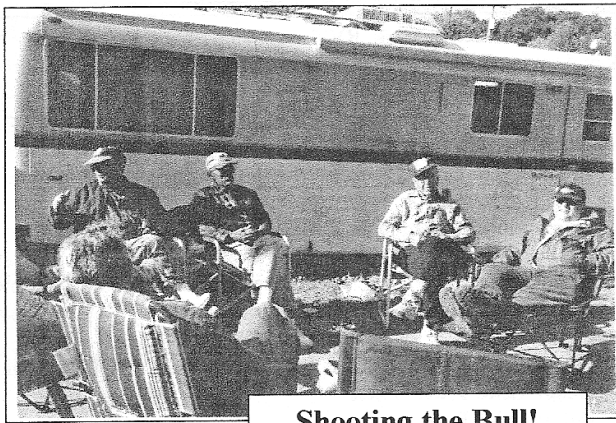
Graham Dell drove his Ultra Van down from Seattle and was one of the first Ultra's on site. He also replaced his front shocks while at the rally. Graham came with his dog, Jake. We will not tell what the dog did one evening while Graham was out of the Ultra, attending the general meeting. You will have to get the story from him.

We can't leave Howard out ! He replaced the 1/h front spindle assembly on his brand "X", *OOPS*, "Associate" rig (No, not "S. O.B".), while he was at the rally. Bob, kept us all supported while doing the repairs with tools that we needed, but didn't bring. Also, he gave some different tech tips in between all the repairs going on.

Great Rally!!! Bob & Diane



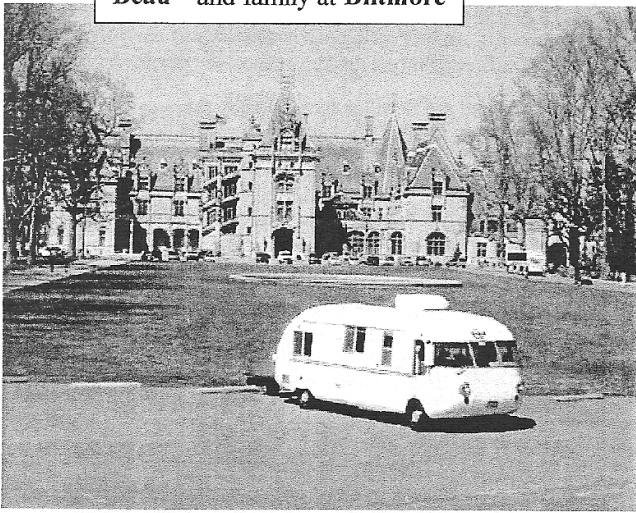
Pass the NUTS!



Shooting the Bull!

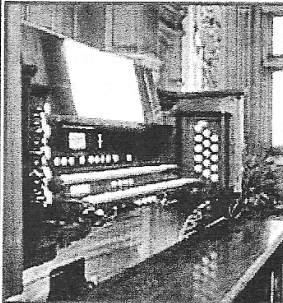
Eastern Summer Rally

"Beau" and family at Biltmore



Biltmore House Pipe Organ

Across from the triple fireplace in the Banquet Hall is a beautiful oak gallery filled with 700 pipes and designed by sculptor **Karl Bitter**. While architectural plans show a pipe organ was always intended for this space, it took more than a century to install one.



In 1999, after a three-year restoration, a **1916 Skinner** forced-air residence organ was placed in the Banquet Hall. Two manual keyboards and a pedalboard are housed in the organ loft; although guests are not able to see the console overhead, the organ is played regularly throughout the day.

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

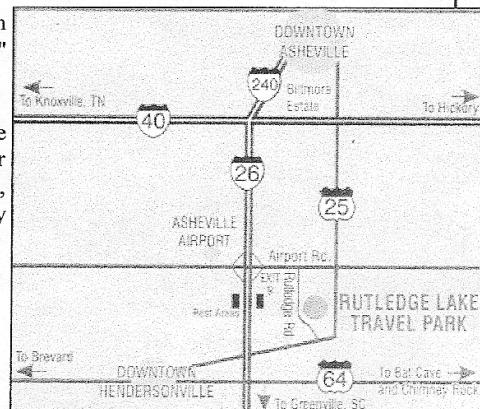
Rutledge Lake Travel Park, RV Park, Campground in Asheville, North Carolina Rutledge Lake Travel Park is an RV Resort, RV Park and camping center, campground located in Western North Carolina near Fletcher, Lake Lure, Asheville and Hendersonville.

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



Western Summer Rally

July 11-14, 2002

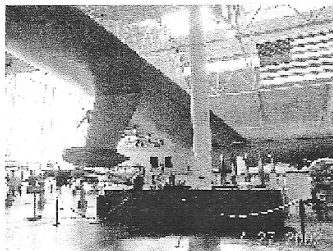
Hosts: Richard & Tricia Shepard

5145 Gaffin Rd Se

Salem, Or. 97301

phone 503 371 4290

E-mail: spyder62@aol.com



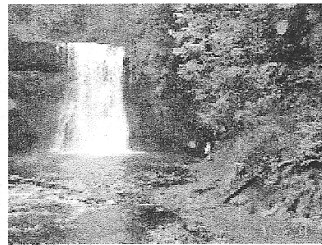
Spruce Goose

www.sprucegoose.com

Cassino Brunch

Wine Tours

Oregon Gardens



Sliver Falls State Park

7 water falls, 6 miles of trails

Van's Aircraft Factory

one of the largest home built aircraft
kit suppliers in the country

(tour is free but need a head count ASAP)

Come early but please have empty holding tanks

Cost: \$10.00 per coach

No event is over \$10.00 per person

wine tour depends on the vineyards

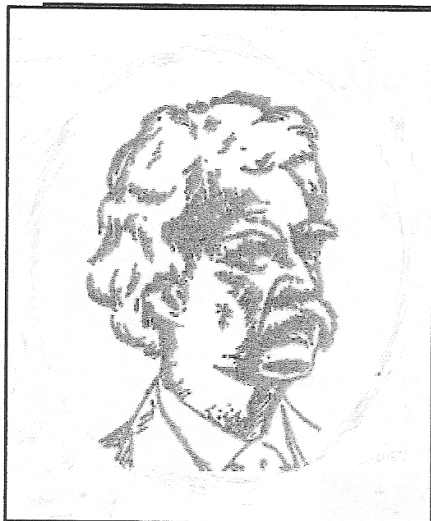
most are under \$5

Directions: Take I-5 to Salem go east on highway 22

take the Gaffin rd exit. go under the overpass

and take the first left going back west

and look for the sign (about 1 mile on right)



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.

Letter to the Editor:

At Minden, the UVMCC Board of Directors discussed Graham Dell's Letter to the Editor about changing the basic venue of Ultra Week as described in the by-laws. Since we live in Canada, toward the far northeast, our location is comparable to those in the far northwest, so I've been asked by the Board of Directors to respond to Graham's letter.

We also have a problem that does not affect members in the USA. When we travel in the States, the Canadian National Health System does not cover us, so we must buy "out-of-country" health insurance to protect us from the high cost of US medical services. The first level of this insurance (up to 14 days) is very affordable. As you may recall, Graham said he would need three weeks to attend the Minden Rally (1,545 miles from Seattle), where we are limited to two weeks (1,313 miles from Carrying Place) by insurance.

In planning National rally trips, we consider the distance in terms of 4 days there, 6 days at the rally and 4 days back. If the distance is more than 4 days travel, we have to shorten the time spent at the rally by arriving late or leaving early. To compare, I went back 14 years since we began attending Ultra National rallies and calculated the distance from home to the rally. I did

the same from Seattle, to see how much of a difference there would have been between our two locations.

In 9 of the 14 years, Graham would have traveled on average 124 miles (2 or 3 hours) farther. If his home was anywhere south of Longview, Washington, then he would have traveled less than our average distance. So, in our view, except for a few members on the extreme edges of North America, our current rally location guideline serves the whole club well.

Our 1995 trip to Silver City, NM at 2,231 miles was pushing our four-day envelope. If the Ultra National was any further west, we likely could not attend. Similarly, any rally much east of the Mississippi would be too far for most members from the west. The Hannibal, Missouri rally is less than 2000 miles from almost everywhere in the US, so falls within our four-day limit.

How would changing to a format as suggested by Graham affect the annual Ultra rally? It is my personal opinion a change would prevent most members from attending the National rally every year, that is, they would attend only when the rally was within their travel limit. As a result, the basic annual interchange of folk from east and west together would be lost.

Norm Helmkey

The Ultra Van Chat List by Norm Helmkey

As many of you know, there is an **Ultra Van Chat List** that lets those with email, communicate with each other very easily. A single email sends a message to everyone else on the list. Our list was started by Dan Davis in October 1998 and until early 2000 was almost a secret, as there was so little activity. In recent months there has been 5 or 6 messages a day, mostly from new Ultra Vanners who are fixing their coaches and looking for fast answers. Recently, there has been discussions on insurance, parking brakes, tires, oil temperature sender location, Perlux Ignitors, etc.

To join the list, all you need is an email address. Getting on the list is called "**SUBSCRIBING**" and getting off the list is "**UNSUBSCRIBING**." If you are going to be away for a while and don't want your email box flooded with messages, that is a good reason for unsubscribing.

To **SUBSCRIBE** just send a blank email to: **ultravan-subscribe@yahoo.com** (A blank email has no subject and nothing in the message area). To **UNSUBSCRIBE**, send a blank email message to: **ultravan-unsubscribe@yahoogroups.com** Once you are subscribed, to send your message to the list, write a regular email (with subject) and send it to: **ultravan@yahoogroups.com**

To respond to just the author of a message, just click on the

'Reply' button. If you want your message to go to everyone on the list, click on 'Reply All'. When replying to a previous message, please edit out any email footers at the bottom. Sometimes it gets very tedious trying to find the message with all the footer messages that come with every message. Be careful what you write. The list is not normally monitored, so anything you write may go to everyone on the list. Most on the list are members of the two Ultra Van organizations and a few just have an interest in Ultra Vans.

There is an archive of all the previous activity. To look at the archive go to this address: <http://groups.yahoo.com/group/UltraVan/>

At the bottom of the Ultra Van page is a calendar of the years and months. Click on the number in the month you want to review.

One last thought, the list is not associated with either Ultra Van group, but is another way to communicate with those interested in the Ultra Van. Any personal communication should be done with private emails, off the list.

Finally, if you have any problem with the list, let me know. As List Administrator, I can usually solve the problem.

Where Do We Go from Here?

By Norm Helmkey

As most of you know, there are two organizations with the Ultra Van as the prime reason for their existence. These are the Ultra Van Motor Coach Club (UVMCC) and Group Ultra Van as a chapter of the Corvair Society of America (CORSA).

Since 1999, there has been informal discussions and speculations among Ultra Van people about the possible merger of the two groups. Over the last year, the level of interest has increased to the point where there was formal discussion at the annual UVMCC meeting in Minden.

To better understand the situation, we need to look back to the reasons for the two groups. The UVMCC was organized in 1966 by three founding couples who decided only those who owned (or had owned) an Ultra Van could belong. Even then, former owners could only be Associate members. The club flourished with a membership in the early '70s of over 230 members. Rallies held during this period had great attendance (compared to today) with as many as 66 units getting together.

During the '70s, attempts were made to open UVMCC membership to all who had an interest, but early members, very loyal to the founding ideas, blocked these attempts. Finally, in 1999, the members voted to open membership to all. This immediately began the thoughts of getting back to a single Ultra Van organization. Christy Bardon saw the need for an organization that was open to anyone with an Ultra Van interest and in 1980, founded Group Ultra Van (GUV) as a chapter of CORSA. Since most Ultra Vans were Corvair-powered, many owners were already members of CORSA, so it was a willing host for GUV.

Many Ultra Van owners joined both organizations, but as UVMCC membership began to drop, there was an undercurrent of resentment in the belief that GUV was siphoning off UVMCC members. As it turns out, this was not the case, but until now, no one ever studied the numbers to learn the real situation.

Membership data was exchanged in March 2002. As of March there were 90 that belonged to both groups. The UVMCC has 69 members not in GUV and GUV has 63 members not in UVMCC. The net is there are 232 unique names with an interest in the Ultra Van.

Looking closer at the 232 'combined' members, 134 own one or more Ultra Vans or Tiaras. 74 of the Ultra Van owners are in both clubs and 46 belong to UVMCC only. The surprise is only 14 Ultra Van owners are members of just GUV and none seem to be very active.

The other 98 combined members are evenly split, 49 in each club. Nearly all 49 GUV members are from CORSA. On the UVMCC side, 34 of the 49 are former owners and 15 are newer

members (many looking for Ultra Vans) who are not in GUV.

In organization, the two groups are quite different. GUV officers are appointed, in the UVMCC they are elected. GUV is not incorporated, the UVMCC is a California "Not For Profit" corporation. GUV does not have formal rallies, the UVMCC does.

On newsletters (which consumes the major part of the funding of both groups), GUV usually publishes 'Whales On Wheels' four times a year. The UVMCC publishes the 'Ultra Sounder' six times a year and usually prints an annual roster.

The UVMCC also hosts regional rallies throughout the year and an annual week long national rally. In addition, the UVMCC markets various kinds of Ultra Van related merchandise like: Tech Tip Books, Ultra Van pins, decals, VIN plates, etc.

There is a significant difference in the area of annual dues: GUV at \$6 per year and UVMCC at \$15. About 20 percent of the UVMCC annual budget goes for insurance required by the bylaws. GUV is covered by CORSA insurance so has no insurance costs. Insurance is a reason to consider a merger. In 2002, the UVMCC had a 500% increase in insurance premiums.

Where do we go from here? There is a general consensus that the future of the Ultra Van rests with those interested in the Corvair, so this makes a case for coming under the CORSA umbrella. This notwithstanding, there are at least four possibilities to consider:

1. Do nothing and continue to operate as two independent clubs.
2. Merge under CORSA as GUV
3. Merge under CORSA and change chapter name to UVMCC
4. UVMCC become a new chapter of CORSA

Options 2, 3 and 4 have been discussed with CORSA and they have no problem with any of these directions. Harry Jensen, CORSA Executive Secretary said Options 2 & 3 would be the easiest as no application for a new chapter is necessary as is the case for Option 4.

The biggest obstacle of the merge options is the name. Those who favor the GUV name point out, it is already an established entity in CORSA with a 12 year history. Those who favor the UVMCC name point out among other things, the 36 year history, formal incorporation and standing within antique vehicle circles.

If the clubs were to go this route, it will mean a change to elected officers and new bylaws. This would also bring into play the disillusionment of the UVMCC under the present bylaws (not an easy process) and the surrender of the 1967 California charter. It would also require the incorporation of the GUV.

So now, it is up to you. If a formal proposal comes along, you will be the ones that have to decide.

Business Meeting (Eastern) - Spring Rally

Spring 2002 Rally of the Ultra Van Motor Coach Club (Eastern) Adelaide Shores Campground - Avon Park, Florida. March 21, 2002 at 2:00 PM

The meeting was called to order by the President, Doug Pratt. The minutes of the last EMU meeting, at Minden, Nebraska, were read by Secretary Kaye Stanton. EMU Treasurer Louis Griggs reported the EMU treasury contained \$87.05.

The committee for the National Rally at Hannibal, MO. was read:

Registration: Louis Griggs
Tech Sessions: Jim Davis
Crafts: Maybel Griggs
Coffee: Ron & Martha Zoutendam
Meals: HelmKay's
Prizes: Paul Piche and Buster Houston
T-shirts: Glen Olson
Plaques: Art Moore

Discussion was held on next Spring's Florida rally. A search committee came up with Adelaide Shores RV park, dates: March 17th - 22nd, 2003. Rate \$15 per day; campground wants pre-registration 30 days in advance of rally time, with an individual deposit. Hosts: Doug & Nancy Pratt.

There was extensive discussion of the new By-law requirements for the **Earnie Award**.

Jim Davis reported on the summer rally and tour of the **Biltmore mansion**. Dates of the rally are June 12th - 16th, 2002. Cost of tour, approx. \$30 per person, campground approx. \$23 per night.

There was much discussion about the possibility of the UVMCC combining with Group Ultra Van. The current insurer for UVMCC has raised the rates required by the By-laws to \$505 per year. GUV, being a chapter of CORSA (Corvair Society of America) is insured by CORSA. Jim Davis is going to contact CORSA to explore the possibilities.

Past President, Don Richards, brought up the 2004 National Rally, which the East will be hosting. Possible sites should be reported to Doug Pratt, President of UVMCC.

Respectfully submitted, Kaye Stanton, Secretary

UV338's First Outing of 2002 by Ken Wildman

Well, we got the Ultra on the road for the first time this year. We went to a vintage Motor Scooter show in Plain City, Ohio - just outside Columbus.

Had a great time, though we did discover that our house battery didn't make it through the winter. No problem, the charger kept the automotive battery on full charge for the weekend. Other than that little glitch all else worked fine.

We trailered my **1981 Vespa scooter** to the show and had lots of fun riding around the park and visiting with lots of friends. I really packed a lot of activities into the weekend. First, of course, was the show. In addition I had a boxing match to judge on Friday night in the next town. Since my oldest son lives in Plain City, I rode to his house and borrowed a car to go to the match. After the match, I drove back to my son's and retrieved my scooter and returned to the park.

On Saturday my two grandsons had Tee-Ball practice at the same park as the show. So Grandma and I got to watch. :) On Sunday, after the show, we drove to my son's home for a birthday party for the younger grandson. We ran the shoreline to his house and ran the air conditioner for Harry, our "wee black doggie".

The **Ultra Van** was a bigger hit at the show than most of the restored scooters. We always had a crowd around it and gave away lots of photo-cards and information sheets. One fellow, who had parked next to us two years ago at another scooter show had a copy of an old car newspaper that he had carried around for two years with an article about the Ultras. (Norm will get a photocopy for the archives) He said he figured he would run into us at one of the shows, so he just took it to every event he went to.

The **Vespa** is so easy to trailer behind the Ultra that I plan on bringing it on most trips. Its definitely going to the Tin Can Tourist rally (May 16 -19) in Milford, Michigan. The campground is awfully big and it will be fun to just ride around and explore.

This week our local weekly newspaper had a special spring section on classic vehicles. The Ultra and my Corvair convertible were the lead story. Other than the usual number of misquotes it was a really nice article and the pictures turned out fine. One of my good friends had his Cadillac collection placed on the third page. :) I intend to remind him of that, frequently. :)

UVMCC Treasurer's Report
Jan 1, 2002 to Apr 30, 2002

| | | | |
|---------------------------------------|--------------|-------------------|------------|
| Opening Bank Balance Jan 1, 2002 | | \$ 975.11 | |
| <u>Receipts</u> | | | |
| Dues | \$1,200.00 | | |
| Merchandise | <u>57.50</u> | | |
| Total | \$1,257.50 | <u>\$1,257.50</u> | \$2,232.61 |
| <u>Expenses</u> | | | |
| Newsletter | 500.00 | | |
| Roster Printing | 192.50 | | |
| Roster Postage | 158.22 | | |
| Stationery | <u>22.29</u> | | |
| Total | \$ 873.01 | <u>\$ 873.01</u> | |
| Bank Balance Apr 30, 2002 | | \$1,359.60 | |
| CD Maturing May | | <u>2,500.00</u> | |
| Closing UVMCC Position April 30, 2002 | | \$3,859.60 | |

Other Club financial information:

UVMCC Emergency Fund M M Am. Century, 03/31/ 02 \$2,413.15

Pre-Paid Dues for 2003 to 2006 = \$480.00 by 19 members

Marion Helmkey
UVMCC Treasurer

Olive Hunter

Olive Hunter died April 25th, a few days after returning home from Florida. She had an intestinal obstruction and was too weak for surgery. She was **Lynn's** partner for **63** years and club members over **20** years. Their first rally was in 1978 in Greenville, Ohio after their trip to Alaska in the Ultra. Olive and Lynn made many dear friends during the many rallies they attended. She will be greatly missed. Olive loved the outdoors, especially the birds and plants, and knew the names of most. She was always there at the rallies giving a helping hand where needed.

New Members for May:

UV#459
Cliff Shattuck
P.O. Box 247
French Gulch, CA 96033
(530) 359-2617
rntintern@aol.com

UV#527
Jeffrey & Rhonda Hunter
7701 SW 3rd Place
Gainesville, FL 32607
(352) 332-7126

UV#546
Nick & Julia Caputo
P.O. Box 1931
Gibsons, BC V0N 1V0
(604) 886-7299
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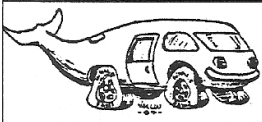
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TECHNICAL WHALE TALES -- TIPS AND ARTICLES

“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.net>

TECH ARTICLE NO: 2002-08

SUBJECT: Satellite Systems

UV MANUAL SECTION: - 18, Page 7

AUTHOR: Jim Craig #604 and Bob Galli #504

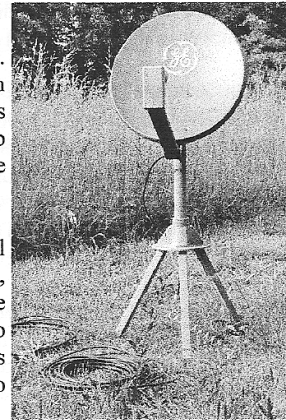
All current small dish (18 inch diameter) setups consist of the reflector dish, low noise block (LNB) converter, RG-6 led-in coax cable, and a receiver. Currently there are two suppliers of program services: Directv and Dish Network. While Directv (Hughes Electronics division of General Motors) does not manufacture any equipment, RCA, Sony, GE, and several others do. For RV use there is little difference between the makes and models. Dish Network (Echo Star Communications) markets its services with its own branded equipment. The two systems are not compatible as they use different satellites, frequencies, and encoding schemes.

Both program services offer comparable levels of services (numbers of viewing channels in a package). Prices do vary considerably between equipment suppliers, so it pays to shop around. Prices range from Free (with a year's program services agreement) to just over \$300 for a receiver with a digital video recorder (DVR). In order to purchase a setup (dish, stand, LNB, and receiver) at a discount, you will have to commit to a service contract of one year or longer and to a minimum specified level of program service. If you pay full price for your setup, you can then choose the level of service you desire.

Services fees range from a low of \$20 a month for a minimum number channels (40) to \$84 a month for all channels (250) including premium services (HBO, Showtime, Stars, etc.). With Directv, you can change services levels, discontinue service, or reinitialize a receiver at no cost if you are not under a services contract. Dish Network charges \$5 for each change. You can not receive pay-for-view events or movies unless your receiver is continually connected to a telephone line.

There are two general ways of mounting the dish: portable stand and permanent roof mount. Permanent mounts have the advantages of space (no need to find a place to store the dish when underway) and ease of setup. Their disadvantage is the coach must be parked in a location that has good exposure to the southern sky. Permanent mounts range in price from \$300 for the crank up manual type to \$3000 for the automatic sensing dish that continually tracks the satellite even while the coach is underway.

It should be noted that the manual permanent mounts are difficult to align unless some additional electronic aids are installed. Portable mounts include: plywood boards, metal tripods, ladder mounts, and foldable portable systems. All portable systems must be assembled, and aligned every time the coach is moved. It is not a difficult task as the receiver will display instructions on exactly where to point the dish. Only a spirit level and a compass are required to align the dish and the metal tripods come with these accessories. Metal tripods come in various heights and range in price from \$50 to \$150. The portable foldable dish is \$200.



For a portable system, you need to connect the LNB on the dish to the receiver with some length of RG-6 coax cable (RG-59 standard TV coax or RG-56 CB; ham coax will not work properly). You will also need a way to get the coax into the coach. You can either use a flat cable hookup strip that allows the window or door to be closed on the cable, or a bulk head connector and wall plate. It is recommended that you have two lengths of cable for outside: a 20 ft length for parking spots with good southern exposure and an 80 foot length for those shady spots. The cables may be connected if needed to further increase the distance from the coach to the antenna. The length of the inside cable will vary greatly depending on the location of the receiver and the location of the wall plate/flat cable. Also helpful on those days when you cannot see the TV set from the antenna location is an in-line signal meter (Note: most Sony dishes come with one installed). This meter is connected in the coax next to the antenna and indicates when the LNB is locked to the satellites signal. Lastly, it is recommended you buy the the push-on adapters for the RG-6 coax. These adapters allow a cable to plug-in to a jack or cable connector. The standard fittings are threaded.

The receiver you use at home may be used for your RV. If you already have satellite TV at home, you only need to purchase another dish and LNB to go mobile. If you have home satellite TV and purchase another receiver specifically for your Ultra Van, you should have the receiver initialized at your house while connected to the telephone line. This will allow the additional receiver to be added to your current service for an additional \$6 a month. If the receiver is initialized elsewhere, you will have to pay the full charge for the service.

Powering the receiver is as simple as the TV. If you are using a shore line, just plug it in. If you are dry camping you will have to use an inverter. Actually, most new satellite receivers draw just 22 watts so power is not a consideration. With a 12 volt TV, you need only a 50 watt inverter to supply power to the receiver. 120 volt TV's present another problem. Almost all 120 volt TV's degauss on turn on. On a 13 inch color set, this procedure draws about 350 watts for second on turn on as opposed to 60 watts for continuous operation. A 300 watt (continuous) inverter will not supply this initial power. Because of this power surge, a 500 watt (continuous) inverter is recommended with 13-15 inch color sets. Larger sets may require more power and smaller sets may get by with a smaller inverter. How long can you run the setup on battery power? Well, assuming you have a 125 amp-hour house battery and you only want to discharge it of the way, that is 60 amps or so. The receiver and TV draw 80 watts together or about 7 amps through the inverter. Most small inverters are 90% efficient, so that makes a 8 amp battery draw. About 7.5 hours or one long night is how long you can go without drawing the house battery way down. You can run the setup for longer but it is not good for battery life.

TECH ARTICLE NO: 2002-09

SUBJECT: Alternator

UV MANUAL SECTION: - 15, page 41

AUTHOR: Jim Davis #388

Quite a few Ultra Vans are still living with the stock 37 amp Delcotron Generator (alternator) and mechanical regulator. This article addresses the benefits and problems associated with upgrading to a higher amperage charging system.

When assessing your Ultra Vans charging system it is important to understand how an alternator works and what other factors may effect its performance. Alternators are converters which take mechanical energy from the engine and convert it to alternating current (AC) and then rectify that current to direct current (DC). The original Corvair alternator is just capable of handling the car's electrical load. GM used a 47 amp Delcotron on the air-conditioned cars to cope with the additional load. What are the signs when your alternator is struggling? The system voltage will fall when there is insufficient amperage available from the alternator. This is a result of supplemental amperage being drawn from the battery. The problem is not usually constant but comes and goes with the changes in electrical loads.

Corvairs came with the voltage regulators adjusted for 13.8 volts trickle charge and a maximum charging voltage of 14.8 volts (at 105 degrees F). Newer low maintenance or no maintenance batteries need a trickle charge of 14.6 volts and a maximum charge of 15.5 volts. If your alternator is not providing this voltage, it is not keeping the newer types of batteries fully charged, shortening battery life. Also, standard mechanical regulators are not temperature corrected (the air conditioned cars regulators were).

Sometimes voltage may fall only after the Ultra Van has been driven for some period and the engine compartment temperatures have increased. This may be the result of insufficient wiring or bad/corroded connections that heat up as amperage flows through them. These restrictions can be diagnosed by taking voltage readings with a VOM at several points along the wire path. A more likely culprit, however, is the alternator.

Alternators primary consist of coils of wire. As the heat increases in these coils, added resistance will decrease output capabilities of the alternator. Alternators lose 10% of their capabilities when they move from room temperature up to operating temperature. New electronic point replacement ignitions together with high performance coils require a stable voltage source to operate properly. Brighter headlights and tail lights require more power. The more electrical equipment, the more electricity required. Electrical requirements for an updated Ultra Van today are far different than those of a 1965 Corvair passenger car.

An alternator's output is a function of its rotational speed. This output is not a linear increase but is a curve. This means that as rpm changes the alternator will increase or decrease its output at different rates. Alternators have a minium speed of 2,400 rpm

(below this value little current is produced) and a maximum speed of 18,000 rpm. They reach their maximum output at about 6,000 rpm so their output is relatively flat between 6,000 to 18,000 rpm. The Corvair harmonic balancer pulley has an effective diameter of 6.25 inches and the alternator pulley has an effective diameter of 2.5 inches. This results in a 2.5:1 step-up ratio for the alternator, so that at 600 rpm engine idle, the alternator is turning 1,500 rpm. This is well below the recommended minimum speed of 2,400 rpm. As for maximum alternator speed, with 4,400 engine rpm, the alternator is turning 11,000 rpm. This is below the maximum, so we have an alternator that is under driven, big time. It is not so much that this hurts electrical production as its effect on alternator cooling by its fan. An ideal engine/alternator ratio would be about, 4:1 but this is impossible with the current engine, alternator placement. There are 2 inch alternator drive pulleys and fans available for CCW driven alternators, but the decrease in belt contact area of the smaller pulley limits the maximum output of the alternator. The decrease in transferable HP is about 20%. A larger diameter harmonic balancer is not available that will bolt the Corvair crankshaft. V-8 Ultras have a wide choice of available pulley diameters.

Delcotrons produce some current below 2,400 rpm, because of their relatively flat output curve; whereas, high output alternators produce no output below 2,000 rpm alternator speed. Fortunately, the high output alternator and the Corvair Delcotron have the same current output at 2,500 rpm (1,000 rpm engine speed). By 3,000 rpm (1,200 rpm engine speed) the high output alternator puts out twice as much current as does the stock alternator.

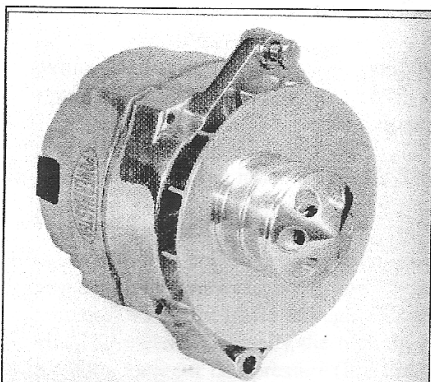
Most high output alternators come with integral voltage regulators. This allows the regulator to sense the temperature of the alternator and correct output voltage for temperature. The internal regulators also allow for finer adjustments in output voltage, as there is no voltage drop across lead wires and connectors going to the external regulator.

So what is available? GM (Delco/Delphi) has made alternators with four types of cases: 10DN/10 Si, 12DN/12Si, 27Si and CS/. The Corvair Delcotron 5.5" is on the 10 DN case. 10Si cases may look somewhat different than a 10DN case, but all critical measurements are the same. GM ratings 10Si range from 45 amps to 63 amps depending on the internal components. Any 10 Si case can be adapted to Corvair use by changing the front case and fan/pulley assembly. After-market kits from 'Quick Start' allow the 10Si alternators to be upgraded to 80 or 105 amps for less than \$35. Powermaster offers 10Si in 80, 100, or 140 amp configurations with unidirectional fans and many pulley sizes. At 2,500 engine rpm, the current Corvair fan belt is capable of delivering 3.25 HP to the alternator pulley. This is sufficient HP to drive a 100 amp alternator. Prices range from \$90 to \$240 depending on amperage rating, pulley/fan type and case type (satin, polished, or chromed).

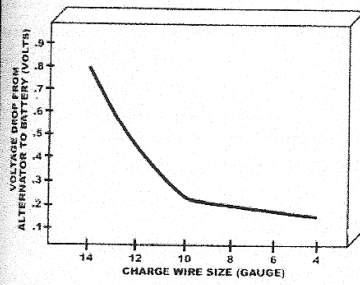
One last point. Factory Ultra Van installations did not include any fusible links or fuses between the alternator and the battery switches. If the alternator internally shorts and there is no fuse, this could cause a fire, catastrophic battery explosion, or complete electrical system failure. Please take the time and fix this oversight. I use 3 - 30 amp ATO fuses with fuse holders rated for 30 amps with my 80 amp alternator. That is 3-10ga wires from the alternator to the battery switches in parallel. The reason for ATO type fuses is that it is easy to tell when they are blown even when they are in the fuse holders.

Sources: Quick Start, Autozone, JC Whitney, and Powermaster 1-800-862-7223

This article uses excerpts adapted from 'Understanding Your Alternator' by Coy Hudnall, published in 'Street Rodder', June 2002. Powermaster supplied graphs, charts, and picture.



Fully chromed 140-amp chrome and polished alternators are available from Powermaster for virtually every GM application, most of which can be used as either a one-wire or a three-wire.



Under-hood temperatures and charge-wire length can dramatically affect the voltage level of your electrical system. This chart shows the difference between alternator and battery voltage. The tests were conducted with a warm engine and a 7-foot charge path from the alternator to the battery connection on the starter solenoid. The chart clearly shows the advantage of an adequately sized charge wire.

| CHARGE WIRE LENGTH | CHARGE WIRE GAUGE SELECTION CHART | | | |
|--------------------|-----------------------------------|-----|-----|-----|
| | 50 | 100 | 150 | 200 |
| 3' | 12 | 10 | 8 | 8 |
| 5' | 12 | 8 | 6 | 6 |
| 7' | 10 | 8 | 6 | 4 |
| 10' | 8 | 6 | 4 | 2 |
| 15' | 8 | 4 | 2 | 2 |
| 20' | 8 | 4 | 2 | 0 |

Measure wire length. Find the correct wire gauge by matching the amperage output of the alternator with the wire length on the next larger footage on the chart.

If you decide to upgrade your alternator, it is important to also upgrade the charge wire. If the original charge wire is used with a high-output alternator, the wire may offer high resistance and could even melt.

TECH ARTICLE NO: 2002-10
UV MANUAL SECTION: -11, Page 28

SUBJECT: Disk Brake Conversion
AUTHOR: John Alabaster #342

Jan and I have been enjoying our trips to Baja, California, towing our pre-runner (that's a **Baja** bug type car for looking at off road race courses) and exploring the countryside. It soon became apparent that my original brakes were marginal for towing, so I upgraded to discs. The front uses calipers and rotors from 67-72 G.M. cars. Originally a separate part, the hub is now sold as a single hub/rotor unit. The upright (knuckle) is somewhat beefier than the original Chevy II, has a larger tapered bore for the lower ball joint, larger bolts for the steering arm and no hole for the speedometer cable. Also, somewhat more clearance is required on the Ultra steering arm. I will use this setup when I get around to making a new set of A'arms with the larger press in ball joint. Meanwhile, by removing .585 - .600 of an inch of material from the boss that attaches the wheel cylinder to the upright, the caliper bracket and splash will fit the original Ultra upright. The caliper can hit the coil spring at full lock turns so a new lower mount plate was made to move the spring inward 11/16". A new brake line with banjo fitting completed the front.

The rear brakes came as a kit from **Corvair Underground** in Oregon. Included are calipers, caliper brackets, rotors and brake lines. Corvair Underground will do the necessary clearance work on your trailing arms. This needs to be done so the bleed screw on the (originally) 82 85 El Dorado calipers will clear the outside upper corner of the Ultra/Corvair trailing arm. I was concerned that the hard steel lines (bundy tube) supplied with the kit would not allow the caliper to move properly and would require removing and rebleeding each time the brake pads were replaced. Also a lot of material would have to be removed from the trailing arm in order to properly access the bleed screw. For these reasons, I choose to use flexible brake lines with the correct banjo fitting similar to the front lines. This meant I only needed to remove a small amount of material from the trailing arms. I used a die grinder to make sure the screw would clear, both with new or completely worn pads (the caliper floats on the bracket as brakes are applied and as they wear down). The exposed seams were then welded together. Bleeding requires shifting the calipers off the bracket and clamping back on the rotor during the procedure. Changing pads is like any conventional disc brake, just remove the pins, pull the caliper clear of the rotor and change the pads. The rear hub is about .250" larger in diameter than the I.D. of the rotor hat and needs to be turned down. Also the hat is .240" thicker than the drum so longer studs need to be pressed into the hub. A small adapter was used to connect VW Vanagon emergency brake cables to the caliper arms, which also had to be reversed, left to right.

A pair of folded aluminum brackets connects the cables to the original pulley. The emergency brake is lousy, so I hope a double pulley system will give me better leverage (future project).

The master cylinder is 84 Toyota van, which is a dual unit that accepts remote reservoirs (I used the small units made by Tilton) and is mounted in the stock location with a bracket. The reservoirs are located under the dash, below the steering wheel. The vacuum booster from ECI [Engineered Components, Inc.] is designed to work with tandem master cylinders [or a dual master cylinder] and to be remote mounted. It fits under the passenger's footboard [10.5 x 22 inches]. An aluminum tube, " connects engine vacuum to the booster via the left side wall (similar to the brake line, see the article by Christy Barden, winter 1989 Whales on Wheels). Two separate lines were used, one from each bank of the motor and likewise one to each diaphragm. As few bends as possible were made and each segment was connected with Airquip line and Corbin clamps. The resulting brakes are very strong, nicely linear and require only light foot pressure. Since I am not qualified to advise anyone about brakes, be sure to consult with someone who is, if you intend to alter or modify your brakes. Brake Handbook by Fred Puhn has some good info.

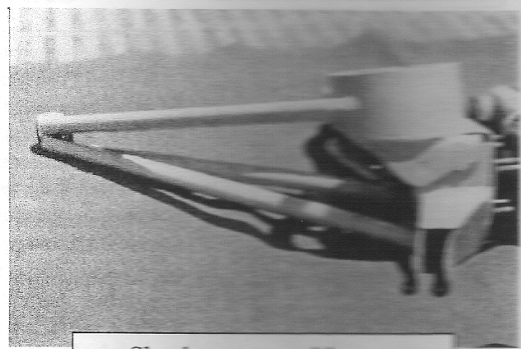
Parts sources:

Front disc brake donor cars,
67 72 Buick Special
67 69 Camaro
67 72 Chevelle
68 73 Chevy II
71 72 GMC Sprint
70 72 Monte Carlo
67 72 Olds F85
Omega
71-73 Ventura II

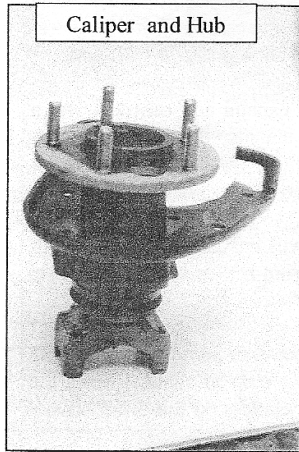
Rear disc brake donor cars: 82-85 Cadillac Eldorado

Parts list & pictures for Tech Tip #2002-10 continued:

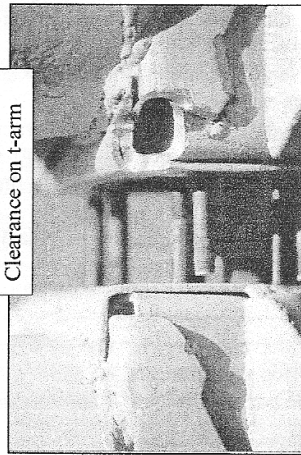
Front brake rotor Aimco # 5514
Front brake calipers(loaded) Raybestos RC 4039 and 4040
Front and rear brake lines Torino Motor Sports 714 771 1348
Rear disc brake kit Corvair Underground 503 434 1626
Rear brake rotor GM 5550 Part #15684318
Rear brake calipers(loaded) Raybestos RC 6033 and 6034
Rear caliper brackets GM # 18005311 and 18005312
Emergency brake 80 93 Vanagon #251 609 701 C Kymco 714 642 1835
Remote resevoir kit(includes hose) CNC Inc. 619 275 1663
86 89 Toyota Van master cylinder Bendix # 12280
Remote booster # EC 1400 Engineered Components Inc. 860 872 7046
Aluminum versatube and Aeroquip 306 hose Aircraft spruce 877 477 7823



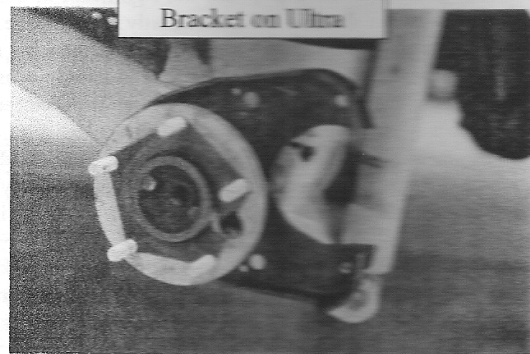
Shock mount and braces



Caliper and Hub



Clearance on t-arm



Bracket on Ultra

TECH ARTICLE NO: 2002-11
UV MANUAL SECTION: -11, Page 28

SUBJECT: Brakes
AUTHOR: Jim Davis #388

Just some more thoughts on brakes for Ultra Vans. The Engineered Components, Inc.(ECI) remote booster setup comes in one or two pieces. It works equally well with drum brakes, but it must have a dual master cylinder or tandem master cylinders. The typical Ultra Van pedal has a ratio of 12:2; that is, 12 inches on the top side of the pivot point and 2 inches below it. This gives an increase in force of 6 times the pedal pressure to the master cylinder.

The standard master cylinder bore is 1 inch in diameter, as are all non-metallic braked Corvair cars and FCs. One inch of diameter gives an area of 0.785 sq in. So with a pedal pressure of 60 pounds (my wife's best two foot push), the line pressure is 460 psi. While This was adequate to lockup the brakes in a 2,500 lb car it is not sufficient to lockup the brakes in a 5,000 lb Ultra Van (greater tire diameter and more traction due to the greater weight). I estimate it will take about 800 psi line pressure for brake lockup. Agreed the lockup pressure is very much dependent on the friction coefficient of the brake shoes and that can vary greatly, depending on the shoe's composition. The ECI remote boosters use a 7 inch single diaphragm booster and can produce 750 psi of line pressure with an input of 100 psi. This equates to 17 pounds of pedal force with our setup. Eight inch remote boosters are also available.

A word on disk brakes. For repeated stops at high speeds, disks are the best. When the disk heats up, it expands into the pads, as opposed to the drum expanding away from the shoes. Disk brakes are easier to modulate. The disk's surfaces are exposed to the air; whereas, heat must travel through a drum to contact the cooling air. The disk has a larger heat radiating surface than a drum of equal diameter. Generally the braking ability of disks is not effected when wet. The larger diameter the disk the greater the stopping force per unit pressure (It is the same for drums.). Disk brakes have the disadvantage of requiring more line pressure than

Tech Tip # 2002-11 continued:

drums, as disks have no servo action. The suggested minimum line pressure for disk brakes is 900 psi and 1,100 is recommended. Because the pads are always in contact with the rotors, moisture from condensation will rust the rotors under the pads, and if not moved frequently, will pit the rotor and cause brake pedal pulsing.

Drum shoes are not in contact with the drum when parked unless the emergency brake is applied. For this reason, the emergency brake should not be applied during long term storage. The combined disk and caliper thickness can cause wheel and suspension locating/interference problems. Because of the rotor hat thickness, the wheel center is shifted from over the wheel bearing center. When converting to disk brakes, a wheel with less back spacing is recommended re-centering the wheel over the bearings. While an 11 inch drum will fit in a 14 inch wheel, a 10 inch rotor and caliper is about the maximum.

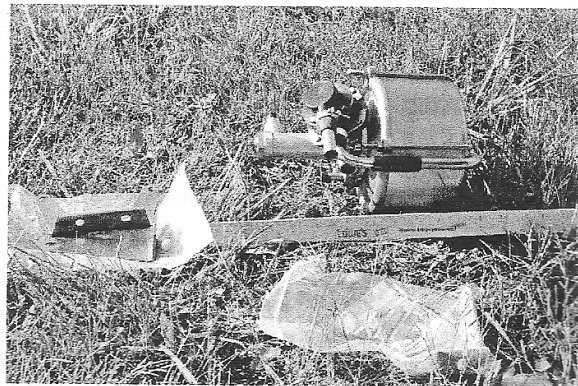
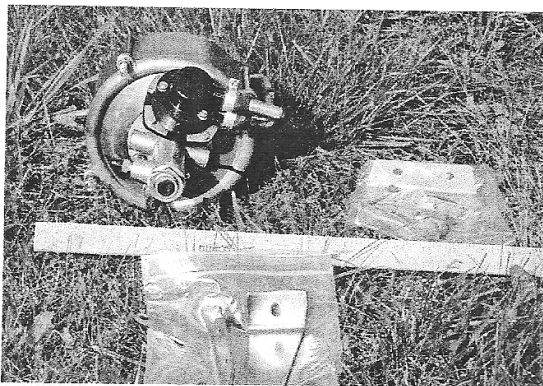
Why keep drum brakes? Cost. Drums can be made to stop as well as disks, once. Well, allow me to back track. Brake fade comes from three main sources, First, soft brake shoes 'out-gas' when heated preventing the shoe/pad from making effective contact with the drum/rotor. Hard shoes/ pads have virtually no out-gassing below 1,000 degrees. Second, the friction coefficient decreases as the temperature increases. All organic shoes/pads lose some ability to stop with temperature increases. In harder shoes/pads this loss is less than with softer pads. In fact, with carbon (and some ceramics) in the shoes/pads, the coefficient of friction will increase with temperature. Third, thermal expansion. This is not a problem with disks as the expansion is into the pads and not significant in the overall scheme of things. Not so with drums. The drum's contact surface (with the shoe) is constrained only on one edge, the outside. The inside edge is free to expand and contract. As a drum heats up it 'bells'. That is, the inside edge grows at a greater rate than the constrained or outside edge. The shoe can follow this 'belling' for about 5 degrees and then is constrained by the locating pins. At some point (say 800 degrees drum temperature) there is so little contact between the shoes and drum, because of the belling, the brakes become ineffective.

So, if you use hard shoes (carbon-metallic, carbon-Kevlar, sintered iron, ceramic-Kevlar) you will only have to worry with belling causing fade and this will only occur at relatively high brake temperatures. Remember, drum brakes cool more slowly than disks and because of their servo action, a little fade is much more noticeable than with disk brakes.

For the first panic stop from 60 mph, both types of brakes stop equally well. On the second successive panic stop, the disks will stop noticeably faster. On the third successive panic stop the drum braked Ultra will finally stop in about 3 times the distance of the disk braked Ultra. On the fourth successive panic stop, well, I am not sure you could stop the drum braked Ultra Van.

So, if you have drum brakes and have to make a panic stop from 60 mph, just drive 30 mph for the next couple miles or so, allowing temperatures to normalize, then resume your normal pace.

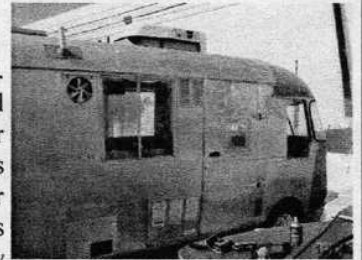
One more thought. The formula for kinetic energy is one half the weight (mass) times the velocity squared. That means that double the weight is double the heat the brakes must absorb, but double the speed is 4 times the heat. Towing a 1,000 lb trailer behind a 5,000 lb Ultra van only adds 17% to the heat of the brakes; where as stopping an 5,000 lb Ultra Van from 70 mph instead of 50 mph is a 96% increase in heat absorbed by the brakes. How much heat? A 5,000 coach will generate 773 btu when stopping from 60 mph on level ground. Assuming the brake/rotor assemblies weigh 4 lbs each and each brake shares the load equally, then each brake's temperature will increase by 402 degrees.



Coaches For Sale



Ultravan #254 from 1967. 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 #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 needs rebuilding. Currently has a good running 95 hp included. Price \$3,500 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.

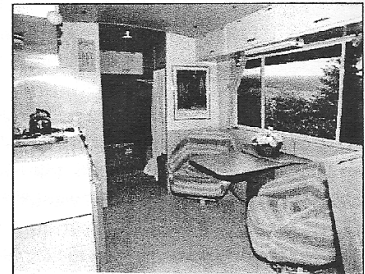
New, **Automatic** transmission control cable for 22' Ultra Van. These cables have been modified with an additional "O" ring installed with the metal housing at the aft end of the cable. (Modification by Bob Ballew) They will not leak even if the black plastic is removed from the cable housing. Price;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



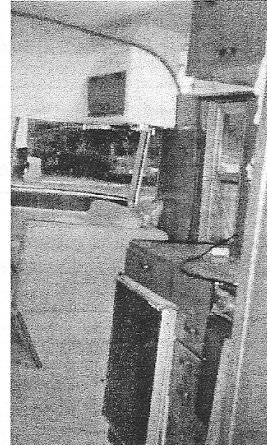
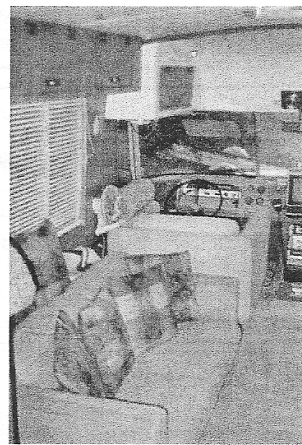
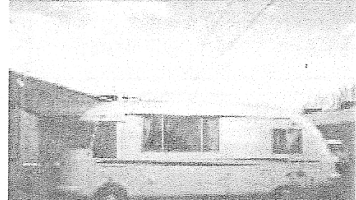
1968 UV 326, RESTORED! Rebuilt engine installed in May of 1999: Only about 1500 miles since. .030 oversize TRW pistons; 889. Cam; 8.5-1 high comp. heads. New rear wheel bearings. New dual master cylinder. New paint as of 1 June 1999: PPG polyurethane with clear coat. Converted to 3 tanks: 50 gal. sewer tank, aluminum, epoxy-coated inside, 3" drain; 30 gal. stainless steel water tank. Spare gas tank. New tinted windows. Rebuilt 3.55 positraction differential. Plus a spare differential.

OTHER FEATURES: AM/FM radio with tape deck; power retractable antenna, Cruise control, Dash-controlled vent for engine heat, Coleman forced-air heat, On-demand instant hot water heater, Large rear window, Swivel barrel chairs at small, removable table, Front table seats 4. Interior almost mint, newer carpet and upholstery. Fresh air intake vents at feet, King-size bed (with sheets and comforter), Exterior windshield sun screen. All appliances, electrical system, propane system, plumbing in perfect shape.

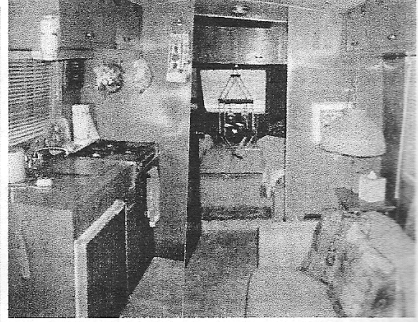
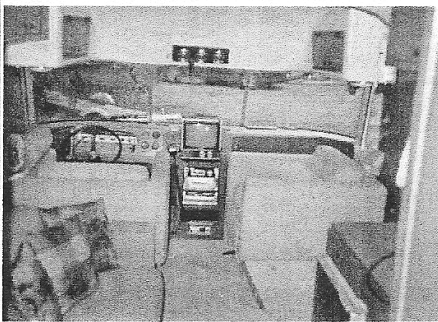
ASKING: \$8900 Or would consider partial trade for an Airstream Travel Trailer (smaller than 16ft) I will consider all offers and trades. Call me with any questions. (928) 853-3503 Thanks! **J. Day** web address: <http://www.geocities.com/flag40s/ultra.index.html>



1967 Ultra Van #387,



Corvair powered with 44k miles. Nice condition. \$4,000.00. Call or email **Bob Hoanzl** at (610) 433-3372 or www.geocities.com-corvairgarage (located in Whitehall, PA)



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 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 pre 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 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

UV Coach History Survey

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

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

Coach No ____ When and from who did you acquire this unit? _____

Owner Name _____ Telephone () ____ - _____

Address _____ Email Address _____

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

Coach Length ____ Color _____ (If you can send a picture it will be appreciated)

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

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

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

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

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

Other transmission information (350, 400, etc) _____

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

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

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

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

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

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

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

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

Any other changes to the steering or front suspension? _____

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

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

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

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

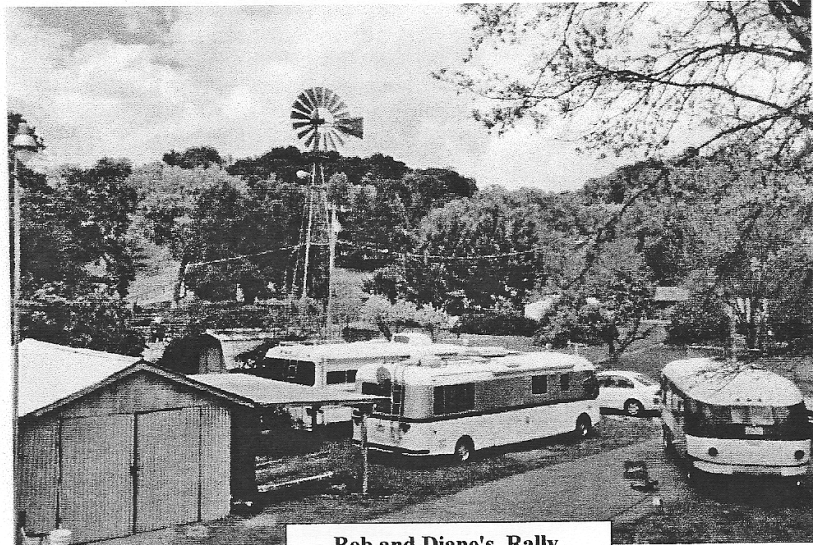
Air Conditioner (Yes / No) Electric Generator (Yes / No) If Yes, what size _____ KW

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

UVMCC

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Knoxville, TN 37928-0942

FIRST CLASS MAIL



Bob and Diane's Rally.

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

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

Newsletter Deadlines: Jan 5th, March 5th, May 5th, July 5th, Sept 5th, Nov 5th.

RALLY FLYERS ARE TO BE CAMERA READY AND SENT TO EDITOR BY REGULAR MAIL BEFORE DEADLINE!