

September 2002

Volume 36 Issue 5



ULTRA VAN MOTOR COACH CLUB'S

ULTRA SOUNDER

President's Perspective by Doug Pratt

The Ultra is nearly all packed for the trip to Hannibal. We begin our journey in the morning. It will seem good to be "getting away", because so far this summer we have only been able to go on a couple of local square dance camping weekends.

I would like to take this opportunity to thank those who sent e-mail and cards of encouragement and sympathy during my Dad's illness and subsequent death. Because of the way things worked out we were in New Hampshire at my father's house for most of the summer and missed the opportunity to tour the Biltmore Estate with other Ultra members at the Eastern Summer Rally.

We will always remember where we were on September 11th, 2001 -- **Ultra Van Rally in Minden, Nebraska**. As the shock of all the events of that day wore off, thoughts of going home (if possible) or going on with previous plans weighed on us. By Saturday we were determined not to be intimidated, and went on with our plan to visit Idaho. On this first anniversary of the "**Attack on America**" we will once again be at the National Rally, this time in Missouri.

As the 2002 Ultra Week will be history when you read this, it is time to remember that dues can be paid now for the year 2003.

2002 UVMCC Membership Report

The UVMCC is the strongest it has been for years. In the 2001/2002 "Ultra Year" we had the largest year-end membership numbers since 1995, ending the year with 174 members, four of whom now own a Tiara. This is the largest number of Tiaras in the club at one time, since 1987.

It is also encouraging that at least four Ultra Vans/Tiaras were "rediscovered" and have joined the club for the first time.

Also, and even better, is that so many former owners and friends have remained in the club. 127 Members still own one or more Ultra Vans and/or Tiaras. 27 Members previously owned an Ultra Van or Tiara. 21 Members have never owned an Ultra Van or Tiara (most of these are looking for the "right one")

Finally, as a measure of the future, there are 46 pre-paid memberships out to as far as 2006.

Sharon Abel
206 1300 Church Street
Penticton BC V2A 4R8
Canada

Gord & Brook Hunter
14680 Wood Road
Alpharetta, GA 30004-3081
(707) 475-0713
gwhunter@earthlink.net

Charles Langford
1330 Elmhurst Drive
Howell MI 48843

UV#247
Steve & Laura Lemke
729 South Harvard Ave.,
Villa Park, IL 60181
(630)832-0667

UV#245
Walter & Margaret Majewsky
989 Hibbs Road
Newport NC 28570
(252) 726-8886
shopman70@hotmail.com

UV#463
Pete & Cherie Smith
P.O. Box 913
Lemon Grove CA 91946
(619) 463-7292

New Members since July 2002:

Corner Photo: Scott Pilkington's #350 at Wolf Creek Olympic Complex

Ultra Van things tried and failed

By Scott Pilkington #350

Here are some of the ideas that I have implemented, or put a lot of effort into that ultimately didn't pay off as I hoped. First you should know a little bit about me and my philosophy, as they relate to life and Ultra's. I'm currently 38, have been driving #350 for 9 years now, and expect to be driving it for another 20 years. It is used in our business, both as a mobile motel room, and also as a haul vehicle for merchandise and display material. I have a couple of mottoes in my life; the first is...if you don't have time to do something right the first time, when are you going to have time to do it again? The other is sort of a synthesized version of that, that I came up with myself in regards to purchasing products, "Quality has no regret". This is the motto that we have chosen to use for our business, and prominently display at trade shows and in our advertisements. Sometime this theory gets in the way of project initialization though, because I know I don't have the time or money to do what I know is the right way to accomplish what I want to do.

Also in this mix is a fetish for lightweight things. I had this disease long before I got into Ultras, handmaking many of my tools that I use to support the Olympic shooting team out of aluminum, so that my tool box would meet the 70 lb. restriction to avoid excess baggage charges when flying. Growing up next to a shop that built drag racers didn't help I'm sure. When I decided as a multiple Corvair owner that an Ultra Van was something that I wanted to own, I went to a CORSA national, specifically hoping to see an Ultra. Fate surely must have been smiling because the first Ultra owner I met was Walt Davison, the ultimate guru for weight reduction in the Ultra world. While I haven't subscribed to all his measures, dropping pounds has always been one of my primary goals in any changes to my coach. With that in mind, here are some things that I have done and wished I hadn't.

Roof air to room air.

I removed my older roof air system and replaced it with one of the new technology room air conditioners. These are a fully contained, mobile, floor standing air conditioning unit that must have a 3" diameter hose to duct outside, all of the warm air created in the cooling process. I saw the advantages of this idea as threefold: (1) less wind signature, therefore hopefully improving gas mileage. (2) less weight up high, lowering my center of gravity, always a good thing. (3) it allows me to remove the weight of the AC unit for those winter trips when cool air was not required, which also should improve gas mileage slightly. As corollary, it would allowed me use of an AC unit in my shop when 350 was home.

While the unit I purchased with sufficient BTUs was almost double the cost a traditional roof unit, I bit the bullet and bought one and used it for two summers. Last year, I went back to a roof air unit. It seemed like the floor unit was never in the right place, and was constantly getting moved around. This became increasingly difficult as more and more merchandise was being added to Ultra trips. At the same time I built a walk-in vault with a bank door on it for my business, and the perfect solution to cooling and dehumidifying the vault it was to put my floor unit in there and use the 3" duct through a slot in the floor. So for those two combined reasons, I went back to a roof air.

Propane conversion

4 years ago I had purchased a NOS 140 engine. At about the same time I had installed a new 1000 gallon propane tank at my home, even though our annual usage is somewhere around 300 gallons per year. Given the likelihood of increased pressure against older autos, an alternative powered fuel one would have better chances for continued usage in years to come. Also, I like to do the environmentally friendly thing when practical, and having seen some articles in CORSA on the Clean-Air Vair, I thought this would be great thing to do for my Ultra.

The advantages I could see: 1) propane has an octane rating of 110, so I could significantly increase my compression ration, something I could do easily do to my new 140, giving me greater power and mileage. 2) Propane has a higher weight to energy ration than gasoline, therefore my lighter fuel would take me further. 3) propane in many areas is cheaper than gas per gallon, and of course I had that 1000 gallon tank to fuel off of myself. 4) Federal tax incentives for alternative fuel use could possibly pay for the conversion. 5) As I said, long term, an alternative fuel would be more Politically correct.

The downsides were the initial cost and effort, but I thought these could be overcome, but subsequently was proved wrong. The only real disadvantage I could see after the conversion was finding propane outlets to refuel when on the road.

Over the course of a year, I did a lot of research, on designs, systems, tanks availability, etc, I subscribed to an alternative vehicle fuel magazine that primarily promoted propane or natural gas usage. But the more I researched, the bigger the difficulties that eventually couldn't be overcome. These started with the necessary tanks. Space is an increased problem with propane, because even though the energy to weight ratio is higher than gasoline, the space required to energy ratio is lower. Actually there over 200 various configurations of propane tanks available DOT approved for vehicle usage, but none of them were shaped anywhere near a usable shape to fit with the usable confines

of an Ultra's space. Also, very few of those were actually made out of aluminum. So I was going to pay an additional weight penalty. I talked to a several of the tank companies about a custom made tank, that would fit in under the belly, in the traditional place but no one would even discuss it, because of the expense of DOT approval. I was finally quoted \$6000 a tank for a 3 tank minimum by one firm. Takes a lot of cheap propane to amortize the cost of that first tank. Of course I could easily have had an aluminum tank welded up on my own to my specs, that I am sure would have been safe, but I would have never been able to get it filled at other propane dealers on the road without the DOT approval stamp.

Also, no one seems to do propane conversion on engines or even wants to assist. Despite numerous websites that purport to do that very thing, the phone response I got was, "we used to do that years ago, but we only do natural gas now". Jasper Engines does offer engines, set up for either propane or natural gas, but of course, these are only for recently manufactured cars.

Another problem I picked up through the magazine, was inconsistent propane quality, something to do with the amount of paraffin, and plugged injectors as result. But the final nail in the coffin for me was in an article in the alternative fuel magazine, about traveling from Oklahoma to New Hampshire with an all Propane truck. They had numerous problems getting local propane dealers to sell them propane along their route, even though they had a DOT certified tank. This sometimes causing overnight delays to get approval, and they even had outright refusals, resulting in having to purchase those trade-in LP bottles at gas stations, a very expensive way to purchase propane. So in the end, it seemed like gas was the only practical way to go, so I went ahead with my 140 and set it up for 87 octane, but I still haven't stopped thinking about alternative fuel systems. Those hydrogen fuel cell systems sound pretty good, anybody want to loan me the money to try one out?

Toolbox in a tank:

This one I am experiencing even as I write. Early on in my ownership, Walt had suggested that one might block off half the fuel tank, 15 gallons being sufficient to go most places and use the left over space as a tool box, accessed by cutting a hole in the floor just inside the door. This sounded like good space utilization to me and lowered my center of gravity. So I did it and was very happy with this setup for many years, until last week, when I noticed my tank was sagging, almost a half-inch under the plywood floor. This is something that had not happened before. I theorize that the additional body

weight of my two employees (they both are about 40 lbs. heavier than me) that were using the coach at an event up in Ohio, was the straw that broke the camel's back. The aluminum tank was splitting right outside the weld due to the downward stress, in the dry side fortunately. While I can cure this problem by rewelding and strengthen the tank, I managed to come up with a new tank left over from Hutchinson demise, and it is soon going under my floor intact, and I am replacing the cut plywood at the same time.

Headers:

Yes, I put some on one fine spring morning, and they looked really cool, and did lower my head temperatures, but I was really dreading winter when I would have to make some sort of shroud to accommodate them, (and wondering what sort of real heat I would get in the interior with only the headers). But over the course of the summer, despite all the advice, I could not keep them sealed, (duh!) so off they came when winter came.

Removal of chokes:

I took these off for awhile, to save weight. Since my engine was in excellent condition, it would start in the winter months without the chokes, but it was a nuisance to sit there and rev it up until it got warm enough to run on its own. Since us Ultra owners always seem to be under public scrutiny for sanity for driving such a creature, having the occasional stall and re-start when cold was more public embarrassment than I wanted to deal with. So I decided I could live with the extra weight of the chokes, and put them back on, and haven't had a false start since.

Cyberdine digital head temp gauges:

I did run these for awhile, but they never worked consistently, and then found out most of the street rodders that had them for show, had a drop down panel of analog gauges for the critical ones. So off the ones I had came, and I went back to something that worked. This was 5 or 6 years, ago, I don't know if cyberdine's quality has improved or not.

Formal Requests for Articles!

I would like to take this opportunity to thank **Scott** and all the contributors to the **Souder** for their articles and tech tips. To have a **GOOD** newsletter we need your help. Everything is important and interesting. Send it by email or snail mail -- typed or handwritten, but please do contribute! **Jim Howell, Editor**

Coach For Sale

1966 Ultra Van #215. This was the first Ultra Van off the Kansas line. Has 110 engine. A frames have been upgraded, has dual master cylinder, Radial tires, new black tank, electronic ignition. Electric fuel pump used as a booster. Fuse panel has been added next to drivers seat. Circuit breaker box has been added with some AC lights and lots of spare parts. **George Weller**, 16243 122nd Ave SE, Renton WA 98058. (425) 255-4453 GWeller337@AOL.COM

Just a travel note and A THANKS!

Hi Everyone. Made home about 2:00pm on Wednesday, July 31st, 2002.

We had a good visit with the Snyders and Franz. They are all doing just fine. Bob & Roberta have made an offer on another home that they plan to move into over a period of months. They will probably fine out if the offer was accepted in a few days.

Stopped in Hayward at Ed Gurrs work place and during his lunch hour we went over to the place where he has the remains of the Ultra Van parts of Peterson. I got two sheets of alum., one for myself and one for Eric. Also, got a pair of raw Bellcrank castings. Ed would not take any money for any of it. I owe him now.

Drove from to Gilroy and stayed the night in the local Wal-Mart. We happen to park in an area when they encourage their employees to park an one of the men from Wal-Mart came out and politely ask if we was going to stay alnight with them and I told him yes that we would appreciate it if we could. He said that was fine and that we could stay several days if we liked, but he would appreciate it if we would park with the other campers on the other side, being that the employees park where we were. No Problem, we joined the rest of the campers. It was hotter then blazes when we arrived there, but the evening cooled down enough for a sweat shirt. Good night sleeps was had.

Got up at 5:00am and departed for home.

We traveled 3164 miles, round trip. This was a REALLY GREAT trip. #604 ran like a jewel for the whole trip. We had lots of comments, especially from the younger folks, like, "That is the coolest RV." "Cool" was used many times.

Bob Galli: To continue the "oil " Mystery: Previously I was using Castrol 20-50 with one quart of synthetic. Mileage per quart with that was: 1322, 1663, 1475 on three trips. Changed to Mobile 1 Synthetic and got 1875 miles on a quart during the middle of the trip. Lots of slower running during that time. 709 miles on 1/2 quart after the drive from Eureka, CA. to home, About 500 miles of that at 65 mph. Soooo--- the saga will continue. Back to Castrol 20-50? Maybe!

Also, we did not get to meet with the Travalon Supervisor. He departed for a three month trip the day we arrived at Roberts. Robert has set up a later date to meet with him. More on this later.

Hope you two are still having a good time and the Ultra is running FINE. Well, will close here and get busy on my brief for the Directors meeting tonight. Got a Jimmy Hendrix CD beating on my ears, "Foxey Lady". Good CD. The best Of Hendrix. Can stand only one playing of it tho. WOW!

Sure would liked to have seen and heard him at Monterey.

Thanks to everyone for hosting us. We are very lucky to have you all as REAL Ultra friends, on the Road and at home. Thanks again, Jim & Marlene

Just a "Hello Club" from your Founder"

It is almost one whole year since I wrote the last "Postscript" article in the club newsletter. Always enjoy each issue of the "Sounder". Sure miss the great fellowship we always appreciated at Ultra Club rallies. I'm feeling good, but have a few health problems that keep me at home of late. As most of you know, I'm almost 94 now. Told my doctor, "I've made up my mind to reach 100!" He smiled and said, "We'll cooperate". Have been asked many times to write an article titled, "How to live to be 100". I might just obey your wishes as I get a bit nearer to that figure. Thanks for your calls, cards and letters I've received. I want every member to know how much I cherished the concerns expressed for the man who helped start it and for all those who kept it going all these 36 years. My best wishes - Earnest Newhouse

Thank You!

I want to sincerely thank those who made it possible for me to win the 2002 Ernie Award. It's not often I'm without words, but when Doug announce the winner, my emotions came over me and I couldn't properly thank all of you.

I have enjoyed the work that I've put into the club over the years and firmly believe that the more you contribute, the more enjoyment you receive.

Marion Helmkey

UVMCC Annual Financial Statement September 1, 2001 - August 31, 2002

September 1, 2001 Opening Bank Balance \$3,567.99

Receipts

Dues including 46 prepaid for 2003 to 2006 (\$690.00)	\$ 2,376.00	
National Rally T-Shirts	\$ 1,116.91	
Merchandise	\$ 433.50	
National 50/50 Draw	\$ 79.00	
Donation	\$ 5.00	
Old Newsletter Purchase	\$ 2.00	
Sheriff Fines	\$ 1.34	
	<u>\$ 4,013.75</u>	<u>\$4,013.75</u>
		\$7,581.74

Expenses

Ultra Sounder Newsletter	\$ 1,500.00	
Certificate of Deposit Purchase	\$ 2,500.00	
National Rally	\$ 868.45	
Insurance	\$ 505.00	
National Rally Banquet	\$ 481.72	
Printing Rosters & Directories	\$ 252.27	
Postage	\$ 204.40	
Vehicle ID Plate Replenishment	\$ 87.47	
Stationary (includes labels, envelopes & checks)	\$ 42.76	
	<u>\$ 6,442.47</u>	<u>\$ 6,442.47</u>
August 31, 2001 Closing Bank Balance		\$ 1,139.67
CD Maturing November 13/02		<u>\$ 2,500.00</u>
Club Financial Position August 31, 2002		\$ 3,639.67

Respectfully Submitted,

Marion Helmkey
UVMCC Treasurer

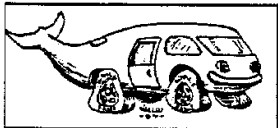
Ultra Emergency Fund with American Century

Dec 31, 2001	\$2,404.05
Mar 31, 2002	\$2,413.15
Jun 30, 2002	\$2,421.62

2003 Dues Notice

2003 dues become payable in **September** at **National Rally** time. The 2003 Roster will be made up of all members in good standing as of January 1, 2003. If you wish to be included in the 2003 Roster, be sure to pay your dues before December 31, 2002. Dues are still **\$15.00 US**. Please be sure we have your correct **address, area code, phone number, and email address** if it is to be included. Check the address label on your latest newsletter, if it has an '02 on the label, your dues are due. Mail your check payable to **UVMCC** to:

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



TECHNICAL WHALE TALES -- TIPS AND ARTICLES

“Technical Whale Tales are a collection of technical tips and articles submitted by Ultra Van Motor Coach Members. While these tips and article have been reviewed for content and are believed to be workable and acceptable, there is no guarantee implied that they will work correctly. The Technical editor, the author, and the Ultra Van Motor Coach Club assume no liability for problems that may result from the use of these tips and articles.” Please submit any tips or articles to me: **James Davis**, 312 Butterworth Rd, Murray, KY 42071, **E-mail** <jld@wk.net>

TECH ARTICLE NO: 2002-13 **SUBJECT:** CORVAIR ENGINES
UV MANUAL: Sec: 8, page 2 **AUTHOR:** Jim Davis #388

Ultra Van Engines: the good, the bad, and the very bad!

I have experimented with three engine combinations in my Ultra Van trying to find the right balance of torque, power and reliability. The following documents my findings and opinions. First we need to discuss what an ideal Ultra Van engine might look like. Let's assume that the basic Corvaire configuration is retained (6 cylinder, air cooled) and the bullet proof Powerglide is retained. While this is probably not the best power train now available, cost and weight considerations make the other choices, not practical. Because the Powerglide has only two forward gear ratios, the engine needs to have a very wide torque band (engine torque remains constant over a 2,000 to 2,500 rpm range). The engine should be able to run on 90 octane gasoline, not overheat, and have a 100,000 mile or longer installed life.

All engines discussed have a Corvaire distributor (correct for the application) with a Pertronics ignitor 1 (electronic point replacement module), triggering an American-Pi Safeguard electronic ignition, Pertronics coil, Silicone Wire System wires, and AC 44FF's spark plugs. All gauges and senders remain the same through the engine changes..

UV #388 (Beau) came with the original engine. This is a model RW which is a 1968 Corvaire, Powerglide, 110 hp smog engine. The engine was in good shape having only 24,000 miles and showed no signs of abuse except the smog pump had been removed. It burned no oil and showed compression readings of 125 to 135 psi on all cylinders. For those of you not familiar with this engine, it is the normal 163.6 cu in engine having, the 889 cam with the 4 degree retard crankshaft gear, pop-up pistons in open chamber heads giving a cr of 8.5 to 1, and the air injector exhaust manifolds. GM, as installed figures, are 70 hp @ 3,300 rpm and 121 ft lbs torque @ 2,300. Converter stall (the stock Non-rebuilt torque converter) was 1480 rpm. Cam and exhaust manifold restrictions do not lend this engine to the wide torque range an Ultra Van engine needs. The strangely shaped combustion chamber (no squish area) has a high octane requirement (premium gas) and because of the distributor advance curve, the engine tends to run hot under full throttle. It pained me to remove a perfectly good engine, but in the quest of more power it was done.

My first purpose built engine was the typical Ultra Van engine; that is, high torque at low rpm. The engine was as follows: 30 over cast pistons with cast iron rings, 1965 - 110 heads mildly ported with 140 size exhaust tubes and manifolds, running a 9.1 to 1 cr, a 889 cam and 4 degree retard crankshaft pulley, a stock 65 - 110 distributor curve, 1965 carburetors with .052 jets and 140 exhaust manifolds reversed. I put 19,000 miles on this engine and here are my observations: 73 hp @ 3,600 rpm and 129 ft lbs of torque at 2,300 rpm. Converter stall with brakes locked (rebuilt converter) was 1,620 rpm. A very good low speed engine, but limited high

Notions from Knife
 Everybody who reads "News and Views" has a definite interest in the motor coaching way of life. This seems to be the answer not only for retired persons but for members of their families who want to see and enjoy the beautiful spots of interest throughout the United States, Canada and Mexico and stay within their budget. The original cost may seem prohibitive but taking into consideration the fact that Motor Homes can last from ten to

Demand Exceeds Supply

You have undoubtedly learned that the motor home idea has really caught on. There are more people switching to this modern way of traveling than the capacity of the manufacturers. This applies to us as well as all others.

This means that you must get your order in before you have need of your vehicle if you are not to be disappointed. Here is what you can do:

Place your order for either an ULTRA VAN or a TIARA. Send \$500.00 deposit for the ULTRA VAN or \$750.00 for the TIARA. We will send you samples of materials for you to make your color selections, as well as complete literature on whichever unit you prefer. Examine this for 10 days, and if you are not completely satisfied that you have made a wise choice, we will return your deposit. The advantage to you, of course, in handling it like this is that you establish an earlier priority number. You can use the handy coupon below. Options, if any are desired, can be worked out later by correspondence.

Date

Larry Knife, Sales Manager
 101 West 5th Street
 Hutchinson, Kansas 67501

I would like delivery of a.....
Motor Home

about and
 the initial deposit is enclosed. It is understood that nothing more is to be paid, until I come to pick up the unit.

Send me complete literature:
 ULTRA VAN
 TIARA

Name

Address

Town or City

State Zip Code

fifteen years with proper care and maintenance prorates the cost over a long period of time and does not make it seem so unreasonable.

All one has to do is to start a vacation trip in some of the more widely-traveled areas such as the mountains of Colorado or the Ozarks of Missouri and Arkansas to realize that the cost of travel to a family going by motor car can be most expensive for a two-week period.

Needless to say, the Family Motor Coach Association is a fine organization for anyone who owns a motor home. With the various clubs and organizations scattered through the country, the opportunity is provided to meet new people, compare notes on travels and often get some good service tips.

Out of the FMCA convention grew a new club called TAT which means "Teen Age Traveler." The idea for this stemmed from a national advisory council meeting which Jack Tillotson and I attended. We got this organization rolling at this last convention. The thought of handling a group of teenagers was frightening in the beginning but they proved their worth with ingenuity and hard work. Now well over 100 young people are on their way back to individual clubs and chapters to set up their own little groups who will plan their own entertainment at each rally and national convention. They will have projects to raise money to sponsor their entertainment. The support of the FMCA senior travelers was wonderful and this eager young group gave all of us new enthusiasm and spirit for the growing way of motor home life.

One family I met at the convention told me how grateful they were for the formation of TAT. They had come to the convention to sell their motor home because their kids did not feel they had anything to do and did not want to attend any more rallies. These children became so engrossed in the activities of TAT they urged the parents to take down the "For Sale" sign. Most organizations have three or four rallies per year. If we can learn from these while promoting a closer family relationship, then they are certainly worth while.

Ultra Sales and Service continues to be a busy spot here at the corner of Fifth and Washington in Hutchinson, Kansas. We enjoyed the summer immensely visiting with owners that we haven't seen for as long as three or four years. Although Hutchinson is not on a main four-lane highway, many people have driven the slight distance out of their way to have some service done or just to talk. We are sorry that we could not handle everyone's request.

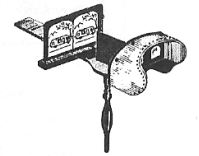
TIPS FROM SERVICE

by
Bob Corkins

Although this publication goes to owners of ULTRA VANS, we know that it is read by owners of various other types of motor homes. For this reason we are making service suggestions that will apply to all types of motor homes and be of value to all the readers of the "News and Views". We want to express our gratitude to the many people who write us thanking us for these bits of information and to those who have been so gracious as to send in suggestions which result from their travel experiences.

1. At this time of year it is wise to check the burner and ignition system on your refrigerator to make sure it is clean. Most all refrigerator manufacturers will give you instructions for this through their distributors. A dirty ignition system will give you inadequate operation in a gas refrigerator.
2. It is always wise to have your engine properly timed and tuned prior to winter, making sure that the starter, points, and plugs are in good condition. This will assure you a good start should you get into some of the cold climates. Bear in mind while scheduling this work that a motor home takes up excessive room in any mechanic's service area, so it is well to do this prior to the busy season. A very important factor in checking your motor operation is to make sure that you are getting full throttle. This can be done by having someone hold the accelerator clear to the floor and then check the linkage adjustment that attaches to the arm on the transmission.
3. If your coach has toggle switches, a small drop of oil will keep them functioning in good condition.
4. Friends write us that tar which gathers on the underside of motor homes from the freshly-treated roads in the summertime can be removed rather easily with the use of lighter fluid and a soft cloth or even kerosene.
5. It is well to make sure that your wheels are aligned and in proper balance.
6. One thing that is overlooked often by owners is the correct alignment of headlights. It should be remembered that a motor home is generally higher and wider than a normal automobile, so consideration has to be given to this to assure proper road lighting at these heights and widths.
7. With fall approaching this is an excellent time to do some preventive maintenance. Flush out and clean your tanks and check underneath for loose nuts or bolts. Drops of oil and a little bit of cleaning here and there can help you maintain a clean and properly operating vehicle.

Motor Home
NEWS & VIEWS



Volume One


Number Four

101 West 5th Street, Hutchinson, Kansas 67501

The Crowning Beauty of Motor Homes



2 Distinctive Models For Your Choice

The New ULTRA VAN
More Power CHEVROLET
 307 Cu. In.-200 HP.



THE MOTOR HOME THAT IS DECADES AHEAD... This distinctive, popular Motor Home, formerly with the CORVAIR air-cooled engine, now comes with the 307 Cu. In. 200 horse-power CHEVROLET engine. V-8, water cooled, smog control, automatic transmission. Rear mounted, leaving lots of living space up front. All of the old desirable features, with many new ones: larger wheels, 7-75x15 inch, 8-ply rated tires. Spare tire, wheel. New four wheel brakes, disc in rear. Front tire mount. Polyurethane sprayed insulation throughout. New heavier, reinforced suspension, etc. This luxurious unit is economical to operate, using regular gasoline. You have plenty of power for all occasions, cruising, passing or inclines. Go wherever and whenever you choose. No worries about meals or where to sleep. Your own comfortable bed every night. The aluminum monocoque (ovate) shape is built like an airplane fuselage. This gives added strength and stability with less wind resistance. Light weight, about 20 pounds per horsepower. Completely modern. Convenient galley. Lots of storage space. LP gas refrigerator, stove, oven, 14,000 BTU heater. Wall to wall quality carpeting. Water heater, pressure system, 50 gallon fresh water tank. Dual emptying system for the 50 gallon holding tank. Tanks below floor give low, low center of gravity. Unit is only 22' long, 96" wide, 96" high.

Now Only \$10,950
 FOB Hutchinson, Kansas

Powered by OLDSMOBILE
 375 H.P. Front Wheel Drive
 No Engine Hump
 Between Front Seats

COMPARE THESE STANDARD FEATURES... 455 Cu. In. V-8 engine, Hydromatic Transmission, with oil cooler. Power steering and brakes. Front disc; rear drum. Heavy duty springs and shocks, torsion bar suspension. 8-90x15 whitewall tires. Spare and wheel. All safety glass-tinted. 23,000 BTU forced air furnace. Twin sinks in 78" galley. Eye level gas-electric refrigerator. Basketball player size bed 54x87". Lots of storage space. Water heater. Pressure water system, 50 gallons. Telephone type shower and curtain, vanity in bath. Dual batteries with charger. Dual emptying system for 50 gallon holding tank. 110 volt shore line, and interior outlets, 40 gallons, gas, bucket seats, carpeted, urethane insulated throughout. Twin LP gas tanks, with automatic change-over. 23' long, 8 1/2' high.

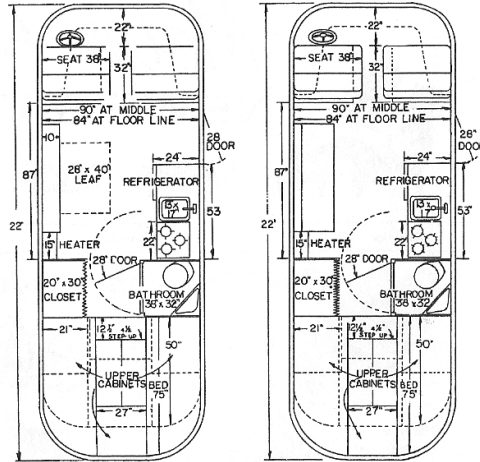
Only \$14,650
 FOB Hutchinson, Kansas
OPTIONS
 Radio-Stereo tape player-Air conditioning-Generator-Cruise Control.

Jack Tillotson II, Pres.
 Larry Knipe, Sales Manager
 Jerry Knight, Special Products Mgr.

The Pioneers Had Dreams of Luxury

Frequently we read of claims that this or that was the "First." The changes are that the first versions of "motor homes" were developed or started by many individuals. While we can't refer to this as a Motor Home, it at least shows some of the thinking towards early ideas for "Luxury on Wheels."

In a fairly recent book by General Dwight D. Eisenhower, "at ease—Stores I tell to friends" he relates the following: "From time to time we heard news of our wandering Uncle Abraham. He and Aunt Anna, with another Brethern preacher, went off in a cumbersome covered wagon to the Cherokee Outlet country in Oklahoma, an area newly opened to settlement, where they conducted what Aunt Anna described as a 'highway-and-hedge call.' When winter drove them home, Uncle Abe designed them a better vehicle—fourteen feet long by seven feet wide, and six and a half feet high from floor to canvas roof. It held a table and chairs, a stove, four cots, and a sliding curtain that divided it into sleeping compartments. This contrivance Uncle Abraham christened a 'gospel wagon,' and after a dedicatory ceremony they set out again."

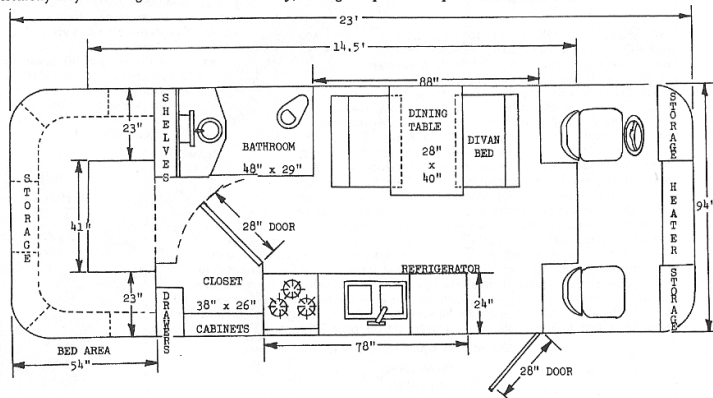


▲ **ULTRA VAN-FLOOR PLAN A.** With this you get a 10" wide cabinet with shelves. The drop-leaf table makes a dining area 38x40 inches. Lots of living space when closed.

▲ **FLOOR PLAN B.** You receive a davenport that opens for an additional bed. For dining, you can use TV tables, or a removable front end table fastening to the coffee bar.

TIARA FLOOR PLAN. In the TIARA the dining table is removable. The divans or settees make a bed. Eye-level, combination gas-electric refrigerator. 23,000 BTU furnace with fan is under sink.

Note ample bath... Shower curtain, cabinet under vanity for storage, keeps toilet paper dry. Bathroom door slides, saving space. Closet door swings across hallway, making two private compartments. ▼



No Two Peas in a Pod are Exactly Alike Neither are Motor Homes

All motor homes have certain things in common: namely, they are self-propelled, self-contained, with sleeping, cooking and sanitary facilities. In addition to qualify as a motor home (sometimes called a motor coach or house car) one must be able to go from the living area directly to the driving section in a standing position. In other words one must not have to get out and walk around, nor squat, stoop or crawl through a tunnel to the driver's seat.

Here, however, is where the road divides. With the exception of the ones we manufacture, all we are familiar with, are built on a truck chassis. There is nothing particularly wrong with this, but we have found a better way. We get passenger car driving ease and riding comfort.

You now come to another fork in the road! Size enters into it of course, but more importantly comes the matter of general appearance. Are you getting a box on wheels, with angular lines, top heavy and swayed back and forth by the whim of the wind? And speaking of "heavy", do you have so much dead weight that the engine has to labor at all levels, and groans and grunts on inclines?

There are some vehicles on the

market streamlined to various degrees. For truly aerodynamically designed units, look again at the vehicles we are offering. This means there is less wind resistance. The air flows up and over the unit exerting a downward pressure. This increases road stability.

Added to all of this is the esthetic appearance of the units. They are neat, pleasing to the eye, practical and economical to operate. They give the owners the feeling of going "First Class all the Way."

Consider the Airplane

With the possible exception of the present emphasis on space flight, there probably has been more research and testing on plane design than anything else. For efficiency in strength, combined with light weight and air flow, the fuselage design called "monocoque" has been established as aerodynamically the best. The ovate shape carries a lot of the stresses of the fuselage shell.

Note that the plane has graceful curves from front to rear as well as on the sides. This, of course, is streamlining. Equally important, a curve is stronger than a straight side or line. The best example of this is to try breaking an egg by exerting a steady

pressure on it from end to end.

So, in addition to the graceful, eye-pleasing lines of the plane fuselage, there is the matter of strength. Weight, of course, is always a factor, and to meet this problem, aluminum is standard in plane construction.

Few people may realize it, and it may come as a shock at first, but aluminum, pound per pound, has twice the strength of auto frame steel. On the other hand it weighs only a third as much. Putting it another way, you would need six pounds of steel to get an equal strength of one pound of aluminum.

Of course, aluminum costs more per pound. But trucks and freight cars are for hauling heavy loads. You don't wish to go around hauling a lot of unnecessary weight. They are even making freight cars, passenger trains and trucks from aluminum because of the strength and overall economy in operation. So, you can see the many advantages of the designs and light weight, coupled with the economy of operation, in the ULTRA VAN and in the TIARA.

Both units employ the monocoque principle in their construction. While there are many grades and weights of aluminum, we use airplane strength.

Only a Camel Should have a Hump

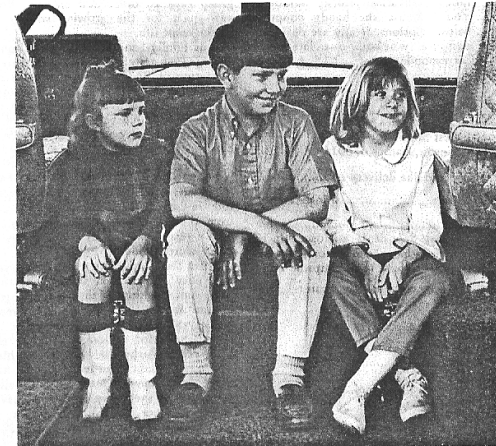
Most motor homes using a truck chassis, have an awkward "hump" where the engine sticks up in the center between the driver and co-pilot seats. This is very desirable space if it can be used. Neither the ULTRA VAN nor the TIARA have such a hump.

Note the picture of the front area in the TIARA, showing all of this open and clear. From the main living area, there is an easy step up to this space between the seats. Note that inside the windshield there is an 11" wide coffee bar, plastic covered.

The floor inside the entrance door is likewise level. In other words, there is no step well to stumble in or over. In addition you have just that much more clear living space.

A neighbor noticed Tiny going about wearing a grim and determined look. She asked Pappy Wheeler if his wife had anything to worry about.

"Yep! She shore has... She's got me," truthfully replied Pappy.



speed torque. The engine pulled strongly to 30 mph in low and 55 in high; above that, the engine ran out of breath. Any appreciable head wind would slow down normal cruise of 60 to 65 mph to 50 to 55 mph. Hills were climbed at 50 in high or 30 in low. The engine was extremely octane sensitive. So much so that I had to re-calibrate the distributor to 8 degrees of advance (crankshaft) at 3,000 rpm (stock is 10 degrees at 3,000 rpm). Even then the Safeguard got a workout keeping the engine from detonating on 93 octane gasoline. The engine cylinder temperatures ran 290 to 310 degrees (ambients up to 107 degrees) on the dual VDO cylinder head temperature gauges (installed in the stock cylinder head location) and the oil temperatures from 260 to 295 F (Cyberdyne gauge with sensor in the alternator adapter bracket) with the 12 plate cooler and end plates.

In a search of a wider torque range, another engine was envisioned. A 164 cu in Corvair engine will produce from 125 to 140 ft lbs of torque and no more, without serious cylinder head modifications. This engine would sacrifice some low speed torque in order to get more high speed torque. The engine is as follows: 30 over pistons with moly rings, 1965-140 heads mildly ported, running a 8.9 to 1 cr, Otto OT-10 cam (Clark's) straight up, a stock 1965-140 hp distributor, 1965 carburetors with .051 jets, Clark's headers (Jet Hot coated) with 4 x17 in SuperTrap mufflers. There are only two carburetors on the engine (steel cover plates cover the other carb mounts on the manifold) as the engine is not revved above 4,500 rpm (48 mph in low). I have put 9,000 miles on this engine and here are my observations: 110hp @ 3,800 rpm and 140 ft lbs @ 3,100 rpm. Converter stall with brakes locked is 1,650 rpm. I was surprised this engine has so much low end torque. This engine pulls strongly to 45 mph in low range and climbs hills at 65 mph. Head winds are no longer a challenge. The engine is happy with 89 octane gas (87 octane causes the Safeguard to retard the ignition at 3/4 throttle and above at sea level). Cylinder temperatures run 310 to 350 degrees (ambients up to 105 degrees and no lower shrouds), and the oil temperatures of 270 to 300 degrees. In a search for lower oil temperatures, without resorting to an external oil cooler; I installed a 5 qt aluminum oil pan, Clark's aluminum valve covers, and dual folded fin oil coolers (in the stock location). While the changes have helped some 10 degrees, more work is needed. My next area of concentration to reduce oil temperatures will be to increase the air flow to the oil coolers. This appears to be an ideal engine. It has no down side. Some might argue that the 140 valve seats are a potential problem, but if the heads have replacement seats done by those vendors that guarantee their rebuilds (American-Pi, Larry's Corvair Parts, SC Performance, etc.) that should be no problem, assuming the cylinder head temperatures remain below 450 degrees.

In search of the ultimate engine (more torque), I queried Graham Dell on his engine combination. Graham has UV #292. His choice of engines is a 3.1 liter (189 cu in) engine utilizing VW 94 mm barrels and pistons on Corvair connecting rods. Graham is also using electronic fuel injection on unported 140 heads. Graham has had his Ultra on the chassis dyno and recorded 153 hp at 3,800 rpm and 170 ft of torque at 2,800 rpm. Using a 13% conversion for torque converter loss, wheel friction, and differential power losses, this converts to (as installed) 176 hp @ 4,000 rpm and 194 ft lbs of torque @ 3,200 rpm. Graham reports a nearly flat torque curve from 2,500 rpm to 4,000 rpm.

American-Pi (Ray Sedman) is offering the 96 mm VW barrels and pistons on Corvair connecting rods for \$1525. This price includes the necessary machining of the heads and crankcase to receive the larger barrels. This results in a 3.3

liter engine (196 cu in). The unshrouding of the valves should raise the volumetric efficiency of the engine from the 83% on stock 140 heads to 94%. Add this 11% increase in efficiency to the 32 cu in increase in displacement (almost 20%) and it is easy to imagine a 150 hp engine using the stock carburation. The projected increase in torque should be even better with the valve unshrouding.

American-Pi is also offering fuel injection system in pieces so that a junk yard scrounger can save significant amount for an electronic fuel injection system. This is a batch fire system that uses the Cartwright individual cylinder runner system. What would be the advantage of such a set up? . Sawing off the very restrictive intake manifolds of the stock Corvair heads would greatly increase volumetric efficiency of the cylinders, adding power and torque throughout the rpm range. As an experiment, Ray Sedman took a newly rebuilt stock 140 engine (4 carb setup and stock 140 exhaust logs) and ran it on a Superflow dynamometer. The engine produced 105 hp at 4,100 rpm and 135 ft lbs of torque at 3,100 rpm. With no other changes but milling of the intake manifolds and installing a Cartwright fuel injection system, the engine produced 135 hp at 4,200 rpm and 160 ft lbs of torque at 3,200 rpm. And for those who travel through the Rockies, electronic fuel injection allows automatic fuel mixture compensation for altitude and temperature. An engine loses about 3.5% of its total power for each 1,000 ft of altitude. Not only is there an decrease in atmospheric pressure as altitude increases, but there is a reduction in the percentage of oxygen in the atmosphere at increasing altitudes (oxygen being heavier than the other atmospheric gases). Since a carburetor is a velocity sensing device (not a mass sensing device), it adds too much fuel for the amount of oxygen present at higher altitudes. To compensate, carburetor jet size should be decreased by one jet size per 1,500 ft of altitude. There is a 1.5% loss in power for every 10 degrees increase in temperature (from the point where the power was measured) due to the thinning of the atmosphere with increased temperature. Again carburetors can not adequately compensate for this change. A fuel injection unit has sensors to measure the pressure and temperature changes and can compensate for these changes to maintain an optimum fuel-air ratio for power and economy.

I asked Ray Sedman of American-Pi if he would supply approximate prices for the individual pieces. He declined to do so but stated the complete Cartwright system cost is about \$3,500. He did say he would work with individuals to develop a workable system using their parts.. For those with out the engine bay height to use the Cartwright system (7 inches above the fan pulley is required), he has developed a fuel injection system using Weber throttle bodies. This system requires no additional engine bay height.

Is any of this expense really necessary? In a word no, but remember the Ultra Van was envisioned with a 4,600 lb max weight giving it a 1:55 horsepower to weight ratio. (Please don't use the 110 hp figure in the calculations. Use GM's net rating of 83 hp.) My coach and trailer are at 5,400 lbs. currently so to get to a reasonable 1:50 hp to weight ratio I need a minimum of 108 hp net. Of course I could lighten the coach (right Walt?), but I enjoy traveling with air conditioning, my cats, and a wife; so lightening is not an option.

TECH ARTICLE NO: 2002-14

SUBJECT: ALTERNATORS

UV MANUAL: SEC - 15, PAGE 46

AUTHOR: Norm Helmkey #408

Delco 10SI (63 amp) or Delco 12SI (85 amp)

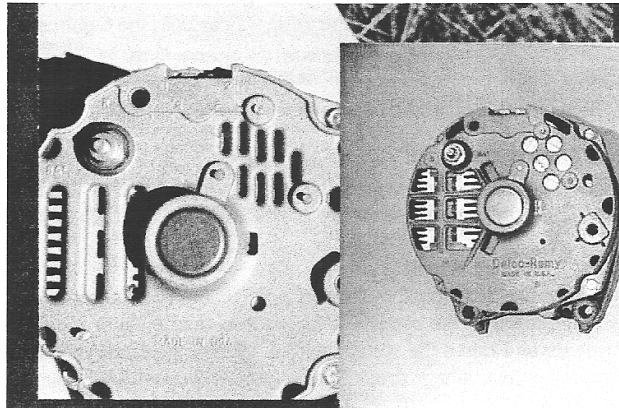
The 10SI alternator was introduced in 1971 as GM needed more electrical power for their newer vehicles. This alternator has an internal solid-state regulator. The 12SI arrived in the early 1980s when the new front-wheel drive designs needed an electronic regulator and diode pack designed for higher heat and heavier current draw.

Luckily for we Corvair enthusiasts, the physical dimensions of the 10SI/12SI are identical to the original Corvair Delcotron, so it is just a matter of obtaining a 10SI or 12SI alternator and swapping the fan and front-end housing.

Rebuilt kits are available for the 10SI and 12SI, but often these alternators are on-sale for as little as \$20, so it is hardly worth doing it yourself. Upgrade kits are also available from JC Whitney for around \$50 to bring the output up as high as 105 amps.

If you upgrade to a 10SI or 12SI, you also need to by-pass the original regulator. Details of this conversion are in the CORSA Tech Guide. Basically, you jumper #4 to F and #2 to #3.

No point in upgrading the alternator unless you also increase the wire size from the red post to the battery. The minimum wire size should be a #10, a #8 would be better. The nominal wire current carrying capacity (taken from the AARL manual) is 55 amps for a #10 and 73 amps for a #8.



The 10SI is on the left, and 12SI is on the right.

How The Alternator and Regulator Work

You don't have to be a rocket scientist to understand how the alternator works. There are just a few basic parts: a rotor, 2 slip rings, 2 brushes, a stator (case), 6 diodes, a triple diode and an electronic voltage regulator.

Most of our Ultra Vans have an external voltage regulator. If you have not already changed it for a solid state unit, you should do it right away. The Wells VR-715 external regulator is usually available for under \$10.

Some Ultra Vans have been converted to an alternator with internal regulator. Both kinds of regulators have their advantages and disadvantages.

Now for some basics:

ALTERNATOR WARNING LIGHT

The little red light usually means the alternator output voltage is lower than the battery voltage.

ROTOR

The rotor (turned by the pulley) is an iron core with wire wrapped around it. There are two copper slip rings and carbon **BRUSHES** to get DC current to the rotor wire. This makes a rotating magnetic field around the iron core which has a "North" and "South" pole.

STATOR

The stator (field) is three coils of wire spaced equally around the outside case in such a way as to surround the rotor. When the rotor turns, the magnetic field of the rotor cuts through the stator windings causing an electric current to flow in the windings. Because the rotor is turning, the "North" and "South" magnetic fields are constantly flipping past the three stator windings to induce small "plus" and "minus" currents in each of the three windings. This plus/minus flipping is called Alternating Current (AC).

AC current won't charge batteries, so we need a trick to change it into Direct Current (DC).

OUTPUT DIODES

A device called a "diode" is a "one-way" electrical gate. Special diodes let current pass on the "plus" cycle and a different special diode lets current pass on the "minus" cycle. Using a "plus" and "minus" diode for each of the three windings, we can realign the current flow into a whole series of pulses which we say converts the AC to DC

The alternator output is pulsing DC and with three windings each with a plus and minus pulse, in one revolution there are six pulses. The battery doesn't care if there are 6 or 120 pulses.

Our houses have 60 cycle AC Battery chargers also have "plus" and "minus" diodes so there will be 120 pulses per second. It charges the battery just the same way as does the 6 pulses per revolution from the engine driven alternator.

Electronic devices like a radio need nearly pure DC so they have filters to smooth out the pulses with components called capacitors and chokes.

TRIPLE DIODE

The triple diode is really three single diodes joined together at one end to supply field current through the voltage regulator. The other end of each diode is attached to each of the three stator windings.

VOLTAGE REGULATOR

The regulator has two inputs, the battery voltage and field current supply. These tell the regulator how much current to supply to the rotor. If the battery voltage is low, the regulator increases the current. More current makes the magnetic field stronger and raises the voltage output. When the battery voltage goes up, the regulator lowers the current to the rotor and the output voltage drops. The voltage will usually be around 13.8 to 14.3 volts.

To get the process started, the initial field current comes from the battery through alternator warning Lamp (and a bypass resistor) when the ignition is first turned on. This is why the lamp lights.

When the alternator turns over, the output of the **TRIPLE DIODE** goes to the regulator and replaces the battery as the source of the field current. Now the alternator is self-energizing and as the voltage comes up to and exceeds the battery voltage the flow through the lamp drops enough so it looks like it is out. Sometimes at night you can see it faintly glow even when the alternator is working correctly.

If you have questions email me at: Corvair@fan.net

Ultra Van Parts For Sale

NEW PARTS:

1. 2ea. Alum. "I" beams. (top of wheel well.) 2 3/4" x 4" x 32" \$30 ea.
2. 2ea. Alum. "I" beams, (" " one piece shaft. \$50 ea.
(#1 & 2 make a kit to replace the orig. cast alum. beams)
3. 1ea. 1/h rear trailing arm assy., turnbuckles and round pipe as spring retainer. \$25.
4. 2ea. Steel rims, 4 1/2" offset, 15" x 6", 5 hole. For V/8 Ultra or? \$10 ea.
5. 4ea. Windshields, full size, tinted. Left & Right. (Shipped to your place.) \$650 ea.
6. 4ea. Windshields, full size, tinted. Left & Right. (Pickup in Joshua Tree, CA.) \$450 ea.
7. 4ea. Windows, rear side, left & right. 23 1/2" x 30 1/2". (Safety glass.) \$20 ea. Note: See #84 below.
8. 6ea. Alum. skins for entrance door. Pre-drilled, ready to rivet on. (29" x 15" window opening.) \$25 ea.
9. 6ea. Hinge, entrance door. Piano type. 4 1/2" x 72". \$12 ea.
10. 4ea. Curtain rail, brown, slider groove. 10 feet long. \$8 ea.
11. 2ea. Speedometer cables assys. 99" long. \$20 ea.
12. 2ea. Brake pedal assy. w/pad. \$13 ea.
13. 3ea. Kitchen fan assys. w/ outer door. \$20 ea.
14. 1ea. Moyno disposal pump, 12 volt. (The best made.) \$50.
15. 4ea. Bearing/hub assys. (For Corvaire Fan) P/N 3856614 \$30 ea.
16. 1ea. Knuckle assy. r/h, p/n 3890126. For 1964-1966 Chev. \$10.
17. 1set. Upgraded alum bellcranks w/bolts, bushings and etc. \$175.
18. 4ea. sets. Structure beepup kit for late type bellcranks. S/S bolts included. \$45 set
19. 1ea. Air Vents, front, flush mount. Lever inside. \$25.
20. 10ea. Ryerson Ultra Van Repair manuals. \$65 ea. PPD.
21. 2ea. Alternators w/ builtin Regulators. (Corvaire) 70-90 amp. \$74.95 ea.
22. 10ea. Steering gear box w/
23. 5ea. Name plate "Ultra Van", Oakland, Calif. \$10 ea.
24. 4pr. Brake shoes, rear, emerg. V/8 Vette/Ultra. \$10 pr.
25. 6ea. Bolts, Cam adjuster, 1/2" X 4 7/16" \$3 ea.
26. --> 29. Sold
30. 1ea. Shift Cable. modified with an "O" ring to prevent leaks. (For 22 foot Ultras.) \$75 ea.
31. 1ea. Rubber Moulding for Ultra Windshields. \$20.
32. 1pair. 1964 110hp cylinder heads, new parts, 3 step grind, recently overhauled. never used. \$395.
33. 6ea. Extrusions (Vertical) for "A" arm attach. \$18 ea.
34. Sold
35. Headlight bucket w/bulb. (Orig. Ultra). \$25 ea.
36. Channel nut strips. (1/4 x 28) 5 nuts to a strip. For attaching all Ultra tanks. \$12. set of 4.
37. 3 ea. Piano hinge for main door. (Orig. Ultra type.) \$18.
38. --> 40. Sold.
41. 2ea. Corvaire models by Sun Star. 1963 Coupes, 1/18th scale. Very nice. White or Blue. \$20 ea.
42. 5ea. "Billet" alum. fuel pump plug. w/"O" rings. Polished. \$15 ea.
43. 5ea. Tool, for pressing or knocking apart the rear hubs (Vair & V/8). This tool saves the fragile threads on the shaft. \$15 ea.
44. 5ea. Tool, for removing the ignition switch "Chrome" bezel. Will not damage the chrome. Works for Early / Late models. \$12 ea.
45. 1ea. Shift cable, for the automatic. Modified with a "O" ring to prevent leaks.
46. 1ea. Rubber moulding for the windshield. \$20.
47. 1 pair, 1964 Corvaire 110hp cylinder heads. Cleaned, new parts, 3 step grind, never used, ready to install. \$395.
48. 6ea. Extrusions (Vertical) for the "A" arm attach. \$18 ea.
49. 6ea. Bolts, 1/2" Shoulder type. (For late bellcranks.) \$8 ea.
50. 2ea. Control cables. (For throttle or shift.) 18" 7" long. 4" of movement. (1/4 X28 thread on ea. end.) \$20 ea.
51. 5ea. Spherical bearing, for 1/h bellcrank. P/N SBG-6S. \$15 ea.
52. 2ea. Rod End bearings w/zerk ftgn. Spherical. (Best) #AR-7N, \$28 ea.
53. 2ea. Rod End bearings w/zerk ftgn. Spherical. (Next best) #TR-7N, \$18 ea.
54. 3ea. Rod End bearings w/zerk ftgn. Spherical. (#3) #HF-7, \$15 ea.
55. 2ea. Rod End bearings w/o zerker ftgn. Spherical. (#4) #G&J, \$12 ea.
56. 2ea. Rod End bearings w/o zerker ftgn. Spherical. (5) #PH587, \$8 ea.
57. 4ea. Torrington sleeve bearings. (For steel bellcranks 1/2" bolt.) #BH812, \$5 ea.
58. 2ea. Links, for orig. pottie foot lever. (Fits octagon shaft, R/H side.) \$19 ea.
59. 2ea. Latch w/handle, alum. (late) sliding window. (Attaches w/2 screws). \$3 ea.
60. 4ea. Eng./Trans. oil temp sender kit. (Sender #334-J, 3 bushings.) Stewart Warner, \$24 ea. (140-320 degree)
61. 1ea. Elect. Oil Temp. Gauge., (S/W) Chrome ring faced, black dial. 140-320 degrees. (Requires #334-J sender kit noted above.) \$24.
62. 1ea. Oil press. gauge. (S/W) (not elect.) 0-80psi. (Not lighted) Chrome ring. \$10.
63. 1ea. Battery voltage gauge. 10-16V range, (all black) S/W. #82376, \$30.
64. 1ea. Oil press. gauge. S/W. #PG241, Chrome ring. 0-80psi, w/o sender. \$24.
65. 10ea. Speedometer, S/W, #D550-BR. 0-160, Chrome ringed, \$40 ea.
66. 4ea. Ammeter, 30-0-30, S/W, w/light. Chrome ringed. #359-EM. \$20 ea.
67. 2ea. Oil press. sender, S/W, #D353-Z, \$15.
68. 2ea. Spring latch for hot water heater door. \$3 ea.
69. 3ea. Adapter, for Corvaire Thermister. Allows Thermister to be installed on the 110hp engine. \$15 ea. (See "used parts" list for Thermisters.)
70. 2ea. Front Spring lower support, GM #3892794, (orig.) \$30 ea. (See "Used" list also.)
71. 1ea. Front license plate bracket, \$8.
72. 2ea. Left side mirror bracket. \$3 ea.
73. 3ea. Ball joint, upper/lower, GM#9762018/RP101157. Was GM 3865827, \$55 ea.
74. 3ea. Bushings, rubber sleeved. (Front lower alum "A" arms, inner & inner end of V/8 Ultra road grader bar.) #FB 190/RP15620, \$20 ea.
75. 1ea. Bushing, rubber sleeved. Rear trailing arm, fwd. GM3880422, \$24.
76. 20ea. Springs, for the main door latch. (Replace the old broken ones.) \$1 ea. (2ea. required per latch.)
77. 1ea. Lens, yellow, front signal light. \$3.
78. 2ea. Sinks, S/S, kitchen, orig. \$15 ea.
79. 2ea. Sinks, S/S, kitchen, 600 series, double, \$20 ea.
80. 6ea. Alum. extrusion for front "A" arm attach. \$20 ea.
81. 2ea. Top vent cover assys, all metal. \$35 ea.
82. 10 ea. Shocks, front, Monroe #9027, \$20 ea.
83. 2 ea. Doors, outer cover, hot water heater, orig. \$15 ea.
84. 2 ea. Windshields, Orig. cut size. tinted. Drivers side. \$695. (pickup in Joshua Tree.)

USED PARTS:

1. Ball joint, upper/lower, GM3865827, \$10. 1ea.
2. Windshield wiper motor assy. Bosch, (Tested) Type WWF, 1 7/8" shaft. \$60., 3ea.
3. Spring saddle, lower, front coil spring. (Ref. GM 3892794) \$15. 1ea.
4. Rubber bumper, top of shocks. About 2" tall. \$8 ea. 10ea.
5. Gauge, Water level indicator, (Orig) \$5 ea. 2ea.
6. Handle, Alum. push/pull, L/R front sliding windows. \$5. 1ea.
8. Distributor mechanical elect. actuator, 12v. (Change settings from dash) \$20. 1ea.
9. Remote starter tool w/battery leads. \$5. 1ea.
10. Latch, over ctr, type for propane tank. \$5. 1ea.
11. Gauge, cyl. hd. temp. (Westach) w/sender. 200-500F (100-250C) \$24. 1ea.
12. Wire harness, #STE-EK, 15' long. S/W. for use w/cyl hd. temp gauge #284-AK. Thermalcouple lead not included. \$15. 1ea.
13. Wire harness, #STE-EK, 15' long. S/W. w/thermalcouple lead. (Attaches under a sparkplug.) For use with S/W cyl hd temp gauge #284-AK. \$25. 2ea.
14. Gauge, S/W, cyl hd. temp. (100-600F) #284-AK. Missing bracket. \$15. 1ea.
15. Catalytic heater, Thermax #635, 6000btu, non vented, piezo lighter, \$35. 1ea.
16. Catalytic heater, Thermax Mark 2A, 7btu, non vented, Piezo lighter, \$25. 1ea.
17. Fuel transfer valve, (Early Ultra Van), \$18. 1ea.
18. Trailing arm assy. left & right, w/turnbuckles & steel pipe ring for retaining the coil spring. Complete except for hub assy. \$30 ea. 1 pair.
19. Springs, front & rear, all sizes. \$10 ea.
20. Cabient, medicine, w/mirror & chrome trim. \$25. 1ea.
21. Front alum. lower "A" arms. Early style. \$70 ea. 3 ea.
22. Air scoops, for R/H rear air intake for eng. (Orig) \$20. 3ea.
23. Coleman furnace, lots of good parts, no sail doors. Inquire. 3ea. (Complete assy. free if you pickup.)
24. Alum. upper front cast beams for spring support. \$40 ea. 2ea.
25. Alum. front & rear "I" beams for spring support. \$20 ea. 6ea.
26. Alum. extrusion, vertical "channel" for front "A" arms attach. \$12. ea. 2ea.
27. Heater vent covers, external, for orig. wall heater. \$10 ea. 3ea.
28. Door, main entrance, missing half of slide window. No COITOsion. \$85. 1ea.
29. Engines 110&140hp. Cores for rebuilding. Inquire.
30. Automatic trans. Cores, \$25 ea.
31. Rear axle assys. (Differential) 3:55 or 3:27 gears. Late style. all new seals. \$150 ea.
32. Propane tanks, "ASME" horizontal, orig. 10gal. w/gauge. \$25 ea. 3ea.
33. Exhaust Manifolds. Cast iron, orig. 110hp \$15 ea. 140hp \$35 ea.
34. Gas tank, Alum, 30 gal. Late style, w/sender. \$90.
35. Gas tank, alum, 30 gal, early style, w/sender. \$90.
36. Water tank, drinking, 30 gal, early style, \$50.
37. Water tank, Grey, 30 gal. late style, \$50. 2ea.
38. Engine cases, w/all studs 110hp, \$85.
39. Engine case, Forward control 110hp. \$95. (Rare) w/all studs.
40. Engine case, early, cut for late crank. \$85. w/all studs.
41. Speedometer gear reduction assy. \$20 ea. 3 ea. (Ratics unknown.)

Note: If you don't see the part listed that you need, please inquire. Shipping and packing is extra. All parts are guaranteed to your satisfaction. Checks ok. 12 day waiting time. Postal Money order, next day shipment. Not set up for credit cards. **Jim Craig**, 7011 Sunny Vista Rd, Joshua Tree, CA. 92252, (760)366-9104, Email: ultravan604@tcsn.net

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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!

UVMCC

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First Class

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