

Nov/Dec 2002

Volume 36 Issue 6

President's Perspective by Doug Pratt

Here in Northern Pennsylvania the Ultra Van has been winterized and will be immobile until March when we head to Florida for the Eastern Members of Ultra Spring Meet at Adelaide Shores RV Resort in Avon Park, March 17-22, 2003.

The referendum on the question of becoming a chapter of CORSA was overwhelmingly approved 187 to 9. The next step is to file the application papers.

I want to thank all the officers and committee members for their hard work and support during this last Ultra Year. It is only possible to have a functioning club when there are persons that will take responsibility and carry out their part.

Remember that dues are due now--the Ultra Year starts and ends with the National Rally. Make sure that you have sent in your dues so that you will be included in the new roster.



ULTRA VAN MOTOR COACH CLUB'S

ULTRA SOUNDER

New Members

Bruce & Jacque Bigler
40 Catalina Dr.
Reeds Spring MO 65737-9154
(417) 272-8835
jbigler@inter-linc.net

Richard Dahmer
53 Melberry Trail
Orchard Park NY 14127
(716) 825-4036
ihtrucks@yahoo.com

Coach 419
Gary Johnson & Debbie
Dryszel
318 S. Park
Westmont IL 60559
(630) 969-0550

Peter King
4200 W Road
Signal Mountain TN 37377
(423) 886-6684
pking@mindspring.com

Coach #247
Glenn & Joann Lemke
10894 N Country Road S
Hayward, WI 54843-4415
(715) 462-3978
kingfish@chequenet.net

Coach #358
Tom & Carol McDonald
701 Hollywood Heights
Caseyville IL 62232
(618) 344-2931
tmcDonald@accessus.net

Daniel & Laura Trzcinski
8388 Crabb Road
Temperance MI 48182
(734) 847-7489

Welcome Back

Coach #223
Dana Lolmaugh
P.O. Box 4183
Auburn CA 95604
(530) 412-0636
danalolmaugh@hotmail.com

Coach #548
Mike & Nancy Noel
26494 170th Street
South English, IA 52335
(319) 667-6242
mystle@netins.net

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, 73 Sargent St., Haines City, FL 33844

Corner Photo: Beautiful Red Ultra Van at Ultra National in Hannibal, MO.

2002 UVMCC National Rally

Sept 9th thru Sept 13, 2002

By - Paul & Barbara Piche #389

The 2002 National Rally was held at the Mark Twain Cave Campground, Hannibal, Missouri. The campground was located just south of town on Route 79. The entrance was on the right side just before you reached the bottom of a long hill. (brakes mandatory) As you entered the park there was a big, beautiful, 280 year old Burr Oak to greet you. If it could talk it would tell you what life was like when Mark Twain lived here in Hannibal. Arriving on Saturday were 4 early birds - the Harvey's #527, the Galli's #504, Jean McMasters #330, and the Helmky's #408. The Helmky's were our hosts: "Fine Job" everything was just great, lot's of planning and hard work!

Sunday: 11 more coaches arrived: the Cole's #555, the Wildman's #338, the Gists #413, the Potter's #394, the Sullivan's #4??, the Piche's #389, the Zoutendam's #375, the Davis' #388, the Schroyen's non-ultra, the Stanton's #392, Walt Davison #366. All found their sites and tucked in for the night. There was a lot of reminiscing at different camp sites. Even though the temperature was in the low 90's. Morning coffee by Ron and Martha #375. Yum Yums by all.

Monday: Registration during the day after Nancy Pratt arrived. 6 more coaches arrived today. Dute's #467, the Vandersteg #???, the Finch's #443, the Boso's Travoy, the Irwin's #457, and the Kennedys' #???. Arriving with the Bosos were Doug and Nancy Pratt. (they had lost their engine back in Ohio about 350 miles from home. They had to leave their beloved coach #373 in a friends hanger. They were blessed by having the Bosos tripping with them and had a ride to Hannibal. Without the Boso's they could never have made it. Also, the Isbell's lost their differential close enough to home to return and pickup a car and come to the rally. Also coming by automobile were the Griggs #334, the Moore's #222, and Chance Fitzgerald. The Zoutendam's and Coles lost their rear wheel bearing not far from Hannibal. Bob Cole fixed his own and Jean McMasters fixed the Zoutendam's. Also the Davis' one -wheeled trailer spun a bearing and locked up on the hill down to the camp entrance. A little grease and they limped in. Jim was able to repair it during the week. The Harvey's had brake problems which were resolved - again by our group's 'Guardian Angel' Howard Boso. The manager at the Car Quest commented to Jim Davis that he had never met such a happy group of people with car problems as our little group.

Tuesday: Coffee, Yum-Yums, the prizes were drawn - two ladies and two men. Craft and Tech sessions by Roy and Jim Davis. During the day 3 more coaches came in: Olson's Tiara, the Reed's GMC, and Noel's Dodge motor home (they lost the engine in their Ultra just as they left home). The afternoon tech session was for everyone about the Internet. The rest of the afternoon was spent preparing for our Wonderful Pot Luck at 6:00 p.m.. A new serving method was shown by Nancy Pratt and worked out wonderful. Everyone had plenty to eat and the food was Umm Umm Good. There was all kinds of beautiful Michigan vegetables thanks to the Stantons - "Home grown they say". Ron and Martha Zoutendams presented a slide show on their mission work in Bahrain. Enjoyed by everyone.

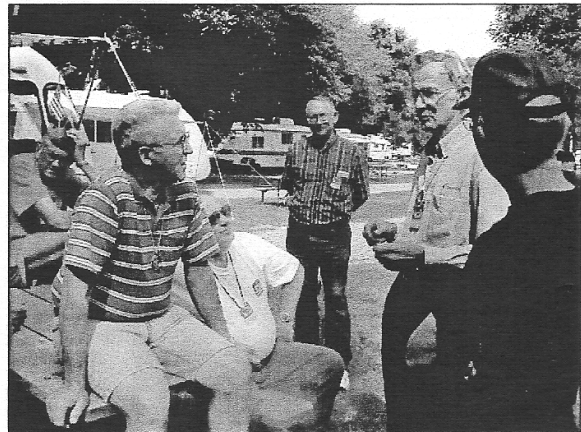
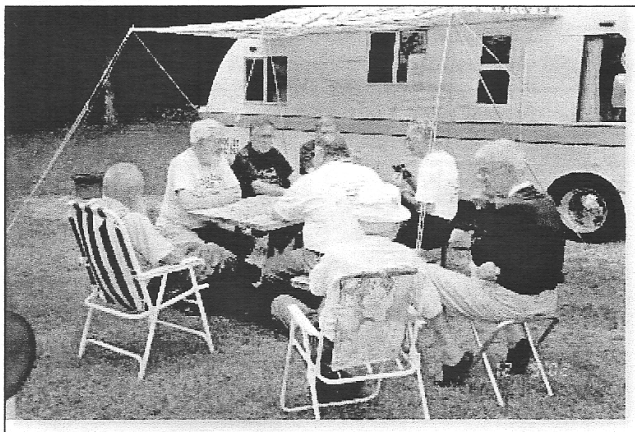
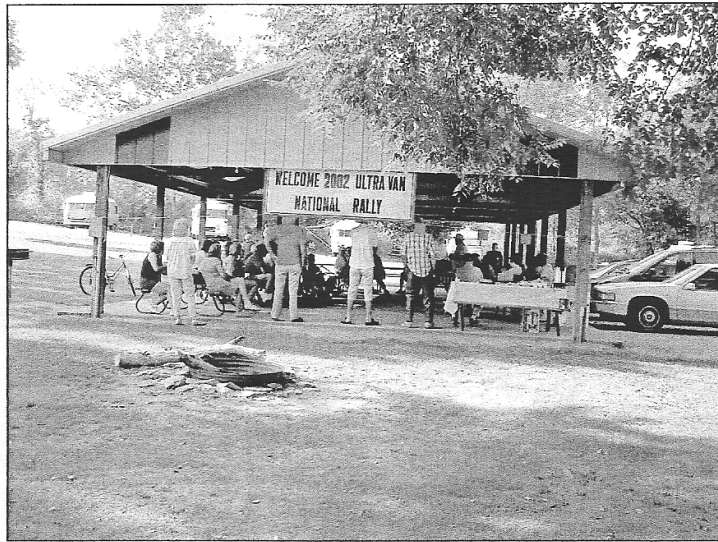
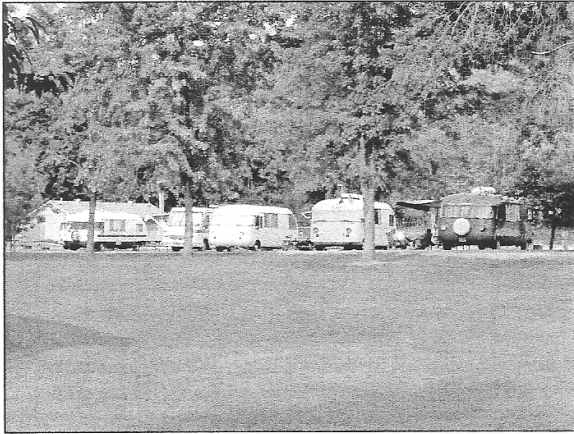
Wednesday: Coffee, Yum-Yums, Prizes, Tech session by Jim Davis and Craft Session by Mabel Griggs. The rest of the day was spent visiting, shopping, touring, sightseeing, antiquating. It's Mark Twain's home town don't you know? Returned to camp, cleaned up, ready for bus ride to Mark Twain's River Boat Dinner and Music. Be out by the big Oak and the bus will pick up all 47 of you. The bus went up the hill just like our coaches - in low gear. It's only 15 minutes to the boat dock; walk through a gift barge the onto the dinner boat. One 60' long table on the starboard side seats us all. Food was excellent, river was very calm even with a 8 m.p.h. Current. Everyone was smiling, enjoying the warm evening, music, sunset and the half moon. Our Captain and bus driver were one in the same. Back to our coaches about 11:00 p.m.. - "What Fun"!

Thursday: Coffee, Yum-Yums, Prizes, tech session for everyone, and the afternoon was same as Wednesday. Evening about 7:00 p.m. Yankee Swap - bring a gift. It esd grt the Happy Sheriff Time - or was that Gay Sheriff. Anyway thanks to our camp clown. Art we all laughed till our sides and stomach ached.

Friday: Coffee, Yum-Yums, Prizes, East and West meetings, Lunch and then the National Meeting at 2:00 p.m.. Chaired by our President - Doug Pratt. What a well run meeting Mr. President. Everyone had their say... It was very professional. "Good Job" cleanup, Spit & Polish - Walk to our Banquet, a restaurant on the Camp grounds. Full house - we had 57 people. The dinner was Chicken or Pork ribs, excellent! Awards given for 100,000 miles, birthday song sung and believe it or not, Marion Helmky was speechless when she received the Ernest Newhouse Award. Another fun evening.

Saturday: Coffee, Yum-Yums, Prizes, then the hugs, handshakes, tears, stirring emotions and Good Byes! The Rally has come to a close. Many thanks again to Norm and Marion Helmky and all those who helped to make this a Wonderful, Wonderful Rally.

2002 Ultra National Photos



First Rally of 2003

Winter Western Regional Meet 2003

February 11th - 15th, 2003

Host:

Howard & Marsha Boso
1536 West Roundup Street
Apache Junction, AZ 85220
Phone: (480) 288-2636
Cell Phone: (480) 225-9862
E-mail: Hamboso@juno.com

Come join us for fun in the sun. Enjoy good fellowship, fun & food. Plenty of parking, electricity & water available. No sewage dump (come with empty tanks). Local interests include Mall shopping, great restaurants, dinner theater and old western town. Welcome barbecue will be given on first night (Feb. 11th at 6:00 p.m.).

Directions: Exit I-10 going east on I-60. Exit I-60 at Ironwood exit and head north going past Southern, Broadway and Superstition Boulevard (4 way stop). Still heading north, turn right on second street on east side. We are the second house on the north side of the street. Signs should be out.

Last Rally of 2003

2003 ULTRA VAN National Rally

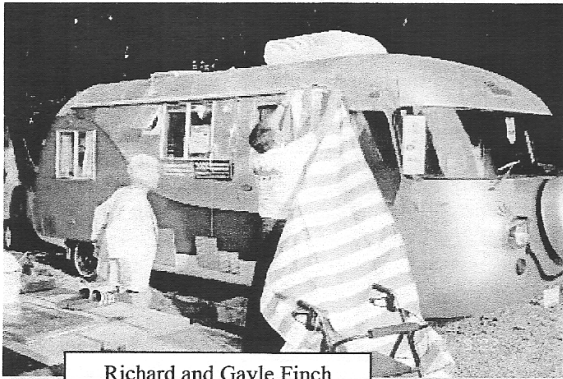
Pipestone, Minnesota
September 8th - 13th, 2003

Hosts:

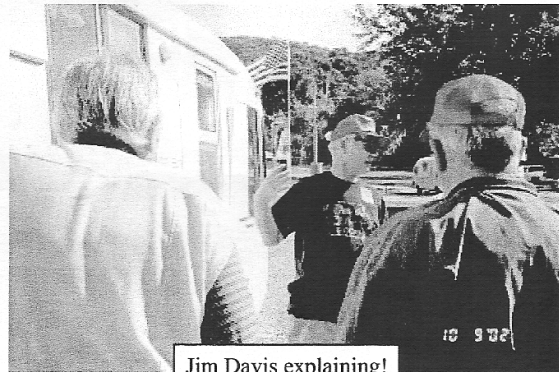
Bob & Diane Galli
5000 Cascabel Road
Atascadero, CA 93422
Phone: (805) 466-2737
Email: rdgalli@tcsn.net

Come join us in this beautiful historic town in the South West corner of Minnesota. We will be staying in a very nice campground across the street from the National Monument. We have a nice large meeting room for our morning coffee, craft and tech sessions, or just visiting. We can have talks around the campfire, and many other things are in the planning stage. So bring your Ultra Van, Travoy, Americruiser, Airstream, or whatever RV or car you are driving these days.

Information packets will be ready soon after January 1, 2003. Contact: **Bob Galli**.

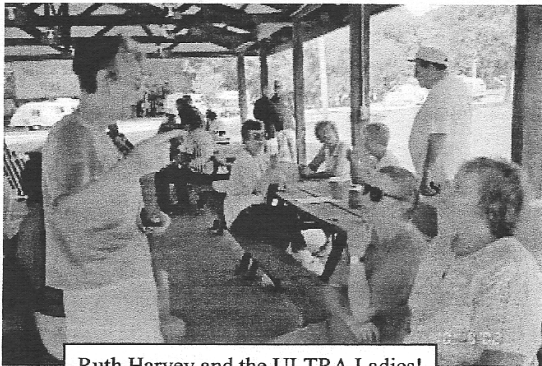


Richard and Gayle Finch

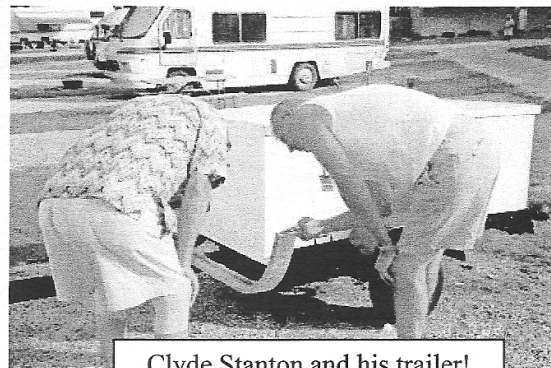


Jim Davis explaining!

Ultra National 2002 photos



Ruth Harvey and the ULTRA Ladies!



Clyde Stanton and his trailer!

**ULTRA VAN
EASTERN SPRING RALLY**

**March 18 – 22, 2003
(Tuesday – Saturday)**

**at
Adelaide Shores RV Resort
2881 U.S. 27 North
Avon Park, Florida 33825**

**www.adelaideshores.com
Reservations 1-800-848-1924**

\$15.00 per night –

You must call them to make your own reservations. Ask for the Ultra Van rally rate. Come a day or two early and stay a day or two late at the same rate. Cancellations must be made 30 days in advance.

**Hosts: Doug & Nancy Pratt
Make your plans now to join us for some
Ultra fun.**

2003 EASTERN SUMMER RALLY

**PRIZER POINT MARINA & RESORT
1777 PRIZER POINT RD
CADIZ, KENTUCKY 42211
MAY 18 - 22ND, 2003**

HOST: ROY & JIM DAVIS

Call for Advance Reservations after February 1st., 2003.

Telephone: 1-800-548-2048..

Information line: 1-270-522-3762

WEBSITE: <WWW.PRIZERPOINT.COM>

7 lakeside spots and 10 lake view spots, all with water and electricity. \$23.00 per night.

TOURS: AQS Quilt Museum, Land Between the Lakes (A National Recreation Area), Patti's 1880's Settlement.

FOR MORE INFORMATION: 1-270-435-4572

ULTRA VAN SPRING RALLY

**Where: French Camp RV Park Resort & Golf Course,
French Camp, CA.**

When: April 28, 2003 thru May 1, 2003.

Hosts: Shelley & Lew Young

1280 Michaeltin CT.

Manteca, CA 95336

(209) 823-6293 lew111@earthlink.net

What you get: nice well-kept park—full hook ups, dedicated clubhouse, fully equipped restrooms, discount golf and a good restaurant. Local transportation furnished by Young's fleet and Corvairs and a Ford Van. Within striking distance of San Francisco and Yosemite. Tours of Hershey Chocolate Factory and an Olive Oil Plant.

What it costs: \$110.00. Includes 3 nights camping, continental breakfast and a main course on the last night. We have reserved 12 spots—make your reservations early!

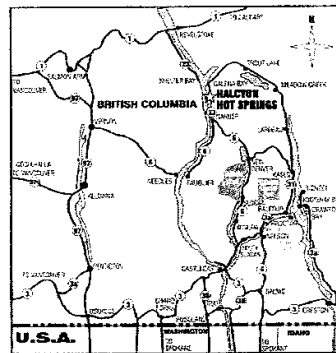
The Classic Corvairs of River City is holding a mini convention in Sacramento from April 25th thru April 27th. Attend both. French Camp is 60 miles South of Sacramento on US 99.

Send check to Shelley & Lew before 4/10/03 to reserve your site. More details will be sent to those who make reservations.

WESTERN SUMMER RALLY

June 19-22, 2003

**Halcyon Hot Springs
British Columbia**



A luxury hot springs resort in the beautiful West Kootenay Mountains of British Columbia. \$75 per couple includes full RV hookups, dinner, and admission to the hot pools Thursday to Sunday. Don't miss this one! See more at www.halcyon-hotspings.com

To reserve Call Ron Adams at (250) 832-5000 work or 832-8595 home, or email ronadams@sunwave.net.

General Meeting at the Ultra National Report Sept. 15, 2002 By Kaye Stanton

The meeting was called to order by President Doug Pratt. Minutes of the last UVMCC meeting were read by Sec. Kaye Stanton and were approved. Marion Helmkey read the treasures report and it was approved by Doug Pratt. Auditors for the Treasure report was done by Jack and Skippy Irwin and Sally Gist and they reported all was OK and nicely done. A Thank You card from Holly was read plus Gayle Finch thanked everyone for making her feel welcomed and loved. Gayle Finch and Barbara Greeson will count the ballots. Paul Piche, our Sheriff for the rally reported 11 fines for no badges so collected \$5.75. He also checked motor homes for smoke detectors and out of 24 only 10 had detectors, WOW!.

Wagon Master: We really didn't have one but Nancy Pratt wrote down where they were all from. We had 19 Ultras, 5 Other kinds and 7 in motels and 2 Tiaras. States represented were: AL-1; AZ-1; NY-2; KY-1; OH-4; NM-2; CA-1; OR-1; MD-1; FL-3; Ontario, Canada 2; B.C., Can. 1; TX- 1; WI- 1; MI- 2; PA-1; IN-2; IA-2; IL-4; TN-1; MO-1. Total 35 Plus we had many visitors.

Merchandise sold \$119.00. Shirt sales 36 shirts at \$15.00@. Total merchandise was \$674.00.

Richard Finch reported on travel guide: A place for people to stay at other UV peoples homes to work on their coaches or just to visit. He has a roster that will be printed up. He will send a copy to Doug Pratt to review before it is printed.

Coach survey: Please fill out the form that Norm Helmkey has given out so we know where the coaches came from and who owns them and what the coaches have on them. Also Norm Helmkey wants to know the 100,000 mile ruling of miles driven, Jack Irwin made a motion that 100,000 must be driven in an UV, or Tiara. Roy Davis seconded. Show of hands, passes decision.

New Business: The Board of Directors want a referendum of the members to see if we will vote to have the UVMCC become a Chapter of Corsa. The UVMCC will still be their own club, they will only be a Chapter. Insurance coverage will be the big advantage. Right now we pay about \$505.00 for Insurance and if we join Corsa it will save us \$\$. Art. Moore made a motion that the UVMCC, after a referendum of approval of the majority of votes from the members has been received, that we apply to be a Chapter of Corsa. Richard Finch seconded. Show of hands passed unanimous.

Western National Rally 2003 The rally will be held at Pipestone, MN. in the S.W. corner of MN. Date: Sept. 8, 2003. Rates; Close to \$18.90 .

Meeting adjourned at approximately 4:00 P.M..

Closing Banquet: The UVMCC banquet was held at Olivia's Restaurant which was located on the grounds of the campground. We had 56 people turn out for the banquet. After our meal, Norm Helmkey gave a Thank You to those who had helped out with the rally. Doug Pratt, President, announced the results of the election of Officer's. President-Doug Pratt; Vice President, Howard Boso; Secretary, Kaye Stanton; Treasure, Marion Helmkey; Newsletter Editor, Jim Howell; Eastern Director, Ken Wildman; Western Director, Marsha Boso.

Ernie Award: Three people who's names had been submitted and had qualified for the award were voted on: They were, Marion Helmkey, Diane Galli, and Gordon Harvey. The one with 40% of the total votes cast and winner for 2002 was Marion Helmkey. There were two Ultra Van owners who received their 100,000 miles of driving an Ultra Van, they were Norm and Marion Helmkey and I believe Doug and Nancy Pratt.

The Pratt's 2002 Ultra National Adventure!

By Bob & Nancy Pratt

Some of you know that our Ultra, #373, did not make it to Hannibal for the National Rally. To start near the beginning of the story, we met Howard and Marsha Boso and Carl and Ester Potter at Howard's sister Kitty's home in Eastern Ohio. Carl and Ester wanted to have company in case there were any problems along the way. We all left there Saturday morning and headed West. A couple of miles out we heard a loud breaking/snapping noise. I called on the CB to let the others know that I was pulling over to investigate. Looking at the right front wheel area I could see that the shock was broken and the spring was curved way out of alignment. While Carl and Ester went on alone, we carefully turned around and were able to sneak back to Kitty's. After a fruitless search for a new shock it was suggested that it possibly could be welded, and that solved that problem.

During the re-assembly Howard noticed that when the shock had broken it had cracked the aluminum casting at the top of the spring. Out came the piece and off it went on a motorcycle to find another welder. Waiting is the worst part and it was almost 2 hours before the part was returned. An uneventful installation and we again headed West at about 5:30 PM ... so much for an early start!

About a hundred miles later as we approached Mansfield, Ohio I pulled off to get fuel and as I slowed for the traffic light there was a very loud banging noise from the engine compartment. After sneaking into the gas station and adding some oil (in case it was just a lifter) it sounded the same. Howard attempted to diagnose where the noise was coming from and thought it was a very bad

rod bearing. Nancy asked what was needed and Howard said, "another engine". That was not what we wanted to hear!

After trying to locate a CORSA member in the area to no avail, we "slept on the problem". Still no luck finding a CORSA member in the morning, so we called Jerry Dute to see if we could leave the Ultra at his place until after the rally--he said sure. We were able to limp the fifty miles to Jerry's house. It so happened that Jerry had a Corvair car that had been his daily driver that had been overcome by rust quit a few years past, and Jerry reported that it was running fine when he parked it. The engine turned with a wrench and Howard was confident that we could change it into the Ultra after the rally, so we packed our stuff in with Howard and Marsha and headed to Hannibal.

We "camped out" in a motel during the National, but got to spend most of the time with Ultra people.

Although Howard had planned to go West after the rally he changed his plans and took on the challenge of getting #373 going again. Getting an early start changing the engine and only taking a short Wal-Mart break to get oil, carb cleaner, etc. we were able to start up and go for a trial run by 9:50 that night. I couldn't believe it! Except for a valve lifter that quieted down after about 5 miles on the road the next day all was OK. The noise that we thought was a rod bearing turned out to be a broken crankshaft. The break was between #1 and #2. Not a very common failure. I heard that Jean McMasters had one break back a few years.

I plan to build another drive train in the near future and keep our Ultra Van going.

Marriage Is Great! By - Jim & Marlene Craig

A lot of persons never have the experience of remarrying after losing a partner in their "senior" years. Most of us know that it is a very good thing to spend the remainder of our time here, with someone we really love and enjoy as our best Friend.

Here is the story of one such happy event. Lester Bell, husband of Gladys Bell (#546A) passed away some time ago, as most of you know. Gladys remained at their place of residence to carry on with her life and enjoy the many friends she had made at her mobile home park and in the Vancouver, BC area. She became more active in the social activities of the mobile home recreation center and her church. New friends were made and she enjoyed going places with them. Also, she has made several trips back to her hometown of St. Johns, Newfoundland to visit friends and family. Several senior members of her family were sick and she had to remain with them to the end. Now she is the senior member of the family. A very important position in her family tree.

Some time after returning home to Vancouver and catching up on what had been happening in the social scene. She was asked by one or more of the ladies at the mobile home recreation center if she would talk with a certain single gentleman who was not really

being a gentleman when in the present of the ladies of the center. She did and this gentleman ask her if she would like to go to dinner with him and discuss the matter further. As the saying goes, "The rest is history".

The gentleman's name is George Weaver. He lost his wife some time ago and found it was time to look for a companion. After an exciting courtship, they agreed to make arrangements to "tie the knot." George is also a Canadian, having grown up in an area north of Vancouver. At an early age he became interested in air-planes and when WW2 broke out, he enlisted and became a B24 pilot. He spent most of his tour in India. He related some interesting stories to Marlene and I when we visited with them in July. A real gentleman.

They were married at the mobile home parks recreation center on April 13, 2002. There was 150 people attending. Local friends and relatives from the area and from Newfoundland. The local Salvation Army Officers preformed the services. The bridesmaids were two great grandchildren, ages ten & twelve. Glen Thompson was Best Man. (George's hunting buddy.) They both indicated that they are happier than ever before.

We wish you two the "Very Best".

BEAU'S FIRST TRIP ACROSS THE WESTERN CONTINENTAL DIVIDE

By: **Jim and Roy Davis #388**



CORSA's 2002 National Convention in Flagstaff, was the excuse to take Beau west. This was done with some intrepidation. The eastern summer rally at Asheville ended on June 15th and the convention started on the 22nd. That left two days in Murray, Ky, to restock the coach and mow the grass. Our trailer and generator had worked well for the last half of 2001, but it was really untested in serious summer heat. We travel with two Abyssinian cats, so reliable air conditioning is a must. Also, while in Asheville, I discovered Beau had an leaking intake valve in the right head. The valve needed to be replaced

before heading west; I fortunately, had a spare reconditioned head in the shop. The change-out was accomplished without problems. We struck out early Wednesday, with all six cylinders doing their job. We decided to head out on US-60 to Springfield, Mo, as we had heard of major delays on I-40 in Oklahoma, where a barge had taken out a bridge. We then took the Will Rogers Turnpike down to I-40. We spent the first night at the Park Motel and RV Park in Vinita, Ok. Not a great campground but cheap and one of two in the area. The total cost of the Will Rogers Turnpike was \$7.50 with the one wheel trailer. It was nice to turn onto the free I-40.

The next day was the long day to Amarillo, TX. All gradual climbs with no shifts into low range. The campground for the night was Overnight RV Park in Amarillo. Nice but too close to the interstate (noisy). Friday was a short day to Santa Fe, NM. Roy and I used to live in New Mexico, in the 60's and have returned every 10 years or so; thus, this was to be a home-coming of sorts. We spent 3 hours in a traffic jam on I-40 as all four lanes were blocked by fire trucks and HASMET teams fighting a tractor trailer fire in the west bound lanes. We chose Rancheros de Santa Fe Campground for the weekend. It is just off I-25 on the way to Las Vegas, with thoroughly delightful campsites in a Pinion Pine forest. Santa Fe was blessed with two inches of rain during our stay, so the Pinon was especially fragrant. After registering, we were off to the Plaza. The Catholic church has a large parking lot in which they park RV's on Fridays and Saturday; it is very convenient to the Plaza. Not much has changed in the old town. Saturday morning we decided to see what the Saturday market look like on the Plaza. It was like stepping back into the 60's. Native American vendors all setup on the sidewalks with their fine wares spread on blankets. The silver and rugs were as beautiful as I remember. We were not able to get to all the galleries as many are located on Canyon, a narrow one way street some way from the center of town. Oh well, what we buy here means less money to spend on Corvair parts in Flagstaff. We decided to lunch at the historic La Fonda Hotel on the Plaza, a long time favorite. The food and atmosphere were better than we remembered. Fortified with food we continued our ogling of the pretties.

We left Sante Fe on Sunday, sort of late; as there is still plenty of night life in the city. The weather was hot, in the high 90's, and smokey, from forest fires. The Generac generator worked overtime, supplying power to the 35 year old Coleman air conditioner, but the temperature in Beau remained a comfortable 80 degrees. Only the long continuous climb into Flagstaff caused the engine's oil temperature to go above 260. I suppose all the work to lower the oil temperature is yielding results.

We had reservations in Flagstaff, at both the host hotel and an RV park located across the street. After being informed there was no parking for RV's at the hotel, we canceled our reservation there and checked in at **Black Bart's RV park**. About 6pm we wandered over to Little America Resort Hotel for supper and discovered the hotel's restaurant has a four star rating. The food

was among the best hotel food I have ever eaten. The Corsa convention was small and only moderately well attended. Ultra Van people attending were the Finches in #424, the Sullivan's in #474, the Bosos in their Travoy, the Gallis in their Greenbrier, and Christy Barden. Thursday night the Reed's in #275 spent about one hour at the convention before heading further north. As we had not entered any of the events, we chose to skip the banquet and leave on Saturday morning.

We had planned a stop Antonito, CO, to ride the train; but alas, the forest fires in Colorado had caused the Forest Service to close down the railway. We decided, instead, to tour the six national parks in Southern Utah. Heading out of Flagstaff, on US 89 to Page, AZ, the countryside was bleak. The view of the north rim of the Grand Canyon from the ridge above Page, is impossible to describe. What a ditch. We had hoped to tour Glen Canyon Dam, but it was closed. Leaving Page, Beau began the climb to Hog's Back Ridge in the Vermilion Cliffs. The views from 8,600 ft were spectacular as was the 102 degree heat. As a last minute side trip, we decided to see the views at Coral Pink Sand Dunes State Park. It is a small park with dry camping but very interesting sights. All was uneventful until we got to Zion National Park gate and found we would have to pay an additional \$10 to provide an escort through the tunnel. All vehicles over 7.5 ft require one way traffic and an escort through the tunnel. The trip through the park was spectacular; downhill all the way. At the welcome center, we boarded a shuttle to experience the awesome scenery of the Virgin River canyon, while Beau's generator and air conditioner kept the Abbys cool. We spent the night at Zion River Resort RV Park, beside the Virgin River; between two Prevosts (the high rent district). We highly recommend this campground. The next day we climbed Coal Creek Road (Utah-14) to Cedar Breaks State Park. The road signs said no trucks, and I thought it was because of the curves; no, it was because of the 8% grades. We decided to dump all the tanks except for 10 gallons in the water tank. It would have helped if we had thought of that before the climb to 9,000 ft. Beau spent most of the next two hours in low range as we made our way along Utah-143 to Panguitch, UT, for lunch at a local restaurant. Next on the list of parks was Bryce Canyon National Park, which Beau accomplished easily. At the end of the park road loop, we managed to take a picture of Beau beside the Rainbow Point sign (8,910 ft). We continued along Utah-12 through Kodachrome Basin State Park. This is one of the lesser known parks but the scenery is awesome. It was a short drive down to Escalante, UT, where the temperature in the valley was 106. A side trip through Escalante State Park, and we started the climb out of the valley through the Escalante Canyons. This was definitely the most rugged territory of the trip. Along the way we stopped at Anasazi State Park and then we continued the long climb from the Escalante River basin up the Aquarius Mountains in Dixie National Forest. This was our third climb of the day to 9,000 ft which Beau crested at 40 miles per hour. This forest contains some of the largest Aspen trees in the nation. Also, the size of the large Ponderosa Pines reminded of us of the big Yellow Pines in Southern Maine. At Torrey, UT, we turned onto Utah-24 which follows the Fremont river to Red Rock Campground at Hanksville, where we spent the night. We were reluctant to leave the cool 75 degree mountain top for the hot valley floor, but it was nice to be going down hill again. Utah-24 descends through the heart of Capital Reef National Park. This park, least well known of the national parks, has what we believe to be the most spectacular scenery of them all. The most notable scenery is in Cathedral Valley, where the "temples to the sun and moon" are located. These are natural pinnacles of bright red stone. The temple to the sun juts 600 ft. out of the desert floor. The park is named for the white domed mountain that resembles the US capital's dome. The reefs are natural reef shaped structures rising in stepped layers Noster State Park. Although 17 miles off the interstate near Whiteman AFB, it is one of the nicest state parks we have visited. In the future we will definitely drive the extra 17 miles to Knob Noster.

It is just 300 miles to Murray, from Concordia, Mo, and with little wind; so Roy volunteered to take Beau home. With the exception of the Cape Girardeau, Mo, bridge, the day was uneventful from the valley floor. After leaving Capital Reef National Park, we stopped at the small village of Fruita, to look at the miles of orchards in the desert, irrigated by the Fremont river. Unfortunately it was before the harvest. Red Rock turned out to be a very nice campground, but really isolated (one AM radio station; no FM, and no TV). We had survived three climbs to 9,000 feet and temperatures as high as 107 degrees, and Beau was still running well.

That night we looked at our planned route down Utah-95 to Blanding, UT, then up US- 191 to Moab. Those hard climbs plus the predicted 108 degree temperature made us decide to skip the rest of the parks tour and head to the interstate. As it turned out, the trip up Utah-24 to I- 70 was almost as spectacular as the two previous days. Goblin Valley State Park was a welcome addition to our scenic adventures. The Hoodoos there are just as spectacular as those in Brice Canyon. The interstate in Utah is more barren than I had remembered; just a high desert with no special features. It was really boring after what we had seen in the past two days. Only when we intersected the Colorado River near Grand Junction, did we see green. The climb out of Grand Junction in the narrow Colorado valley was interesting. A lot of narrow passes and quaint valleys. Roy was again driving so I got to sightsee. It was nice to be in the green part of the west even if the heat was in the low 90's. Roy noticed Beau seemed to be down on power as we neared Vail, Co. As we passed the sign noting Vail pass' altitude of 10,660 ft, we figured out why. As I-70 had been constructed after our last visit to this part of Colorado; we thought the worst of the climbs was over. Boy, were we wrong. Beau slowed to 30, then 25, and finally 20 mph as we entered Eisenhower Tunnel at 11,100 ft. It was only the second time on the trip we were not able to maintain 40 mph or so in low range. We were moving so slow I was looking for a place to turn around, but Roy's faith in Beau never wavered.

We checked with Trailer Life Tripmaker CD and decided on Marshall Ash Village RV Park in Stratton, Co, for the night. It was a nice park; although, the bathrooms are in an adjacent filling station and close at 11pm. We were lucky to get a space as several crews of custom wheat cutters were staying there. The next day we were off to Kansas City, through some of the most boring scenery in the nation. We had a 35 mph cross wind from the south so about 55 mph was as fast as Beau felt comfortable. Roy tried her driving shift just after lunch, but soon relinquished the driving to me. Gee, thanks honey. The night was spent at Interstate RV Park near Concordia, Mo with sore arms and necks. The park was ok; but previously, when in this area, we have stayed at Knob . About the Cape Bridge; this bridge across the Mississippi was built in the early 1930's, and is 1800 ft long but just 20 ft wide. Ultra Vans and cars pass well at the 20 mph speed limit. Eighteen wheelers and Ultra Vans barely fit, with the Ultra Van usually stopping. This time Roy met another RV, a big Monaco, who did not want to share the bridge. He stopped in the middle with two tires on the double white line and 18 inches of clearance on his bridge side. I closed my eyes as Roy deftly passed with at least two inches to spare. My heart has never been the same since. Why cross the Mississippi here? It is 85 miles farther home by any other bridge. The trip's statistics were: **3,714 miles in 16 days** with an average of **14.36 mpg**. No equipment failures!

Safety Bulletin by Walt Davison

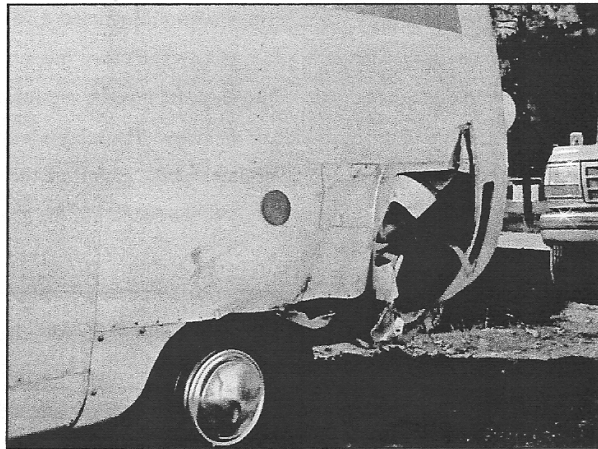
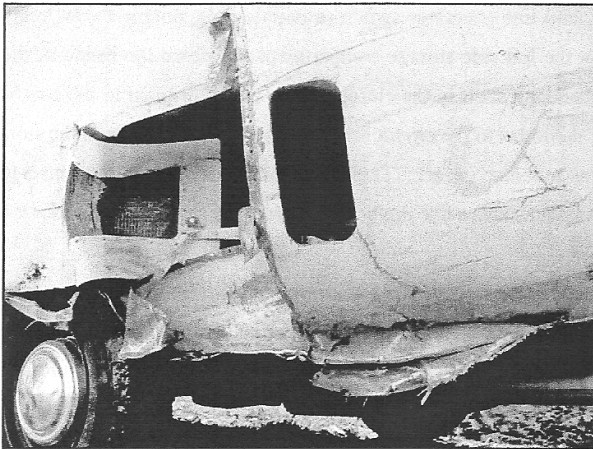
At approximately 1930 MT in the vicinity of Benson AZ, while traveling eastbound on I-10, doing between 65 and 70 mph in a posted 75 mph zone #366 was struck from behind. The impact started abeam the tail light (tail light lens was not broken) and proceeded down the driver's side and left a smear of paint on the driver's side headlight bezel. Yes, things were interesting for a few seconds. The attacking vehicle a '95 KIA Sportage, ended up in the median after rolling. The three occupants were all transported to the hospital. All were released the next day. The 18 year old driver was charged with DUI/Drug possession. I was uninjured. I was wearing my seat belt. If I had not been strapped in the outcome would have been much different I'm sure. BAD difference. #366 ended up parked on the right side and well clear of the roadway. That's what happened.

Now what can we learn?

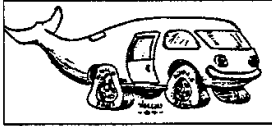
As many know #366 is not a stock coach. As many also know I have a "thing" about the location of the large propane bottle/batteries aft of the driver's side rear wheel well. (I use nothing but one lb. propane bottles and my in use battery is in the step area...where you kneel to check the engine.) The area of the original battery/propane tank received a major blow/damage. The propane compartment on #366 is now an air inlet, much like the passengers side one. It shows a wonderful example of metal crumpling and absorbing/dispersing energy. When the dust all settled...so to speak...it only took approximately 5e minutes work with a long handled adz to free the metal from the rear tire. The vehicle was then drive able.

All of the above is factual. Now let's see/imagine/conjecture as to what the outcome would have been if #366 had been a stock coach. To add to the excitement, let's say I had not had my seat belt on. The initial impact, I'm sure, would have thrown me from the seat. Of course in leaving I would have given the steering wheel a good jerk...your guess is as good as mine as to what affect that would have had. Now to the impact area. First the batteries would have been dislodged and almost for sure we would have had sparks all over everything. Almost simultaneously, the propane bottle would have had it's regulator knocked off releasing it's contents. If you travel with the bottle turned off you may or may not avoid this part. Next the steel, read strong, propane bottle will transfer it's energy into the engine compartment. It's reasonable to conjecture that the driver's side carb is struck/broken/dumps it's gas/creates a huge vacuum leak that kills the engine. So now your stopped, unable to move, with the mixture of sparky propane/gasoline playing out it's game. It's this scenario that was probably the one that ended #456's life. And almost the life of Chance/Margaret Fitzgerald in the fall of 1979.

Some will say I was lucky....I have now problem with that. I'll take all the GOOD luck I can get, but I would suggest that at least some of the "luck" was self generated by the changes I have made to my coach. Every member must assess his/her level of risk acceptance. I hope my writing this will influence some to rethink their position.



Crash photos of #366. Ultra Vans are well built!



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: 2002-15

SUBJECT: 120 VOLT ELECTRICAL UPGRADE

UV SECTION: 15-98

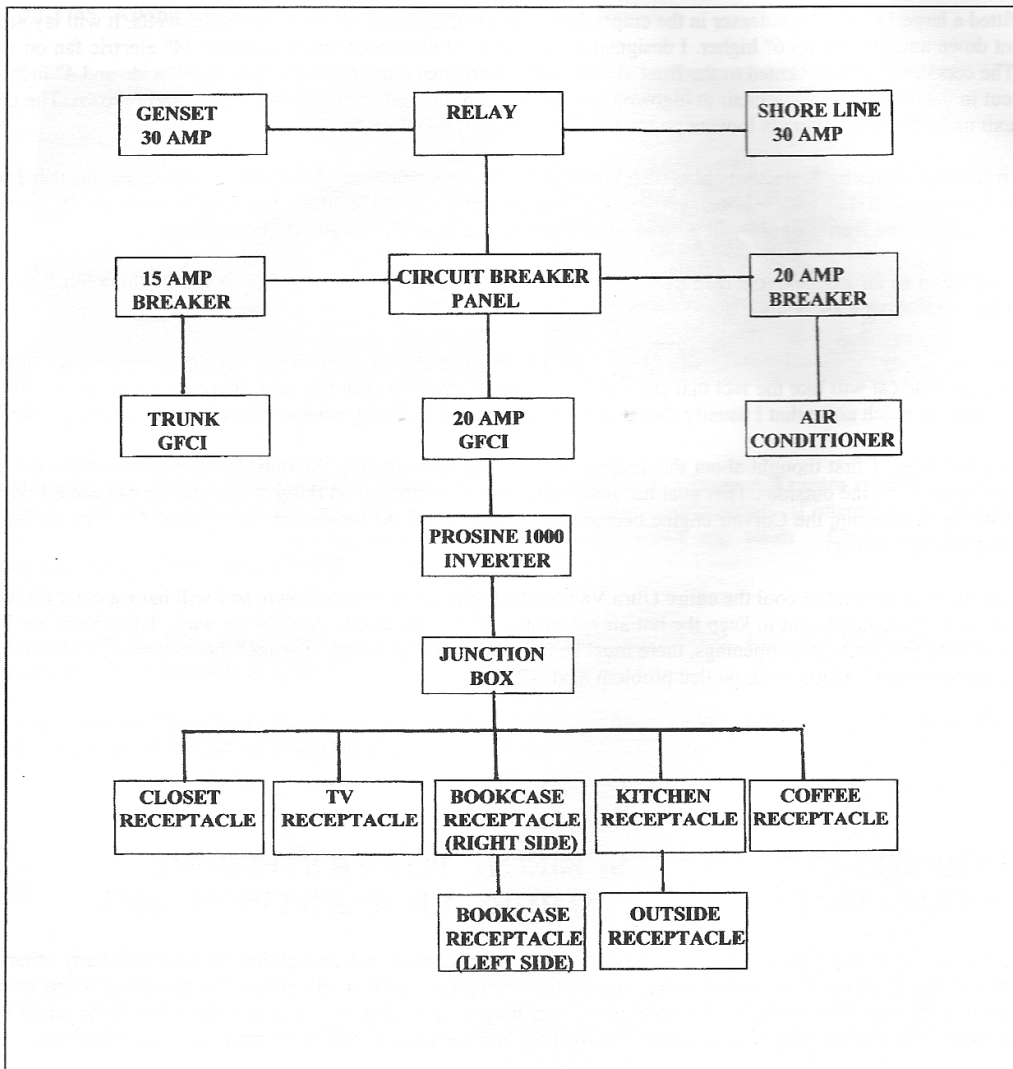
AUTHOR: JIM DAVIS #388

As Beau had not been used in for 22 years prior to my acquisition, I assume the 120 volt wiring was factory original. While not all coaches were wired identically, the procedures spelled out here are applicable to all coaches. Beau's circuit breaker panel contained three circuits: a 10 amp for the trunk duplex receptacle (battery charger), a 15 amp for all the duplex receptacles in the coach, and a 20 amp circuit for the Coleman Mach 10,000 Btu air conditioner. Additionally there are three separate 10 ga wires running from the trunk to the fuse panel area. All wiring from the circuit breaker panel was 14 ga except that to the air conditioner, which consist of three - 10 ga. wires. There is a duplex receptacle in the closet with separate wiring to the 15 amp circuit breaker. Another set of wires runs from the 15 amp circuit breaker to the bookcase's duplex receptacle where it is daisy chained to the duplex receptacle under the coffee bar. A second set of wires is daisy chained from the bookcase's duplex receptacle to the duplex receptacle above the refrigerator and is further daisy chained onto the duplex receptacle behind the refrigerator (the external receptacle). There are five duplex receptacles on the same 15 amp circuit breaker. No provisions were made for either an inverter, an isolation relay for the Ralph's genset or ground fault protection.

I have three ways to power the coach with 120 volts: a 4,000 XL Generac genset, a Prosine 1000 inverter, and the shore line. I had previously upgraded the shore line to a 40 foot, 10 ga, 30 amp entrance cable. The next problem was to automatically isolate the other two power sources from the one supplying power and to allow automatic switching between the power sources with a predetermined hierarchy. This was accomplished with a Magnetec ATS 30 amp line generator switch (a double pole, double throw, relay with a 1 minute delay) and an inverter relay. The shore line runs in the left side storage compartment and down the inside of the closet wall to the Magnetec relay. The relay and inverter are located under a shelf in the closet. Three wires (original to the coach) from the genset run to the other side of the relay. The relay's output then runs to the circuit breaker panel, passing through the storage compartment and following the original wiring path from the trunk mounted genset. The delay on the relay is to allow genset to stabilize before taking over power supply to the coach. If the genset and the shore line are both powered, the shore line provides the coach power and the genset is isolated.

Next was the inverter wiring. The 15 amp circuit breaker was changed out for a 20 amp ground fault circuit interrupter (GFCI). The 15 amp circuit breaker then replaced the original 10 amp circuit breaker in the panel. This circuit breaker swap was done to provide more coach power for anticipated modification at a later date and to provide GFCI protection for the coach. From the 20 amp circuit breaker, a three wire, 12 ga Romex cable runs to the inverter following the same path as the shore line. The Prosine 1000 inverter is equipped with an internal, double pole, double throw, relay. If there is power to the relay, the inverter stays off even though the inverter power switch is on.. If the power line to the inverter carries no current and the inverter power switch is on, the inverter powers the circuits. Thus, the inverter only supplies power to the receptacles if no other power source is available. Power from the inverter then travels via a three wire, 12 ga Romex cable to a junction box in the closet wall, where the power is then routed to the seven duplex receptacles now in the Ultra Van. The inverter relay is an option on the Prosine inverter line.

Wiring the receptacles is relatively straight forward. From the power junction box, in the closet wall, separate wire runs (12 ga) were made to the closet, TV, the book case, coffee bar, and refrigerator duplex receptacles. Separate wires were pulled for each wire run except for the copilot's side of the coach. Here a three wire, 12 ga Romex cable was used for its abrasion resistance. The added TV receptacle is located 16 inches above the top of the gas furnace and is for the associated TV and Directv receiver. A second added receptacle is on the left side of the bookcase and was daisy chained to the other bookcase receptacle. The outside duplex receptacle was daisy chained to the duplex receptacle above the refrigerator. A green LED telltale light was added to the kitchen receptacle cover to show when the refrigerator circuit has power. Similarly a orange LED was added near the pump light at the left side of the pilots seat. This light is lit when the battery charger is powered. These LEDs are from Radio Shack and are for 120 volt circuits. The only other change was to replace the trunk receptacle with a GFCI protected duplex receptacle.



TECH ARTICLE: 2002-16
UV MANUAL: 16-5

SUBJECT: A/C
AUTHOR: RICHARD FINCH #443

After traveling through HOT !! parts of the USA the past two summers, I have decided to improve our Ultra Van air conditioning system. Our little trailer mounted 5,000 watt Homelite generator did in fact cool down the inside of the Ultra Van to a bearable 85 degrees on 105 degree days, but 50 degree air blowing on our bodies and in our faces seemed to be a better way to go than to have 85 degree air blowing on the back of our necks and shoulders (from the 110 volt roof air).

So I sat down and ordered a complete set of limo-size air conditioning components from Vintage Air and from Southern Air. The parts came a couple of weeks ago and a couple of Saturdays ago, I mounted the evaporator, control panel and ducts under the coffee bar. It looks very good there and hardly shows. It took about 4 hours to install everything under the dash.

Next, I installed the Sanden compressor and the Rusty Rose compressor bracket in the engine compartment. I had to move the ignition coil from the engine mounting position to the rear firewall, but the short coil wire still fits. The installation looks great and the compressor mounting part took about 2 hours.

And then I fitted a large 18" x 24" condenser in the empty floor compartment between the front fender wells. It will lay at an angle with the front down and the rear up 6" higher. I designed a shroud out of aluminum and mounted a 24" electric fan on top of the condenser. The condenser will be vented to the front air dam via a fabricated aluminum duct that is 24" wide and 4" inches tall. A slot will be cut in the air dam to bring in air at highway speeds. The fan will only run at lower speeds and in town. The condenser hot air will exit under the Ultra Van via louvers pointed aft. This job will take 3 or 4 days.

I routed the refrigerant hoses by first using old garden hoses to decide the routing and determine the actual lengths that I will need to buy, of the high-priced R-134 barrier hoses. I will need about 40 feet at about \$2.50 per foot locally. Running the barrier hoses will take about 2 hours and then the ends will need to be crimped by the local Car Quest A/C repair shop.

The entire installation so far has cost less than \$700. for all new parts. I did not have to scrounge for anything but the crankshaft pulley. And that came from a 1966 smog pump Corvair.

The thing that I will enjoy the most is that I will be able to simply turn a dashboard switch and have cool air even for short trips to town. And our Siamese cat will like the fact that she can be cool while my wife is in the store shopping for groceries. The Homelite generator made so much noise that I usually shut it down if we were in shopping centers where it might annoy people.

The goal that I had when I first thought about this project was to keep from altering the outside sheet metal and to not have any part of the A/C show from the outside. That goal has been fully met. The other good thing is that the a/c can run all day in a hot parking lot without overheating the Corvair engine because all the hot air off the condenser is fed out in the front of the Van and not into the engine compartment.

I do not expect the dash a/c unit to cool the entire Ultra Van on the highway or even in town, so I will hang a clear plastic curtain just behind the driver's compartment to keep the hot air out of that part of the coach. And by the way, Ultra Vans are POORLY insulated! Counting the refrigerator openings, there must be over a dozen square feet of space where outside air can come and go at will, summer and winter! Gotta work on that problem !!!!

TECH TIP: 2002-17
UV MANUAL: 10-46

SUBJECT: POWER STEERING
AUTHOR: RICHARD FINCH #443

The Dana Corporation has designed and tested a new electric power steering rack and pinion for Saturn and any other car company that wants to buy it. It is self contained except for the little computer box that tells it how fast the driver wants to turn. The first car to use it is the new Saturn SUV, but soon many cars may be installing it. It seems that Ultra Vans might be a good candidate for much improved steering if some owner has the time and mechanical ability to adapt one to an Ultra Van.

COACHES AND PARTS FOR SALE

1967 Ultra Van #223, Retrofitted with a 525 cu. in. Cadillac engine with the El Dorado, 3 speed automatic. Otherwise it is essentially stock and in fair to poor condition. There are some dents and one of the windshield sections is cracked. The tires are still good. I am looking for \$1,500. The Ultra lives about 40 miles from Sacramento going East on I80. Dana T. Lolmaugh, (530) 412-0636, danalolmaugh@hotmail.com.

1968 Ultra Van #404, Corvair 110HP, 4.26 ratio, 4-speed manual. New radials and wheel covers, mechanically very good, bottom of power train dry (no leaks), new mufflers and tail pipe, brakes recently redone (w/DOT 5 fluid). Everything works except air conditioning which needs check for leaks and recharge, Exterior is Dessert Beige, interior is very nice original cherry paneling (look almost new) Have foam/viny covered bumper kit that needs to be reassembled and mounted. Coach is very nice and needs little to be "Ready to go". For more information call: Wally Hutson, (440) 232-4745. Asking \$7,000.00 (see photos below)



Hi All: is there any Ultra Van owner that is interested in a pair of late model lower **A-Frames** or **A-Arms** whatever you prefer to call them. I have a pair for sale. They have the up to date modifications. If interested call or e-mail as soon as possible as we will be leaving in a few weeks for our winter trip south. **Clyde Stanton**, email: ptlstan@webtv.net, phone: 269-795-9078

Front suspension for Ultra Van: Complete and upgraded, removed from UV#365. Contact Jean McMasters for detail and price. (561) 626-0388 or (480) 641-8200.

Rear suspension for Ultra Van: Complete and upgraded, removed from UV#365. Contact Jean McMasters for detail and price. (561) 626-0388 or (480) 641-8200.

Editor's Note: We would like to advertise your surplus Ultra parts.

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

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

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

First Class

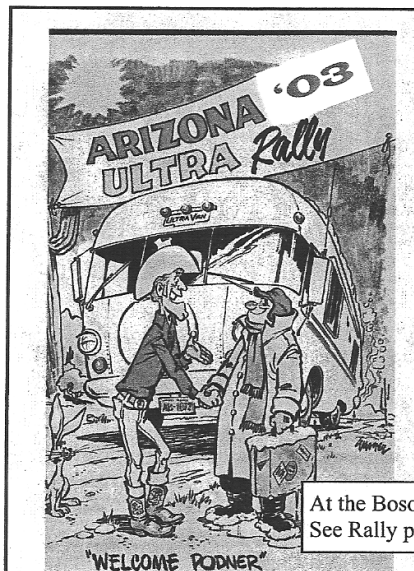
UVMCC

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At the Boso's in February
See Rally page for infoc.