



ULTRA VAN MOTOR COACH CLUB'S

# ULTRA SOUNDER

## President's Perspective by Doug Pratt

Our Ultra is coated with ice to the extent that I can't even get inside. Had an ice storm followed by 8--10 inches of snow on New Years Day. Well, I hadn't planned on moving it until March anyway!

Yes, we plan to stick it out here in Northern Pennsylvania until time to head to Florida for the **Spring Meet at Adelaide Shores RV Resort, Avon Park, FL** March 18-22. Remember you must call (800) 848-1924 to make your reservations **30 days** in advance. February is a short month so that makes the deadline about the **16th**. You can come a few days early and stay a few days after at the same special rate. (see the flyer for more details)

The application to CORSA for membership as a Special Interest Group has been submitted and the motion has been made and seconded by the Board of Directors to ratify our membership. We expect to hear the results of their vote very soon.

I hope that you have checked your mailing label to make sure that your dues are current (should have '03 showing).

Hope that 2003 will be a special Ultra year for you.

Editor: Jean McMasters owns Ultra Van #330 and has put over **500,000** miles on it since 1978. As Jean approaches **81** he still rolls up the miles!

## Motor homing on a budget

By Wes JOHNSON

The Hutchinson News

It looks like an oversized loaf of bread or a bathtub turned upside down.

And it's either so ugly or so cute that passers-by just have to stop for a second look.

But Jean McMasters says the 1968 Ultra Van he bought for \$8,500 in 1978 suits him just fine.

"I've rebuilt it three times and it's got 585,000 miles on it and it's still running fine," said McMasters, whose home base is North Palm Beach, Fla. "I've customized it to my liking. I've got everything that the big ones have, except I don't have to worry about the space they take up on the road."

It was a homecoming of sorts for



Jean McMasters, from North Palm Beach, Fla., made a radio-controlled replica of his 1968 Ultra Van, which was built in Hutchinson. McMasters plans to donate the replica to the Reno County Museum.

the two Ultra Vans attending the Family Motor Coach Association's Premier International Extravaganza at the Kansas State Fairgrounds.

The 22-rooters were built in Hutchinson between 1967 and 1970

and 361 of them rolled onto the highways before the company went out of business.

The mini motor homes were built

See Budget on next page.

**"I've rebuilt it three times and it's got 585,000 miles on it and it's still running fine. I've customized it to my liking. I've got everything that the big ones have, except I don't have to worry about the space they take up on the road!"**

- Jean McMasters

Corner Photo: Jean McMaster's #330 at the 1997 Eastern Chattanooga, TN rally.

## **Budget:** continued from page 1.

Like an airplane, with a riveted aluminum house that handled all the stresses of the road. There is no chassis. The vehicle is powered by a six-cylinder Corvair air-cooled engine.

Unlike modern motor homes today, which may cost upwards of \$1 million, McMasters said the low cost of his Ultra Van allows him to enjoy motor homing on a budget. He just turned 80, and he doesn't have stock options, investment dividends or a fat savings account to fund his travels.

Instead, McMasters, a skilled mechanic who can repair or replace just about anything on his Ultra Van, travels the country on his monthly Social Security check of less than \$900.

If someone breaks he fixes it. Tools of every description are within easy reach beneath the couch. Unlike the hand-rubbed walnut finish on some motor coaches, McMaster's cabinetry work has a utilitarian look that's perfect for his low-tech lifestyle.

When the disc problem in his neck caused pain when he steered the vehicle, McMasters took the power steering unit from a 1968 Corvette and figured out a way to add it to his Ultra Van. **Voila!** Power steering and no more neck pain.

McMasters said he built his first "motor home" from the carcasses of two Volkswagen vans cut in half and welded together.

"I saw one of these Ultra Vans in Miami," McMasters recalled. "I fell in love with it. I was the third guy in line to buy. Luckily the other two guys couldn't come up with the cash so I was able to buy it."

Although only 22 feet long, McMasters' Ultra Van features a queen-size bed in the rear, full plumbing, a stove, sink, and a refrigerator. He wired in a small shop air conditioner that runs off an electric generator (Onan microlite) he also installed.

"If you sit here for a while people will come by the droves to ask about it," McMasters said. "They've never seen one like this so they stop and ask all kinds of questions."

A few years ago dozens of Ultra Van owners descended on Hutchinson for a 25th reunion at the birthplace of the vehicles. McMasters said it was fun to meet fellow owners and see what people had done to fix up their vehicles.

A nonstop tinkerer, McMasters hand crafted a fiberglass replica of his Ultra Van (complete with the distinctive oval FMCA seal) that is electric powered and radio controlled.

"I'd like to give it to Jay Smith at the Reno County Museum, to kind of remind people these were built right here in Hutchinson," he said.

Article by reporter **Wes Johnson, The Hutchinson News**, October 2, 2002 issue.

### Changes to 2002 Members Directory

#### NEW MEMBERS

**Bell~Doug & Margaret** 215  
24330 SE Strawberry Dr.,  
Boring, WA 97009  
(503) 658-7364  
bells@teleport.com

**Stephens~Hubert** 477  
P.O. Box 2016  
Paso Robles, CA 93466  
(805) 610-6465

#### WELCOME BACK

**Alabaster~John & Jan** 342  
871 Van Dyke Drive  
Laguna Beach, CA 92651  
(949) 494-5548

**Oliver~Randy** 217  
P.O. Box 21  
Garfield WA 99130  
(509) 635-1627

#### NEW EMAIL ADDRESSES

**Finch, Richard & Gayle** #443  
finchbird@zianet.com

**Howell, Jim & Rosemary** #216  
Jhowell488@cs.com

## 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](http://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 - 22<sup>ND</sup>, 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](http://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](mailto: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!

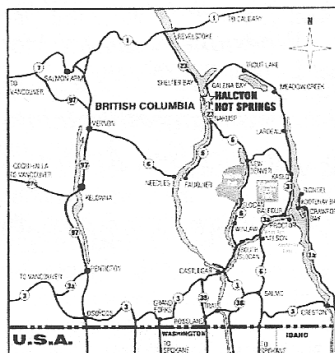
The Classic Corvairs of River City is holding a mini convention in Sacramento from April 25th thru April 27<sup>th</sup>. Attend both. French Camp is 60 miles South of Sacramento on US 99.

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](http://www.halcyon-hotspings.com)

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



**ULTRAVAN NATIONAL  
CONVENTION  
2003  
PIPESTONE, MINNESOTA  
SEPTEMBER 8-13, 2003**

*Come join us in this beautiful, historic town in the SouthWest corner of Minnesota. We will be staying in a very nice campground across the street from the Pipestone 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 UltraVan, Travoy, Americruser, Airstream, or whatever RV or car you are driving these days.*

*Information packets will be ready soon after February 1  
Your hosts for this event is Bob and Diane Galli*

*Contact us at:  
5000 Cascabel Rd.  
Atascadero, CA. 93422  
805 466-2737  
rdgalli@tcsn.net*

*For your information packet*

## Oshkosh by Ultra Van

by Richard Finch ===Ultra Van S/N 443

I have been attending the world's biggest aircraft fly-in at Oshkosh, Wisconsin for more than 25 years now, but the most fun year was this past summer at the fly-in in 2002, when we drove our Ultra Van there and camped on the airport grounds, along with about 10,000 other RV's, tents, and just about any method of camping out that you can imagine.

The first year I attended, I flew there in a 1972 Piper Cherokee 140, stayed in a grand older hotel in Neenah, WI and rented a new Buick from the local Buick Dealer. The following year, I flew commercial into Milwaukee, WI, rented a new T-Bird, stayed in another newer hotel in Appleton, WI and then drove back to Milwaukee at the end of the week. Another year I flew there in a Cessna 172 and stayed in yet another new hotel in Appleton.

One year, I flew in with 5 other Piper employees in a new six passenger Piper Turbo Lance. About four years ago, Gayle and I drove from our home in Santa Barbara, CA and stayed in a grand old 2 story house right on the shore of Lake Winnebago, beside the fly-in seaplane base. That could have been a good visit except that the house was smelly.

Each year, the attendance figures at the fly-in range between 750,000 and 950,000 gate receipts, over 25,000 airplanes on display and flown in by attendees. Needless to say, housing for the fly-in is really scarce. You need to get hotel reservations at least three years in advance, and many of the choice hotels simply will not make reservations except for their regular annual customers. But, the campgrounds have never filled up and therefore staying in an RV there is the best and safest way to attend the fly-in !! That situation could change some day in the future if everybody decides to play it safe and go in an RV. But for now, it is the very best way to go to the show.

There are a few electrical hook-ups that are reserved for the volunteers who go a week to a month early to get the place ready for the show, but most of the rest of the camping there is dry camping. But don't let that term "dry camping" fool you. There are free showers on many locations, about every 3 days, a sewer truck comes around to suction out your black water tank for a small fee, and if you run out of water and need to dump your black water

early, there is a large dump station **right on the** airport campgrounds.

And every 15 minutes to at least **every** hour, there is a free John Deere tractor **pulling** a large trolley that makes every aisle in the RV parking area. All you have to do is to put up your hand to get a free ride to wherever you want to go. But if you want to run around all over the place, a bicycle would be handy to have. The last two trips, we have rented an electric go-kart for Gayle and as a result, she scurries all over the airport and sees more than I can see on foot. And then there are the courtesy carts. Several times as I was walking, a golf cart driver would pull up beside me and ask me if I needed a ride, all for free. One afternoon while I was sitting in the shade of our cabana at the Ultra Van, I heard a Volkswagen pull up behind me and Gayle said "Hey Richard, look who brought me home!" and I looked around to see the President of the EAA, Tom Poberezny in his Red 3 cut down VW had stopped and given Gayle a free ride back to our RV !!! Talk about courtesy !!

And as I have said for a number of years, "rich people have more money than us poor people", and it is common to park a little \$5,000 RV right beside one of the \$ million dollar Prevost RV's that is towing a Cadillac Escalade or a Mercedes SUV. And at Oshkosh at least, the rich people treat us poor people as nice as poor people treat us.

One year, Gayle and I decided to take a full day to see the EAA Museum and it took a very full day to just see the displays there. Two days would have been even better. The fly-in air show lasts a week every summer and most people say that it is not possible to see everything in a week. In almost every part of the RV parking area there is a tent-cafe for eating really good German and American food. (No Chinese or Mexican food though ). And there are several grocery stores on the airport.

If you have a special club dinner to attend, such as the Grumman Club, you can catch a ride into town by many different methods : EAA school busses, regular taxi runs, friends who have cars, and there is a bus service that makes town runs every 30 minutes.

Every year except the first year, I have presented forums on aircraft welding and experimental aircraft engine installations, (including Corvair and Buick V-6 engine installations in experimental aircraft ), and after one of my forums this past summer, an EAA Director ask me if I would consider working for

The Experimental Aircraft Association as a part-time instructor in their aircraft building schools around the country. On 3 previous occasions, I have been asked to come to work at the EAA Headquarters there in Oshkosh, and because Gayle can not tolerate zero degree weather with her health problems, I had always politely said " thanks for thinking of me, but I can't move to Oshkosh". But this time, the EAA said that I could live in New Mexico and commute at EAA expense to teach schools around the USA !! Such a Deal !!

So, during the middle of January 2003, I flew to Oshkosh to teach in a Sport Aviation school as an instructor. Being there and being paid to be there was a dream job for me. My kids would say that it was like them being paid to go to Disney World !

There are many good things about people with airplane interests attending the annual fly-in at Oshkosh. The show has the reputation of having nearly a million people go through the gates in a week, but you will not see any trash on the grounds. If someone does throw a napkin down, someone else picks it up and puts it in a trash can. After attending for over 25 years, I can truthfully say that I have never heard a harsh word there. People seem to act like the place is a religious experience. You are likely to stand in line with several famous people during your week there. Erick Lindbergh, grandson of Charles Lindbergh, followed me as a forum speaker one morning last summer and then I ate lunch at a picnic area with him after his forum. One year, Pappy Boyington from Ba-Ba Black sheep walked with me to the porta-potties and I let him go first!

Every evening after the air show, those who need to , crank up their generators and run their air conditioners and charge up their batteries. We towed our little 2-wheel generator trailer and joined right in with everybody else who needed to charge batteries. But our new 12 volt refrigerator quit making ice on the 4th day there . It takes 3 amps when it is running, and it would be a good idea to have a 4 amp solar cell to offset the drain on our house battery.

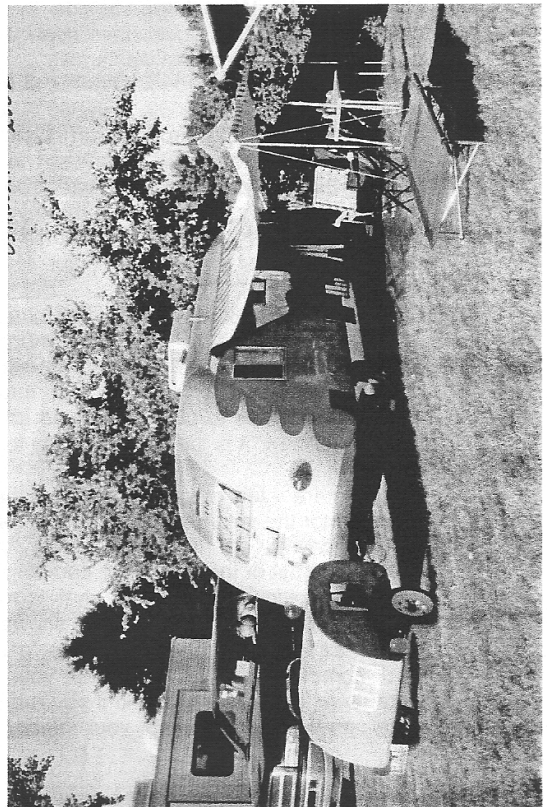
The absolute best thing about RV'ing it to the air show is that you are right on the grounds 24 hours a day and you can attend many of the night time activities that generally last until 10:00 PM every night. If you stay at a hotel 50 miles away, you just can't get back for some of the special presentations that you went there to see in the first place.

Owning an Ultra Van is a neat reason to attend "Oshkosh" as everybody calls it. And one of the other benefits from taking our Ultra Van to Oshkosh is the friendships we make and continue by being there. People even stop by to see our UV because it is unique. And that is one of the extra benefits of being at the fly-in, seeing unusual campers. One large club from Canada even sets up a mini-village at the show, complete with a rail fence around their area and a communal eating area for about 50 club members.

There are over 175,000 members in the EAA, and there is far less friction between members than there is in our 170 member Ultra Van Club. The EAA fosters a spirit of good-will whereas many clubs allow friction between members and just accept the fact that some people are difficult. Group Ultra Van and UVMCC could take a lesson in public relations from the EAA.

Unless you just hate airplanes, you simply must go to Oshkosh in your Ultra Van . Maybe we could call it a rally and have a dozen or so Ultra Vans parked together there next year !!

*Richard Fuch # 443*



UVMCC Quarterly Treasurer's Report  
Sept 1, 2002 to December 31, 2002

Opening Bank Balance Sept 1, 2002 \$1,139.67

Receipts

National Rally income	\$2,899.00	
Dues	\$1,250.00	
Merchandise	282.85	
50/50 Draw	94.00	
Donations	57.75	
Fines	<u>5.75</u>	
Total	\$4,588.50	<u>\$4,588.50</u>

\$5,728.17

Expenses

National Rally Expenses	\$2,588.41	
Newsletter	723.33	
Postage 163.34		
Rally Prizes	115.21	
Merchandise	95.00	
By-Law Printing	63.72	
Crafts	53.44	
2003 National Deposit	50.00	
National Hannibal Plaques	44.58	
Stationary	27.78	
Draw Tickets (supply)	<u>6.49</u>	
Total	\$3,931.30	<u>-\$3,931.30</u>
Bank Balance 08/31/2000		\$1,796.87
CD Maturing Feb/2003		<u>2,500.00</u>
Closing UVMCC Position 12/31/2002		\$4,296.87

UVMCC Emergency Fund \$2,433.33

Marion Helmkey  
UVMCC Treasurer



**TECH ARTICLE: 2003-01**

**SUBJECT: GEARING**

**UV MANUAL: 13-47**

**AUTHOR: JIM DAVIS #388**

In the past year, I have been approached several times for my recommendation on Ultra Van gearing; to whit this article. A good place to start is with tire and wheel size. The largest tire size that will fit in my wheel wells is 27 inches in diameter. The smallest that will fit on a 14 inch rim is 23 inches in diameter. Because most Ultra's carry at least 1,300 lbs on each of the rear wheels the smallest practical tire is 25 inches in diameter (it is the load rating thing). Converting this diameter to revolutions per mile, gives 807 rev/mile for the 25 inch diameter tire and 747 revs/mile for the 27 inch.

The next area to be discussed is engine torque range. All things considered, it is best to keep the engine near its maximum torque for cruise, and given a choice, it is better to exceed that rpm rather than fall below it. The reason for this is that cooling air flow for the Corvair engine is proportional to the engine rpm. If the engine rpm is low and the engine operates at a high load, the engine will overheat. Remember from a previous engine article, the 95 and 110 cylinder heads have 27% more cooling fin area than do the 140 hp heads. This is yet another reason to turn the 140 engines at a higher rpm than other Corvair engines. Because the power required to operate the engine cooling fan is in a logarithmic proportion to the engine rpm and torque converter efficiency decreases at higher rpms, engine operation above 4,500 rpm is not recommended for Ultra Vans. A typical Corvair engine will have a preferred rpm range from 200/400 rpm below its torque peak and continuing to 1,000/1,200 rpm above it. For a 95 hp Corvair, this rpm range is from 2,100 to 3,400 rpm. For a 110 hp engine the range is from 2,500 to 4,000 rpm and for a 140 engine 2,800 to 4,500 rpm. These rpm recommendation ranges are for stock engines and any modifications or changes will effect the engine's operating range.

Last to consider is the rear axle ratio. For Corvairs, there are five ratios available: 3.08:1; 3.27:1; 3.55:1; 3.89:1; and 4.11:1. Each of these ratios differs by about 6% to 9% from the next ratio. Note: The following calculations include the 93% transmission efficiency (maximum) of the powerglide torque converter. Comparing the three engines listed with the standard 3.55 rear axle ratio and 25 dia tires shows the 95 hp engine shows high gear speeds of 40 to 66 mph. Using the 27 in. dia. tire in the calculations tire gives 43 to 71 mph. Comparable figures for the 110 engine are 46 to 77 and 50 to 83 mph and for the 140 engine 54 to 87 mph and 58 to 94 mph. Also consideration should be given to the 1.82:1 low gear of the powerglide. To compute the rpm range in low gear just divide the mph by 1.82. For instance for the 140 engine the low gear mph range for the small tire is 28 to 46.

So what does all this mean? Lets assume you intend to cruise at 55 to 60 mph. If you have a 95 hp Corvair engine with the 3.55 rear axle ratio you are geared perfectly for all tire sizes. With a 110 engine the small tire seems ok, but with the larger tire a change to a 3.89 gear axle ratio is warranted. For the 140 engine a 3.89 rear axle ratio will enhance coach operation. Why is that? Assuming 60 mph as a cruise speed; the 140, with a 3.55 rear axle ratio, is always below its torque peak (3,200 rpm). The 140 engine with 3.89 rear axle ratio and 25 in dia tires give a 49 to 79 mph range making it very comparable with the 110 hp engine. Of course this change also improves engine cooling at cruise because of the increased rpm.



If a 3.89 is good for a 140 engine, wouldn't a 4.11 rear axle ratio be better? In a word no; at least for most. While on paper it looks good, it, however, moves the 60 mph cruise rpm to 3490 rpm for the small tire. Although there are many Corvairs whose engines routinely cruise in this rpm range, this is a little high for my taste. With the bigger diameter tire, it is a coin toss as to the ratio, 3.89 or 4.11.

I would be remiss if I didn't mention the V-8's. Stock rear axle is a 3.70. The tire size is 27 inch in diameter. Engine rpm range is similar to the 110 hp Corvair for the Chevy 307 cu.in. engine. So all the figures that work for a 110 Corvair with a 3.55 rear axle ratio and a 25 inch tire also work for the V-8 Ultra. Should you want to change the rear axle ratio, ratios from 2.57:1 to 5.13:1 are readily available.

Newly available for Corvairs are looser torque converters (greater stall speed). While no definitive tests have been done with the converters, in general, here are the pros and cons:

**PRO:** More slip = higher rpm at converter stall (more torque to the wheels). No creep in gear (the coach will not move in gear until the engine reaches 900 rpm or more).

**CON:** More heat in the transmission at every speed. Decreased efficiency (poorer gas mileage). Higher engine speed at cruise (due to the increased slip). Less engine braking (also due to the increased slip). No increase in the stock 2.6:1 torque converter torque multiplication. As loose torque converters are not recommended for towing (with trucks or SUV's), I would not recommend them for Ultra Vans.

SPEED IN MPH	HI RANGE (1:1)								LOW RANGE (1.82:1)							
	807	807	807	807	747	747	747	747	807	807	807	807	747	747	747	747
27 IN. DIA. TIRE-REV/MILE					747	747	747	747					747	747	747	747
25 IN. DIA TIRE -REV/MILE	807	807	807	807					807	807	807	807				
REAR AXLE RATIO	3.27	3.55	3.89	4.11	3.27	3.55	3.89	4.11	3.27	3.55	3.89	4.11	3.27	3.55	3.89	4.11
2,100 RPM	44	40	37	35	47	43	40	37	23	21	19	18	25	22	21	19
2,400 RPM	50	46	42	40	54	50	46	43	26	24	22	21	28	26	24	22
2,800 RPM	59	54	49	46	63	58	53	50	31	28	26	24	33	30	28	26
3,400 RPM	71	66	60	57	77	71	65	61	37	35	31	30	40	37	34	32
4,000 RPM	84	77	71	67	91	83	76	72	44	40	37	35	48	44	40	38
4,500 RPM	95	87	79	75	102	94	86	81	50	46	42	39	54	50	45	43

NOTES: 25 IN. DIA. TIRES ARE REPRESENTATIVE OF: LT 185/75-14; P195/75-14; P205/70-14, P225/60-15 OR P225/50-16  
 27 IN. DIA. TIRES ARE REPRESENTATIVE OF: LT 215/75-14; P235/70-14; P245/60-15; P275/50-16 OR P245/50-17

# 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 #309**, Mileage: 95,100. 140 hp engine with powerglide; engine rebuilt 15,000 miles ago (very strong, good low-end torque). Upgrades: rear channel type bumper, dual master cylinder, bell crank 1/2" bolts, electric fuel pump override, Tires have about 5,000 miles. Spare parts include: transmission, 110 hp engine, starters, and many small parts Also extra rear wheel bearing assemblies, extra bearings and seals—front and rear, alternator, idler pulley,, coil, Ultra Van manual. Fold-out couch with storage beneath. Kitchen in excellent condition. Original shower and toilet. Pitting started on black water tank. She's dirty, but beautiful. Call **Glenn Hull** at (973) 948-6555 or reach him by e-mail at [ghgh@nac.net](mailto:ghgh@nac.net). Asking \$6,500 including spare parts.

**Ultra Van #404**



**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/vinyl 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 above)

**1970 Ultra Van #525**. Has a Like New 200 horsepower factory computer controlled, fuel injected, Chevy Vortec 4.3 Liter V6 engine and four speed automatic overdrive transmission. New tires, brakes, electronic ignition water heater, electronic ignition stove top, upgraded 3wayrefrigerator. Corvair White Emron paint outside and cherry paneling inside. Has roof A/C, roof Evaporative cooler, and dual dash automotive A/C units. Aluminum bumpers with trailer hitch. Superior performance and great gas mileage. Excellent condition. \$8000. Bob Reinhardt, LasVegas, Nevada. (702) 870-6187. (Note: my e-mail is not reliable.)

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

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

# 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. 1/4 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 Corvair 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 beefup 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. (Corvair) 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. Corvair 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 Corvair 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 1/4 bellcrank. P/N SBG-6S. \$15. ea.
52. 2ea. Rod End bearings w/zerk fign. Spherical. (Best) #AR-7N, \$28. ea.
53. 2ea. Rod End bearings w/zerk fign. Spherical. (Next best) #TR-7N, \$18. ea.
54. 3ea. Rod End bearings w/zerk fign. Spherical. (#3) #HF-7, \$15. ea.
55. 2ea. Rod End bearings w/o zerz fign. Spherical. (#4) #G&J, \$12. ea.
56. 2ea. Rod End bearings w/o zerz fign. 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 dail. 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 Corvair 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, GM9762018/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 sidling 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, Thermx #635, 6000btu, non vented, piezo lighter, \$35. 1ea.
16. Catalytic heater, Thermx 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. (Ratios 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](mailto:ultravan604@tcsn.net)



# Ultra Van Motor Coach Club

**Preserving 1961 To 1973 Ultra Vans & Tiaras. Motorhomes of the Future \_\_\_\_\_ Built in the Past !**

Date \_\_\_\_\_

## Membership Application

The Ultra Van Motor Coach Club (UVMCC) is a family oriented group open to anyone with an interest in the Ultra Van or Tiara motor homes upon payment of the appropriate annual dues. One annual dues payment covers all family members residing at the same address.

The Ultra Van is a unique motor home designed by David Peterson in the early 1960s. Most Ultra Vans were made at Hutchinson, Kansas from 1965 to 1970 by Ultra Inc. which was taken over by BELCO who continued to build a front-wheel drive motor home called the Tiara until 1972. In 1970, Peterson reopened a facility in California to manufacture a unit called the Ultra Coach. Five of these were made between 1971 and 1973.

The UVMCC publishes the Ultra Sounder newsletter six times a year and usually an annual member roster.

Eastern and Western rallies are held several times a year as announced in the Ultra Sounder. An annual National Rally called "Ultra Week" is held each fall (usually in September) somewhere in the USA between the Mississippi River on the east and the Continental Divide on the west.

Dues are payable beginning with Ultra Week and are delinquent after December 31. Only members in good standing are published in the annual roster. First time applications received after July 1, are extended to cover all of the following Ultra Year.

Applicants agree to abide by the bylaws of the Ultra Van Motor Coach Club. These are in a new member kit.

If you have an Ultra Van or Tiara, please list the number \_\_\_\_\_

Name \_\_\_\_\_ Signature \_\_\_\_\_

Address \_\_\_\_\_ Town/City \_\_\_\_\_

State / Province \_\_\_\_\_ Postal Code or ZIP \_\_\_\_\_

Telephone Number \_\_\_\_ - \_\_\_\_ - \_\_\_\_\_ Publish in roster? Yes No (Circle)

Email Address \_\_\_\_\_ Publish in roster? Yes No (Circle)

Send application with \$15 US (\$25 outside North America) check or money order payable to UVMCC to:

Marion Helmkey  
UVMCC Treasurer  
73 Sargent Street  
Haines City, FL 33844 USA

This application given by:  
Member Name \_\_\_\_\_  
Ultra Van or Tiara Number \_\_\_\_\_

## UVMCC Officers and Directors

### PRESIDENT

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**Diane Galli**, West, (825) 466-2737, 12/31/2004  
**Marsha Boso**, West, (602) 288-8166, 12/31/2005

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 or EMAIL BY DEADLINE!**

## UVMCC

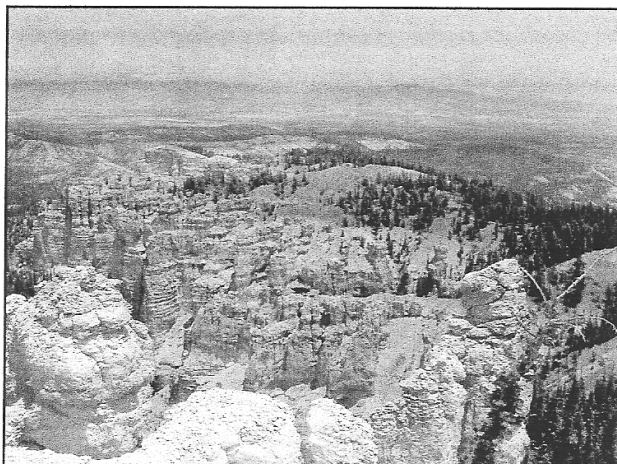
### Ultra Van Motor Coach Club, Inc.

Jim L. Howell, Editor

PO Box 5942

Knoxville, TN 37928-0942

## First Class



**Jim & Roy Davis' beautiful view from Uv388**