

Mar/Apr 2003

Volume 37 Issue 2



ULTRA VAN MOTOR COACH CLUB'S

ULTRA SOUNDER

President's Perspective by Doug Pratt #373

March is here, so I have just moved the Ultra into position to load it up for our journey South. Yes, I had pushed the snow off the roof and shoveled it out about a week ago, so there was no real problem moving it to the driveway. Heading to Florida this year will certainly be different than last year. A year ago the temperature was in the "fiftys" -- tomorrow's high is forecast to be 12 degrees with a wind-chill of minus 20!

The long anticipated word came that UVMCC had been accepted by CORSA as a Special Interest Group. Our chapter number is 008--maybe you saw it listed inside the back cover of the February Communique. The March issue has us slated to hold a chapter meeting at the CORSA Convention in Carlisle, PA on Thursday, July 17, 2003 between 8 and 9 PM --mark your calendar.

I am already beginning to think about our National Rally in Pipestone, Minnesota this September. Two years ago we stopped at the Pipestone National Monument on our way to the National in Minden, Nebraska and of course we didn't come anywhere near checking out the entire area. Mark that on your calendar too.

THE WESTERN ULTRA VAN WINTER RALLY

By Jim Craig

The rally had a good turnout of twenty four members. The rain kept us under cover for a day and a half. The hosts Marsha & Howard provided a closed in patio for us to gather and meet, have coffee, tech and craft sessions and more social chatting.

Four Ultra Vans and several other RV'S were on site. Gosh!! Where have all the Ultra's gone. This first rally of the year for the western members used to be twenty plus Ultras. Will we be down to two Ultras next year? Guess that is the way it is going. (Especially with several members selling there Ultras and buying some other brand.)

One Ultra Van came in with a miss in one cylinder. After removing the offending head , a burnt exhaust valve was found to be the trouble maker. Howard installed a new valve and put everything back together and it ran perfect.

O! The pot lucks! Marsha and the other gals did an outstanding job. Many munchy dishes were set out and enjoyed by all. A lot was left over and we had them the following day in addition to other items. Also, each day the hosts passed out tickets that were good for one or more "free" gifts from the table. We went away with a lot of special little gifts.

The big event for the rally was attending the Western Dinner/ Music Show at the Barleans place. Twin Barlean sister in addition to several men put on a great show. The chocolate cake was great as well as the rest of the food.

Another highlight was going to the swap meet and the evening car cruise in. We all purchase one or more items at the swap meet and really enjoyed the neat cars.

Part of the last day was spent helping Howard rig up a shorten Corvair Lakewood on Howard's car carrier for Grodon Harvey to tow home. (It was reported that he got home with it.)

Man, the days went so fast and before we knew before we found ourselves back on the road again to many different destinations. Thanks Howard and Marsha for another great rally!

Corner Photo: Look-a-like Ultra Van built in Canada. (see story inside)



Ultra rally crowd around Galli's coach #504



Same crowd, but looking at the Craig's coach #604

Boso Rally photos

Shortened Lakewood getting ready for tow!

Dinner for the Ultra Crowd!



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.



2003 CORSA International Convention

July 15-19, 2003

Hosts: Mid-Atlantic Corvair Clubs

The 2003 CORSA Convention will be held in Carlisle, Pennsylvania. The host hotels are the Clarion Hotel and Convention Center, 717/243-1717, \$89.95 single or double, and Ramada Inn, 866/757-4373, \$79.95 single or double. RV parking is available

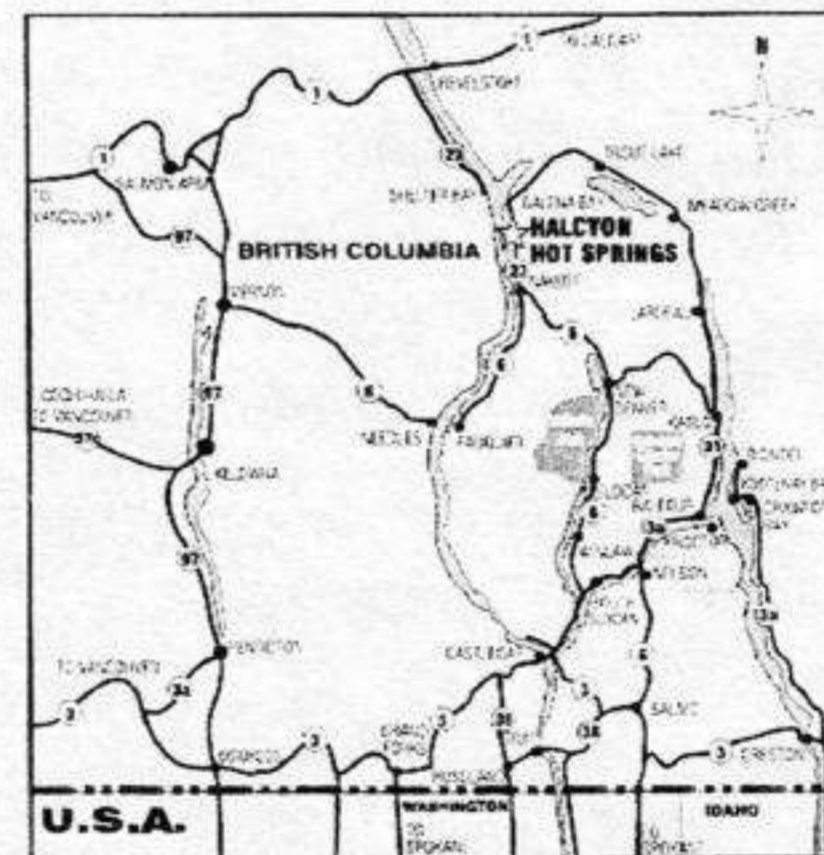
from the Clarion for \$45/night. Other hotels close by are Holiday Inn, 717/245-2400, \$85.95, and EconoLodge, 717/249-7775, \$65.95. Contact **Ward Bourgondien**, 301/474-4333.



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-hot-springs.com

To reserve Call Ron Adams at (250) 832-5000 work or 832-8595 home, or email 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

Anita Tefft

We regret to announce that Anita Tefft, the 23rd Charter Member of the Ultra Van Motor Coach Club passed away on October 18, 2002.

Anita and her friend Margaret Gray took delivery of their Ultra Van (#277) on June 2, 1967 at Hutchinson and were frequently seen in #277 at Ultra Van gatherings through 1987. After the coach was sold, Anita attended many rallies by car.

At the Lion Country Safari in January 1971 Anita was responsible for the Cannibal Stew that everyone raved about. She also organized the Pot Luck at that rally which turned out to be the largest ever held by the UVMCC with 66 Ultra Vans and 143 people.

Anita was also a very talented designer. In the early 1970s, when the club decided to change the name to Ultra Coach, Anita designed and made the new coach emblems. This design was adopted by David Peterson for the new 600 Series Coaches.

Anita Tefft will certainly be missed by all.



Tin Can Tourists Sixth Annual Gathering May 15-18, 2003 Camp Dearborn Milford, Michigan

The Tin Can Tourists, a vintage trailer and motor coach club, dedicated to the promotion and preservation of vintage trailers and motor coaches, will meet for its Sixth Annual Gathering at Camp Dearborn on May 15-18, 2003.

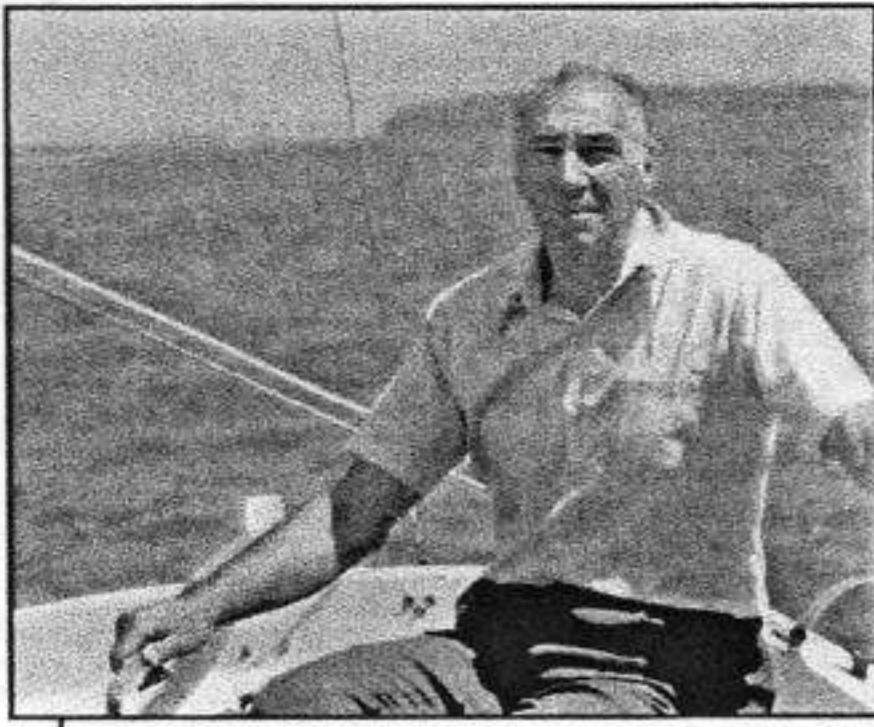
The Tin Can Tourists' Vintage Trailer and Motor Coach Gathering will be held at beautiful Camp Dearborn, Milford, Michigan. Camp Dearborn is a city owned facility that includes both camping and recreational facilities. Mystic Creek, a 27-hole championship golf course, is part of the facility.

The Fifth Annual Gathering drew 63 vintage trailers and motor coaches from across the United States and Canada. Attendees for 2003 will include a 1936 Bowlus towed by a 36' Buick Roadmaster, a 1936 Curtiss Aerocar towed with a 1938 Custom International, a 1947 Westwood, a 1947 Curtis Wright, a 1948 Airstream Liner and a 49' Vagabond towed by a 49' Buick.

This year's featured trailer will be the Vagabond and the featured motor coach will be the **UltraVan**. The concours and open house will be held on Saturday, May 17 from 1:00 to 3:00.

Registration (\$110) includes each member's annual TCT dues, three nights camping, breakfast buffet, award's dinner, rally plaque, laminated window sign, and daily coffee & doughnuts. To register, send check made out to Forrest Bone. Please include each participants name, mailing address, and the name, year and make of trailer or motor coach to address below.

Forrest Bone, 4 High Street, Bradenton, Florida 34208 Phone 941-748-1483 ["f23bone@earthlink.net"](mailto:f23bone@earthlink.net)



The Builder: **Etienne (Ed) A. Thomas** was born in 1914.

Sadly, he passed away a few years ago at age 84.

He grew up during the Great Depression on the prairies of western Canada. Times were hard, families were poor and if you couldn't build or repair it from what you could salvage, you did without.

As early as 10 years old, he showed a keen interest mechanical things especially gas and diesel engines, motor cycles, tractors and cars. He tried all sorts of things ranging from building his own crystal radio sets including making his own coils and creating crystals by dropping sulphur into molten lead. He taught himself how to develop photographs, auto mechanics and woodworking which included building high speed wooden propellers while experimenting with wind driven electric generators.

During the War Years he took an airplane engine course while working as an auto mechanic. By chance, he was working for a machine company in Winnipeg during World War II. The war was raging in Europe and Britain was being bombed heavily. Starting in 1939, machine shops in Winnipeg were being recruited to overhaul aircraft engines from England. The British had lost most of its machine shops in bombing raids. The shops worked around the clock with 3 shifts of staff. With 40 workers, mostly women, the company struggled to keep my father, one of only 3 foremen, from being inducted into the army as long as they could. By November 1944, he had received his orders but just as he was about to be shipped overseas, the war ended on May 8, 1945.

In 1948, after his army discharge, he went back to working as a mechanic and along with another fellow, they built 2 tear drop trailers out of Birch plywood. He used this one for the summer but being 6'4", it was too cramped for him so he sold it for \$600. In 1949, he returned to Standard Aero Engine where they were now working on jet engines and their fuel systems. He worked there until retirement in 1979.



THE DREAM: As far back as 1938, while driving highway buses for a living, my father began dreaming of "self-contained trailer unit" in which you could drive from your living room". No one else could imagine such a thing.

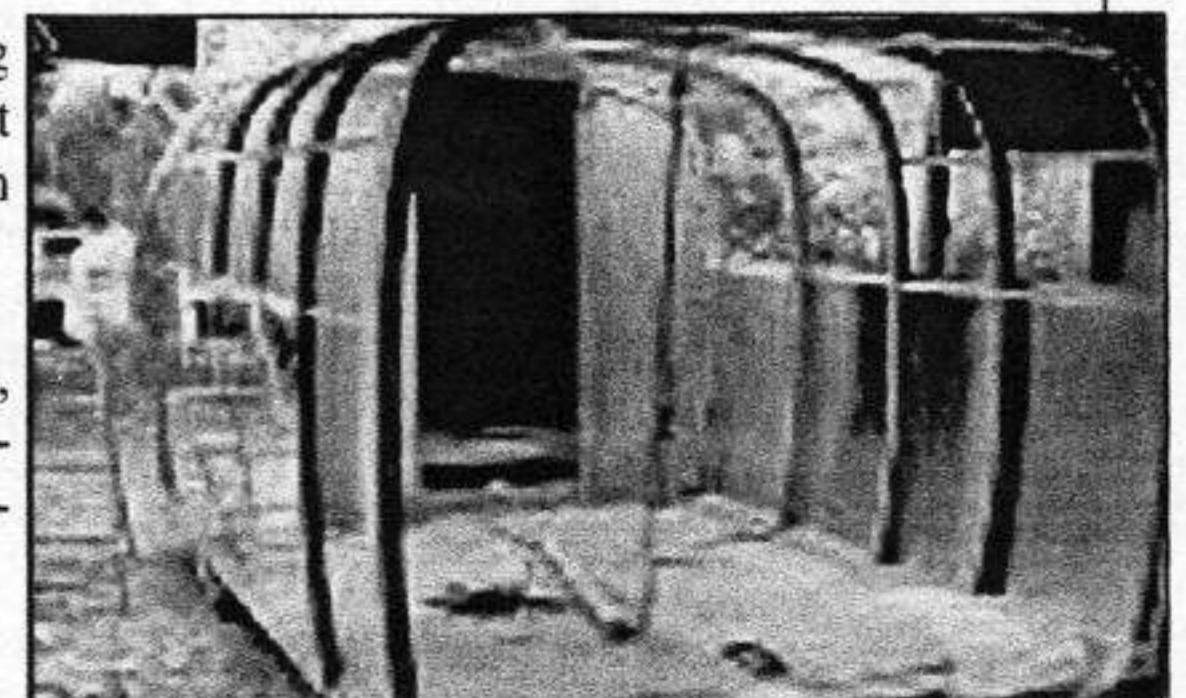
THE PERFECT DESIGN: The early motor home was defined as "a self-propelled vehicle, with self-contained cooking, sleeping and sanitary facilities, in which the driver's seat is directly accessible from the living quarters in a standing position." Most of the early motor homes were poorly designed, too heavy, too large with poor gas mileage except for one.

In 1961, **David G. Peterson**, an airplane pilot and engineer had the same dream. He designed and built the first **Ultra Van** in 1961. Production began in mid 1965 in Hutchinson, Kansas. It was constructed like an airplane with aluminum over a wood frame without a chassis. It made it light, strong and streamlined. Rear wheel driven, it was powered by a 140 hp Corvair engine.

THE CENTENNIAL PROJECT: (Canada Centennial 1967) Many Canadians planned special projects to commemorate Canada's Centennial Year. It was perfect except at a price of \$8,950 US plus duty and taxes nearly doubling the cost, it was too expensive to import. But it was the ideal model for an inventor/airplane mechanic with access to aircraft aluminum. He utilized his broad knowledge of electricity, plumbing, wood working, auto and airplane mechanics to undertake this project. During the winter of 1966-67, my father created blue prints and a scale model.

CONSTRUCTION: Construction started in Winnipeg, Manitoba in the spring of 1967. Parts were difficult to find and were imported from all over Canada. What he couldn't buy, he made or modified. The picture (right) shows the special form built to make the 6 main ribs constructed of 11 laminated strips of oak and spruce.

In the summer of 1967, construction moved out to our cottage. Like ship building, there were 2 long beams used for support until the outer skin could carry the structure. First the floor was built, (3/8" fir) then the ribs were attached to the floor followed by the aircraft aluminum riveted to the ribs. (20,000 rivets done by hand)



By October, the engine and suspension were clamped into place and the 2 rear corners had been built using fibreglass. The unit was towed back into Winnipeg on it's rear wheels. Through the winter, my father worked on the mechanical parts such as the engine, and transmission.



MAIDEN VOYAGE: By fall of 1968, the maiden voyage lasted 20 minutes in nearby parking lots. During the winter of 1968-1969, interior work was done including the electrical, the windows purchased and the aluminum tanks were built for under the floor.

COMPLETION: First licensed June 5, 1969. It's maiden voyage was 1,100 miles to Kenora, Ontario and back to Winnipeg. It had temporary beds, a kitchen table and gas stove. By the winter of 1969, it had logged 2,800 miles. Over the next 2 years, the interior was finished.

It's first road trip after completion was 7,000 miles over 6 weeks to California and back without any problems.



Act II With the demise of both Corvair and the Corvair-powered Ultra Van, in 1969, replacement parts were getting impossible to find by 1976. During an 8 month wait for a gear replacement, he decided it was time to replace the Corvair engine.

Summer of 1977, the original motor home engine was retired after 45,000 miles. Like the **Ultra Van /Tiara**, switching to an Oldsmobile Tornado front-wheel drive seemed like the way to go. The opportunity to purchase a 1970 Tornado started the process.

With only 2 years until retirement, the work had to start immediately. It took the full 2 years to dismantle the motor home from the door forward and rebuild the front end from scratch. The axle and suspension would also have to be rebuilt. The original fiberglass back corners remain to this day. It was a difficult task to finish in time, but by the summer of 1979, retirement year, the new, improved motor home was ready. They sold the house and headed for a new retired life in Vancouver, British Columbia.

This is exactly how it looks today with it's striking aluminum exterior, it can still turn heads after 33 years on the road. The motor home retained it's original streamlined look.



Estate Sale - \$3000 US (approx \$4,600 Canadian) Loving home wanted for 1969 Homebuilt

Designed and built like an Ultra Van, originally with the Corvair, rear-wheel drive. Retrofitted in 1979 with Tornado Front-wheel drive. The current mileage is approximately 128,900 miles. Approximate gas mileage: 8 - 10 mpg.

Completely fully equipped and ready for camping. All the modern conveniences of hook-ups for power, water and sewer, cable, 3 burner propane stove with oven (original), 3 Way refrigerator (new in 1992), built-in microwave (new 1979) .52 cubic foot with turntable, heavy duty reversible fan, folding RV TV & FM antenna and 9' black & white TV, microwave, swivel captain's chairs in front, night lights in bathroom, external propane outlet for BBQ and custom made canvas awnings for all the windows, silent burglar alarm system connected to interior doors with remote beeper (original).

The motor home has had regular maintenance work done but no renovations since 1979. In 2000, many of the worn original front end parts were replaced. They included: front brake pads and rotors, front upper and lower ball joints on both sides, front wheel bearing assemblies both sides, front shocks, new power steering gearbox seals In 2002, a new starter was installed. Newer rear tires (front tires are still in good shape.), new transmission filter and fluid, new regulator valve on propane tank and the addition of a propane detector.

Comfortably sleeps 2 adults and 1-2 kids. Comes with 2 complete manuals explaining design, modifications and maintenance instructions. This is how it looks today with it's striking aluminum exterior, it still turn heads after 33 years on the road.



BEAU'S SHOP TALES - 2003

Our last trip of the year alerted me that something was seriously wrong with the coach's drive line. As we climbed the Smokeys on the way home, we developed a gear whine. I pulled the cover off the differential but I could see nothing wrong. As we left Asheville, NC, the transmission temperature went above 260 F and remained above 260 for the rest of the trip. We made it home safely but not without some trepidation.

The real reason for pulling the drive line was a badly leaking (500 miles per quart) front crankshaft seal. I figured the crankshaft hub was rough and ate the seal. The problem turned out to be "engine builder error". When I assembled the engine, I used an early bell housing (yes, I know better). This pushed the seal to the edge of the hub where there was some rust. This rust ate the seal. The fix was to install a Chicago Rawhide Read-Sleeve on the hub and install a late bell housing.

Given that Beau had been 32,000 miles since his initial rear end rebuild and the other problems listed above, a complete inspection and repair of Beau's drive line was started. Pulling the drive shafts and checking the HD Chicago Rawhide universals (installed in the fall of 1999), the cups showed moderate wear. The trunnions showed no wear. I replaced them with the HD universals from The Driveline Company (Brute Force line). These universals come with a lifetime (vehicle) warranty and require no periodic re-greasing. We will see how they hold up. Checking the powerglide, I discovered I had replaced the coach's original with a 63 car powerglide. The powerglide came out of a 66 Monza with a 110 engine, so I had no reason to believe it was not the 66 transmission. Since I made the change in 1999, before I came into the possession of Bob Ballew's musings on powerglides, I had no way of determining the differences in the different Corvair powerglides. Beau now has a freshly rebuilt 1965 powerglide. To be on the safe side, I also replaced the torque converter. The old one checked out fine, but I already had another rebuilt, so I used it.

I suctioned the fluid out of the differential to find it was bright red. Not a good sign. When I went to check the backlash, I saw the pinion move on the pinion shaft. Further exploration showed that I had 0.011 inches play in the pinion shaft as opposed to the 4 to 6 inch pounds preload; I had found the source of my gear whine. A check of the pinion bearings and races showed them to look good with no pitting or discoloring. This was the original differential and gear set set-up by the factory. I had checked the pinion preload and gear backlash when I replaced the original engine and transmission in 1999 and found them to be within specification. I have no clue to why it was starting to fail. Anyway I decided to replace it rather than rebuild it. I chose to use a 1965 differential case with the dipstick and go with a 3.89 gear ratio. I also added a differential drain plug. I set this differential up at the tight side of the specifications. We will see how it holds up. Thanks to Bob Galli for giving me advice in setting up a positraction differential with some late and some early parts.

I had planned to upgrade the rear suspension since I brought Beau home. I have engineered a new suspension, but I cannot get anyone to build it at a price I can afford. I had the current rear suspension x-rayed. They found one crack on the right trailing arm where the turn buckles are welded to the trailing arm. It appeared to have started in a cold, fill weld. I cut out the effected area, fabricated a filler piece and welded it into place. I replaced the inner bushings with Clark's reproductions and used Corvair Underground polyurethane outer bushings. I moved the lower shock absorber mounts as far rearward as I could.. This should increase the effectiveness of the rear shocks by 18%. I do not use the stock, shock mounts at the rear of the trailing arms, as I need the right engine air intake to mount my transmission oil cooler. I found the left shock was leaking fluid, so I returned it to NAPA who replaced it free of charge (my kind of place). I riveted two pieces of three inch extruded aluminum channel just above the trailing arm locat-

ing channels as suggested by the Reyerson. This addition is supposed to stiffen the locating points and reduce flex.

I disassembled and changed the grease in the rear hubs. I found that the inner race on the right hub had discolored; but otherwise, it looked fine. To be safe, I changed out the inner and outer bearings on the right hub. When assembling the suspension, I found the left emergency brake cable had started to fray. I replaced it.

I decided to change the exhaust system one more time (this is the fifth iteration). When I switched to headers, last spring, to try and help the cylinder head and oil temperature problems I used two four inch diameter SuperTrap mufflers attached directly to the headers. While this was efficient and relatively a simple installation, the exhaust was under the coach and was too loud inside the coach at slower speeds. The new arrangement consists of two inch exhaust pipes from the header outlets (collectors) into a single two and one-half inch diameter stinger. The stinger is terminated with one five inch diameter SuperTrap muffler which is centered at the rear of the coach. Combining the exhaust from each side greatly reduces the 2,600 to 3,000 rpm "drone" that a dual muffled Corvair is so famous for. I used a version of Jim Isbell's muffler support system. If this is the final exhaust iteration, I will rebend it out of 409 stainless. It looks quite good but I should have stayed with a single 4 inch Supertrap. The 5 inch size looks like I stole it off of a Honda street racer.

On to the front end. I purchased a modified bell crank kit from Jim Craig. He also sent along a CD-R containing pictures of a bell crank installation he did. It was very helpful in planning the mod. While I was under there, I had the bell crank cross link modified as per the Reyerson and changed to the greaseable Heim joints. After installing the bellcrank blocks, I found I had 3.325 inches between them. Measuring the bellcranks, I found them to be 3.445 inches long. Fortunately, there is a vertical mill only 4 miles away. Other than that, the installation went smoothly. While I was under the front, I finally got around to adding the power brake booster to the front brakes. The booster is in the left front wheel well. I had put a booster on the rear first as I had not run a vacuum line to the front of the coach. The power rear brakes made some improvement but not as much as I had hoped; however, with the installation of the front booster, the brakes are all that I had hoped for.

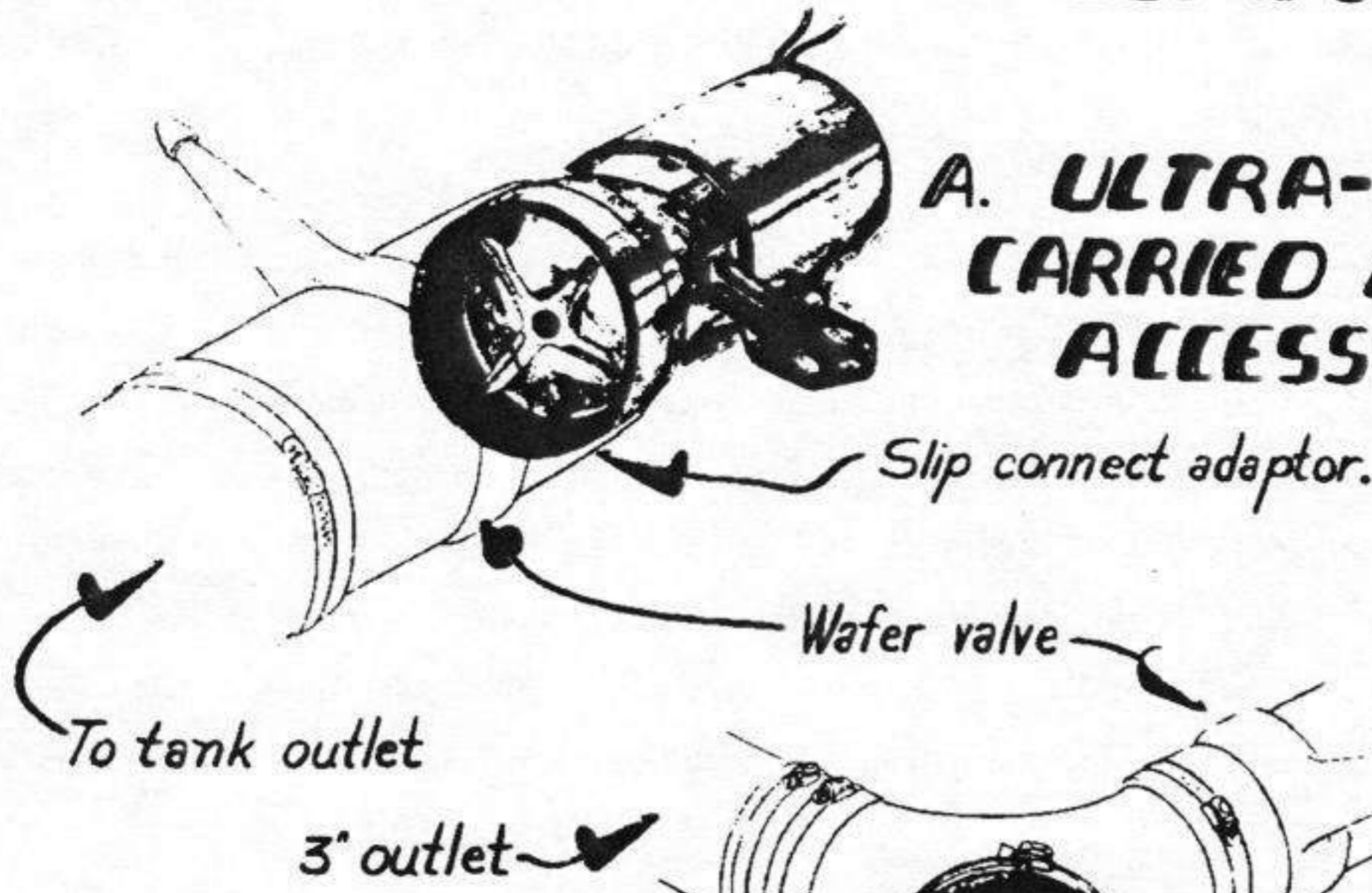
While testing the drive line for operation, I noticed the transmission temperature was still high. After a 40 mile cruise at 60 mph I checked the rear hub temperatures with my birthday present (an infrared thermometer), to find one rear hub was 50 degrees higher than the other. Crawling under the coach, provided the reason why. Right rear brake drum temperature 105; left rear brake drum temperature 159. A dragging brake. I had the drums turned and loosened the automatic brake adjusting link on all four brakes.

It is hard to describe just how much of a difference the suspension and steering modifications made to Beau. Previously, Beau was not a bad handling coach, just the typical tail end happy Corvair style of cornering. So far, in my shorts trips, the coach appears almost neutral even in panic turns. I am still getting used to the power brakes. Hopefully, by the time we return from Florida., I will be accustomed to the better brakes and steering.

Hopefully these mods and repairs will get me another 30,000 miles down the road.

ULTRA-PUMP INSTALLATIONS

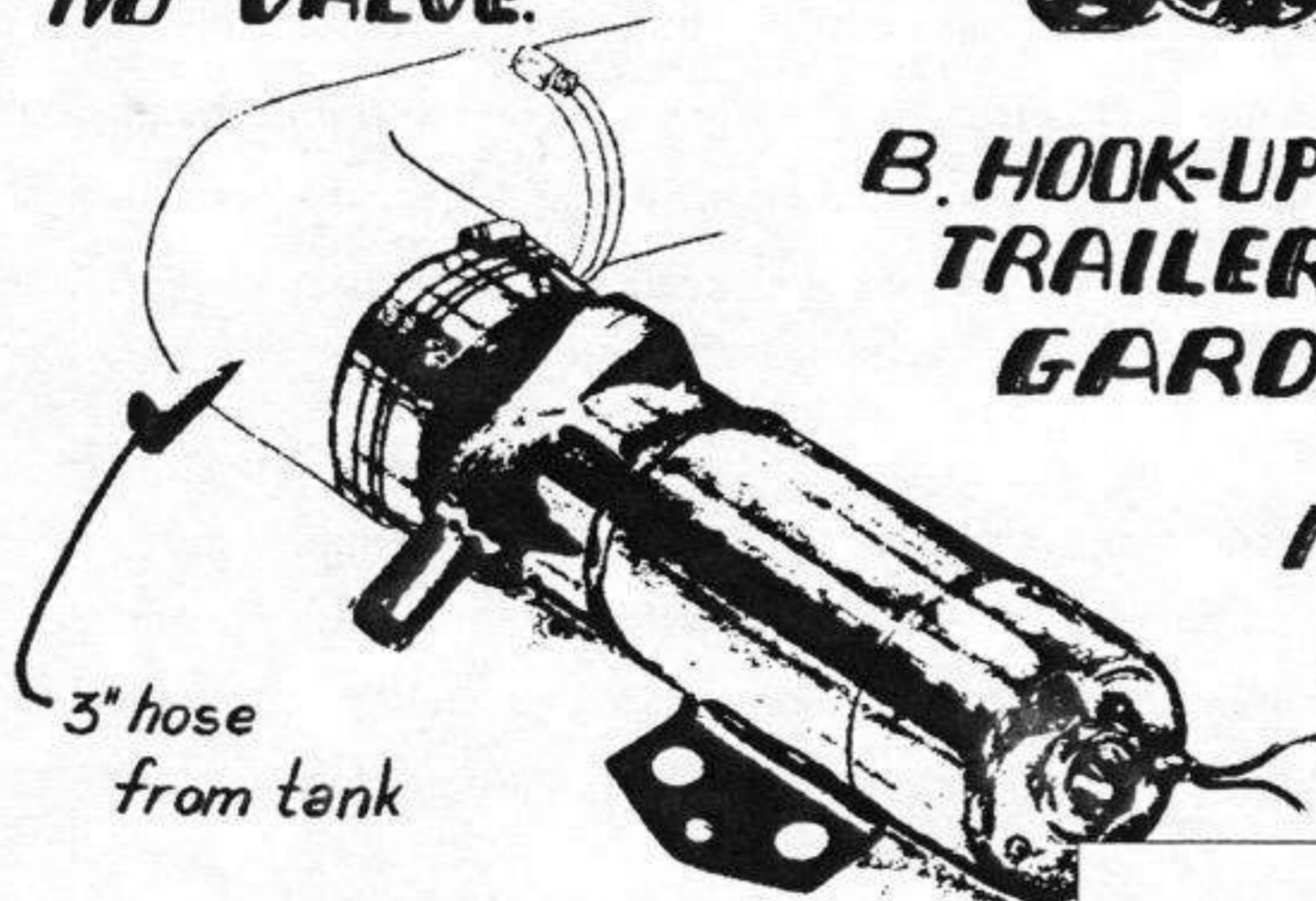
A. ULTRA-PUMP CARRIED AS AN ACCESSORY



C. DIRECT HOOK-UP, NO VALVE.



B. HOOK-UP FOR COMBINED TRAILER PARK AND GARDEN HOSE.



NOTE: Pump may mount in any position.

The advent of the Ultra Pump means that if the Ultra Pump is connected directly to the base of the toilet, the holding tank can now be located entirely separately from the head compartment in boat, housecar or trailer. This will give owners and designers alternative approaches to the allocation of space and weight distribution problems.

The pump itself will operate in any position, however from experience the best position is for the outlet to be horizontal. If it is ever found necessary, the unit will empty the tank to a receptacle at a higher level than the holding tank.

The pump draws the contents of the trailer's holding tank through the standard 3" opening and liquefies the waste by means of disintegrator blades (clearly shown in large photograph) and forces it through a 1/2" opening to which the hose is connected. The distance of the toilet from the van is limited by the length of hose carried — the rest rooms at most service stations require just a few yards.

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. Asking \$6,500 including spare parts.

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.

For Sale - Set of 4 14" wire hub caps w/spinners in fair to good condition. Great for driver. \$100 plus shipping (estimated at \$20) so total of about \$120. **Bob Sanders (865) 690-8752**

For Sale - One Corsa dash with all instruments w/shell of a dash \$100 plus \$15 shipping. Total \$115.00. **Bob Sanders (865) 690-8752**

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.

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

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

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

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

UVMCC

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First Class



Don & Vickie Reed

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UVMCC NATIONAL CONVENTION
Pipestone, Minnesota September 8-13, 2003

Registration

Name _____

Address _____

Coach # _____

Registration fee \$15.00 _____

Banquet \$12.00 per person _____

Convention "T" Shirts \$15.00 ea
S M L XL XXL

Please fill out and return this form.

Do not send money .

All fees will be collected on site at the convention.

Bob and Diane Galli
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