

Jan/ Feb/ Mar 2004
Volume 38 Issue 1

ULTRA VAN MOTOR COACH CLUB'S

ULTRA SOUNDER

PRESIDENTIAL NOTES by Lew Young

Thanks for your confidence in voting me in as your new president. Most of you, especially the Eastern folks do not have a clue about me or my qualifications. So here is a very brief resume.

I was born and raised in Canton, Ohio. Shelley and I have been married for 38 years and have 4 great adult daughters and twin grand-daughters. I have held offices in Corvair and Service Clubs.

I did my undergraduate studies at the University of Nebraska and have an MBA from Adelphi University. While in the Army, attended Command and General Staff College. I am a certified Journeyman Machinist by the State of Ohio.

I have worked 7 years for Firestone Tire and Rubber Co. of Akron, Ohio; 20 years in the U. S. Army and 15 years at Northrop Grumman, San Jose, CA. I retired in 2001 at age 60.

My interest in Ultras all started with the purchase of my first Corvair—a1964 Convertible. While at the Fan Belt Toss in Palm Springs in 1992, Shelley and I toured a couple of Ultra Vans and became hooked. We bought Ultra #497 in 1993 and have been enjoying it ever since.

Since joining UVMCC and Group Ultra Van our affection for the Ultra has grown even further. Through the clubs we have found sources for parts, tech tips, new and better ways to configure our Ultra and, best of all, many wonderful friends.

There are a couple of projects that were started by others that I would like to see completed while I'm President:

1. The club history.
2. A traveler's help booklet which gives information on who you can contact in case of trouble while on the road with your Ultra. The booklet was designed to let you know who had parts, knowledge and a willingness to help.

At one time I had mentioned that I had a goal of working with Group Ultra Van and UVMCC and combining the two. Since that time I have had a lot of advice to let that sleeping dog lie and one has recommended that I proceed. So pending more input from the membership, I'm going to table this issue.

At the Western Fall Rally in Joshua Tree, CA, Jim Craig presented the club with a check in the amount of \$311.00 as profit from the sale of Ultra Van #101. Many thanks to Jim and all the folks who worked restoring #101.

Congratulations to Diane Galli for winning the Ernie Newhart award. Well deserved. Lots of rally's are being planned for 2004 along with other opportunities to have fun with your Ultra Vans. So get them running and keep them running.

Lewis & Shelley Young and #497



Boso's Winter Rally by Diane and Bob Galli #504

Bob and I left for Jim and Marlene Craig's on February 7th, spent the night there, and then the 4 of us left for Quartzsite and the Flea Market there. Spent the weekend there, and headed for Howard and Marsha's on Monday the 9th. Got there and found Forrest and Sally Gist beat us there, as did Jean Mc Masters and friend Chuck. We were soon followed by Jim and Martha Isbell, Dan and Betty Reinhardt, and Nobia Suckow, and a few days later, Richard and Gayle Finch.

Howard and Marsha fed us the first night, we had a dandy chicken and hot dog dinner with all the fixin's, and a good time too. The days were full of tech sessions for the guys and cards and crafts if we wanted by the gals, cards was favored. Bob and I had brought Venison steak for BBQ, so that was the bill of fare for the next night, with the left over chicken and Dogs and everything that makes a good pot luck.

On Saturday we went to Mesa to the Swap Meet/Flea Market, and Saturday PM we all went to the Barleen's Arizona Opry, for dinner and good Country music. Jim Isbell's Sister Barbara and Brother Jon came from Vista, CA, and Reinhardts had friends from the Phoenix area come for the dinner show too.

Sunday saw most of the folks depart for home or other places, Sally and Forrest were staying another day or so Bob and I went as far as Quartzsite and spent the night in an RV park, then left bright and early for home, we were home by 4:30 PM, and Bob said I drove 507 miles that day, the most I have ever driven the Ultra Van in one day. It sure didn't seem like I drove that far, guess because we stopped often for gas or whatever we all stop for.



2004 Dues are Due Now!

Please look at the mailing label of this newsletter to determine if your 2004 dues have been paid. If the right end of Line 2 on the label reads '03 you need to send a check for your 2004 dues.

Dues are still only **\$15 US** a year. One of the hardest things I have to do as UVMCC treasurer is to drop those who do not renew by year end. A few members always fail to pay their dues by January which results in extra club expense to send out a special notice. This is extra work for some club members.

When you pay your dues, take a few minutes to send your address, phone number and email address they will be correct in the Ultra Van Club database. This information in the database is the only way we can print newsletter labels and directory information. We expect a new directory in early 2004.

Also, it is now possible to send the **Ultra Sounder** over the **internet** if you want it that way. The advantages are **you get it sooner**, it comes with **color pictures** and it **helps keep the costs down**. This means we can still **keep the dues at \$15 in Canada and the USA** for the foreseeable future. It is sent in PDF format.

Your co-operation in getting your **2004** dues in as soon as possible is greatly appreciated.

Sincerely, **Marion Helmkey** UVMCC Treasurer.

SCHEDULE OF UPCOMING EVENTS

EVENT	WHERE	DATES	CONTACT (see Flyers on next page)
Eastern Spring Rally	Airstream Park, FL	22-27 March	Clyde & Kaye Stanton (269) 795-9078
Western Spring Rally	Atascadero, CA	19-24 April	Bob & Diane Galli (805)466-2737
Eastern Summer Rally	Lexington, KY	12-14 June	Paul Piche (248) 542-5372
Western Summer Rally	Brook, OR	14-19 July	Sally & Forrest Gist (503)538-9584
Ultra National	Pella, Iowa	2nd Wk of Sept.	Martha & Ron Zoutendam (712) 324-4660
Western Fall Rally	The Slabs, AZ	8-11 Nov	Marlene & Jim Craig (760)366-9104

Obituaries

Neva Brining, a member in good standing of UVMCC and GUV, has left us. She died on December 26, 2003. She will be missed by a lot of the members. We are all saddened by her death. Maybel Griggs told me when I called her and Louie with the news, that she thought Neva was 98 years of age. We wish her God Speed.

Frank Rudolph Jr., past owner of #357, passed away on December 11th, 2003 at the age of 81. He is survived by his wife Joan and many loving children, grandchildren and great grandchildren. Joan writes She and Frank enjoyed the rallies they attended and all the friendships they made.

Fellow Ultra Folks: I have just been advised that charter member **George Rakus** (Ruckas) passed away last week and a memorial lunch will be held in memory of George by his grandson, Scott Hill. It will be at Scotts home starting at 12:30 - 1:00, Dec. 28, 2003. Jim Craig

EASTERN SPRING RALLY

Christmas Airstream Park

25625 E. Colonial Dr.

Highway 50 East

Christmas FL.

Hosts: **Clyde & Kaye Stanton**

Date in 22th of March and out on the morning of the 27th. We can come in one day early and stay one day after for the rally rate. Rally rate will be \$16.00 per night. Fees will be collected at rally. We will park in back by Miracle Hall. Schedule of events will be given out at the rally.

2004 Western Spring Rally

April 20-24, 2004

Bob and Diane Galli's.

5000 Cascabel RD

Atascadero, CA 93422

Phone # 805-466-2737

Come early and stay later if you want. Come with an empty holding tank.

Tech sessions for the guys and cards for the Ladies. May come up with a craft to do too for the Ladies.

One night out for dining, weather should be good, but come prepared to use a heater as the nights can be cold.

Driving directions from the North, Hwy. 101 to Traffic Way, right turn off the freeway,

Eastern Summer Rally

June 12th—14th, 2004

Paul Piche would like to sponsor an early Summer Rally in conjunction with the Corsa Convention. The dates of this rally would be 12-14 June in the Lexington, KY area. Preferably at the **Kentucky Horse Park Campground** where we would be staying for the **Corsa Convention**. Paul needs to have a fairly accurate count of those of you who will be attending so he can reserve spaces. Please call Paul at **(248)542-5372** if you plan to attend.



Camping for the 2004

CORSA International

Convention

The **CORSA** international convention will be held in downtown **Lexington, Kentucky June 15 through the 19, 2004**. The host hotel is the **Hyatt Regency**. Unfortunately there is no overnight camping allowed in the parking lots of the hotel per hotel policy.

From the initial stages of planning this convention two years ago I have kept the Ultra vans and the campers in mind. Located six miles and a straight shot to the host hotel is the **Kentucky Horse Park Campgrounds**. The campgrounds are beautifully secluded, modernized & affordable. The campgrounds policy is first come first serve. They do not take reservations unless there is a minimum block of twenty and then they also require the fee of the first nights lodging in advance. What we do have to offer is a **560-space parking lot** rented for the week at the host hotel that will be used solely for outdoor vending and parking for conventioners staying at the campgrounds and hotels other than the host hotel. This will allow these conventioners an alternative place to come so they can come visit the convention during the day and not have to worry about finding a place to park. We will keep you updated on any changes and closer to the convention we will be putting together a list to reserve a block at the campgrounds so everyone can camp together. We just wanted to get the word out early so if you're planning on camping you will know what to expect. We apologize for any incontinence this might cause.

We have numerous fun activities planned throughout the week and we hope everyone can make it. For more information visit our web site at www.kycorsa.com or the horse parks at www.kyhorsepark.com.

Hope to see everyone here in 2004!!!

2004 National Rally

I just made the reservation for the 2004 National Rally! I have reserved Group Camps #1 & #2 at the Whitebreast Camp Ground, a Corp of Engineers facility at Red Rock Lake (IOWA) for the dates of Sept 13-19 (Saturday to Sunday), 2004.

Ron Zoutendam

2003 NORTH CAROLINA LIGHTS TOUR

BY ROY & JIM DAVIS

It was raining on Friday when we struck out for Florida. Fortunately, we had only planned to make 350 miles the first day. The day went uneventfully which was somewhat of a surprise, as Jim had done major modifications to Beau's steering, brakes, suspension, and drive line. The night was spent at the finest of Georgia's state parks, Red Top Mountain., which is just north of Atlanta. Roy drove all the second day, to get accustomed to the way Beau handled with all the new parts. We spent the second night at Inn & Out RV trailer park in Lakeland, FL. It was ok, but nothing we would recommend. On to Adelaide Shores, Sunday, in time to set up the dish and watch the NASCAR race. As the spring rally is covered elsewhere (Sunder vol 37-3), we will skip to the trip home.

In order to purchase one of Chance's screen doors for Beau, from Jean McMasters;. we decided to follow the Boso's to North Palm Beach. Howard promised to drive slowly so Beau could keep up. About 10 miles south of Adelaide Shores, we ran into a heavy rain storm. After about 10 minutes, the windshield wipers quit. Fortunately, Rainex got us through the rain. After picking up the door and having a fine lunch with Howard and Marsha, we struck out for North Carolina. We didn't make very good time as the rain was heavy at times. We called ahead and decided to stay at the Space Coast RV resort near Coco Beach; it was pricey but a great place to stay. For some reason, the windshield wipers began working again, as we left the last of the showers behind. Just after 10 am the speedometer quit. Roy discovered she could maintain a constant 60 mph speed by keeping the engine oil temperature between 244 and 254 degrees. I checked her accuracy with the mile markers and a sweep second hand. We made it as far as the Swamp Fox RV park in Florence, SC where we spent the night; a nice place but too close to the interstate. We had planned to go directly to Raleigh, to visit Jim's folks, but the weather was supposed to be great for the next five days, so a change in plans evolved. It had been 17 years since we had toured the North Carolina coast and we had often wondered how it had changed now that most of the northern part was a national park. With a one hour delay in Lumberton, NC to repair the speedometer cable we struck out for New Bern, NC.

We hadn't toured Tryon Palace since the late 60's. This was the royal governor's home until the 1770's and the state capital until 1792. It is totally reconstructed on the original foundations and using the original plans. The historical society has been fortunate to find original period furniture to fill the buildings. There are no reproductions. We tried to tour the Hatteras yacht factory, but no tours were available the day we were there. All Hatteras yachts except the 130 foot model are constructed there. We spent the night at Neuse River Camp Ground, as it was the only place in town. The next day we started up the Crystal Coast to see how much it had grown. We made stops at Bogue Light and at the NC Public Aquarium. The whole of Bogue Island is residential and commercial except for the two natural areas and state parks. Fifty years ago, I used to camp on the beach and not see another person for the entire weekend. Times do change.



We finally found a nice cheap campground on the water, Waters Edge RV park, just outside Morehead City, NC. The next morning we took the boat to Cape Lookout light. This and Bogue light are the newest on the coast, having been constructed in 1958. Cape Lookout Beach is pristine as the beach is only accessible by boat. That night we dined at the world famous "Tony's Sanitary Fish Market". As Roy told the greeter as we left, "the place has really grown, I remember when it only seated 200 people, but the food is as good as ever".

The next morning was an early get-up as we had ferry reservations for 1030 am for the Cedar Isle ferry and that was 80 winding miles up the sound. We stopped along the way to visit with some islanders at Atlantic, NC and to check out a campground closer to the ferry. After the 2.5 hour ferry crossing to Ocracoke Bank, we took time to visit Ocracoke light and the



museum. The town has turned from a charming, quaint village to a horribly congested morass of way too many structures. The road is narrow and there is no place to park. This town is best seen by bicycle. There is a nice USPS campground about three miles up the island (no hookups, cold showers, on the beach). Not knowing how long the wait would be at the free ferry to Hatteras Island, we pressed on, passing several “walk over sites”. This is where the USPS has built parking and a board walk across the dunes to the beach.. The much smaller (30 cars) Hatteras Inlet ferry ride was only 20 minutes, allowing us plenty of time to check in at Cape Woods Campground and then make it to Hatteras light for sunset. This was the first place we found a spot to photograph both Beau and the light in the same frame. The USPS has done a wonderful job of moving the 150 year old brick light 4,000 feet back from the waters edge. Shining with her fresh coat of

paint, the Light stands 208 feet above the ground, the tallest light in the eastern US. Hatteras is the most famous of all the lights. The keeper’s house has also been moved and serves as the temporary location of the museum, bookstore, and park office. The USPS is building three new structures just off the mammoth parking lot to serve as the welcome center. Trails lead to the old foundations. As the sun was at the wrong angle to get both Beau and the Light, we decided to return first thing in the morning for more pictures. Fortunately Buxton, unlike Ocaraco, has lost little of its coastal charm. We will definitely go back.

After taking numerous pictures at Hatteras Light next morning, we eased up the island stopping several times for pictures and walks on the beach. Just beyond Rodanthe, is the Pea Island NWR. The nature trails and interpretive center are truly great. We walked until we were too pooped to continue. Bodie Island Bridge is freshly repaired and really makes the crossing of Oregon Inlet much easier than by ferry. Bodie Isle Light is the newest of the USPS lights, the USCG turning it over in 2002. So, all seven of the NC lights are now maintained by the USPS. NC is the only state to have all of its original USCG lights operational. While Bodie Light is closed to tourists for repairs, the oil house was open. It is impossible for us to visualize the light keeper, carrying two, 35 pound oil buckets, making the trip from the oil house up 270 stair steps - every two hours.



We looked at several places to spend the night and decided on Colington Park RV park on Colington Island, near Nags Head. That night we headed up old NC-12 to mile post 6.25 to see if Awful Arthur’s Oyster Bar was still there. Not only was it there but little had changed. In the mid 80’s, I worked the Dare County bombing range for a month and Roy accompanied me. Awful Arthur’s was then the restaurant of choice and now is legendary. A must! The next morning we cruised over Roanoke Sound to Kill Devil Hills. As this was the 100 year anniversary of powered flight, we stopped by the Wright Memorial to see the “women in aviation” exhibit. Actually, we were killing time until Awful Arthur’s opened for lunch. The trip to Falls Lake SP in Raleigh was uneventful. We are fortunate to have such a wonderful state park so close to Jim’s parents. We hated to leave the NC coast, but we will return soon. After three days with Jim’s parents, we headed to Asheville for the night.

We chose to stay at the Asheville East KOA. It is a charming place; well off the interstate by the river. We will stay here again. The next morning was not good. It was snowing about an inch an hour with an accumulation of five to eight inches. As the temperature was 35 degrees and the snow was not sticking to the road, Jim struck out over Roy’s protest. About 30 miles west of Asheville, we ran into more snow. Several wrecks and cars in the ditches along the way proved Roy’s caution was justified. We crept along at 30 miles per hour dodging the wrecks. Luck was with us and we made it safely through the snow and by Knoxville, the road was clear. The trip home was also interesting. Just past Knoxville, the powerglide decided to slip at any more than half throttle. We discovered that if we pushed the shift lever halfway to low, it would not slip. So every time we started up a hill (there are lots of hills), we had to hold the shift lever in the intermediate position. And yes, the speedometer cable failed again. *Every trip in an Ultra Van is an adventure!*

The Last Production 600 series Ultra Van

By: Jim Craig

This is a 1973 model, #604. It is the fourth unit of five built.



#601 #602 & #605 were 23 feet long. #603 & #604 were 26 feet long. #605 was completed thru the structural phase only. No wiring or mechanically. The company closed their Ultra business

before it could be completed. Ultra Club member George Truman purchased #605 from one of the company employees and over a ten year period, installed the 350 Olds. Engine, running gear and made it road able. It is now owned by Roy Muranaka of Northridge, CA.

The 600 series is of a different construction style than the previous Ultra's, in that they used straight ribs for the sides. It has, Air suspension, disc brakes, V/8 Olds eng, & 350 Turbo 3 sp. auto trans was common to all completed units. The engine, radiator, trans & diff was all mounted on the left side. The Dana 44 diff. was mounted next to the left rear wheel which allowed all the drive units to be in a straight line. #604 has two radiators, one forward of the engine, laying horizontal under the floor and the common one at the left outer side wall, aft of the trans. A large fan pulls air thru the forward lower unit and across the engine and two temp controlled electric fans drive air thru the side radiator. Cooling in excellent for the engine. 195 degrees is normal for 100 degree weather. It has never over heated.

This unit has roof air, Onan 2800 genset in the left rear, one solar panel (64 watt.), four wheel disk brakes, with dual vacuum assist cylinders, power steering, four bag air suspension, individually controlled from the dash, full instrumentation, cruise control, roof mounted spotlight, air horns, dash mounted hot water heater, four burner stove, microwave, 40 gal. fresh water and black water tanks, 165 gal main fuel tank, 26 gal aux. fuel tank, large bathroom including shower, 5 gal. hot water heater, (heated by engine when on the road.), forced air interior heater, 5 cu.ft. refrig w/large freezer section, pressure water system, dual batteries, 20 gal propane tank, dual bunks or choice of full bed, sleeper couch, dual closets w/lights, and two locations for setting up the table for eating.

Weight of the Ultra is 5680 lbs., dry. It is all aluminum construction, no steel except parts of the suspension. A fiberglass

panel is over the windshield area. The windshields are from a 1961 -64 Chevy Step Van truck, modified to fit the Ultra.

One of the great features of this model is that it has a flat floor of 22 feet. In addition it is 4 inches wider then previous model Ultra's.

With the air bag suspension, it glides down the road as though it was on air. (Hmm? It is on air.) Cruising speed is anything you want it to be. Fuel Mileage at 55mph- 12.5mpg, at 70mph its 11 something. This truly is a "fine" driving machine. I wish they had made more of them.

This unit is owned by **Jim & Marlene Craig** of Joshua Tree, CA. **Christy Barden** is the owner of #603, which is identical to #604 , except in paint trim etc. We love it!!

New Members

Petross~Aaron & Norma 400
718 6th Ave., South
Payette, ID 83661-3303
(208) 624-2633
ultraman400@hotmail.com

Vanderlick~Robert 431
720 Virginia Ave.,
Palm Jarbor FL 34683
(727) 787-4277

Hart~Chris 436
620 Pioneer Drive
Glendale, CA 91203
(818) 551-1931

Boatright~Leo & Sue 482
P.O. Box 826
Eufaula, OK 74432
(918) 452-2547

Kelson~Ed & Linda 543
15045 SE 256th
Kent WA 98042

Couture~Gerard
12151 NW 93 Terrace
Chiefland FL 32626

Glidewell~Bobby & Shirley
1811 Proper Street
Corinth MS 38834
(662) 286-8948

Husmann~Ron & Patsy
11550 Dilling Street
Studio City CA 91604-3018

Rohr~Vincent & Julie
3508 Woody Lane
Minnetonka, MN 55305-4262
(952) 935-4262

Gauthier Sr.~Dennis & Mary
20 Sunset Road
Newport News, VA 23606
() 599-6415

Brown~Larry
P.O. Box 158
Carnesville, GA 30521-0158
(706) 384-4322

Photos go with the article on page 8!



Ultra Van to Greyhound?

By - Jim Craig

February 24, 2004

While working on the registration desk at our recent car show, a friend taped me on the shoulder and ask, "Jim would you be interested in buying a Greyhound bus? " Not having had time to chat about it, I said, "Not really". After completing the job at the desk I got to thinking about what he said and decided to find him and see what the deal was. A lady friend of his had mentioned to him and some others that because of her husband being ill and would never use their Greyhound bus again, she was offering it to anyone for \$500. Wow! \$500. I could just visualize all of the windows shot out, tires flat and the engine robbed of its accessories. He gave me her telephone number and the next day I drove the 12 miles out to her place.

As I was approaching her house the bus was sitting in the side yard and the left side of it looked really great. The red and white paint even looked fine. Driving around to the front of the bus the stainless steel front section, windshields and etc. appeared ok. Hmmm? This looks too good to be true.

I knocked on the house door and Sally came out to greet me. I ask if I could look it over and take some photos of it, inside and out. "Oh, sure go right ahead", she said. (Now I have to tell you Marlene, told me before I drove out there that I was not to bring another "non running vehicle home".) Hmmm.



Anyway, when I walked around to the right side, the door was open and some of the windows. The desert sand had blown in and it was dirty. Walking up the steps I was amazed to find a "perfect but dirty interior". The carpet, captain chair, couch and the oak cabinets looked new. The dual oven and microwave appeared to have never been used. This is too good to be true, I thought to myself. Walking to the rear I find a nice bathroom with a tub and shower and another surprise, the orig. paper decal was still on the side wall of the tub. Wow Wee!. The bedroom had color matching covers over the two bunk beds, carpet on the floor and lots of nicely finished oak cabinets. By this time I had taken about ten digital photos. I am thinking to myself, "Well, ok, the engine has been stripped out. or maybe missing altogether.

Arriving at the rear of the bus I begin opening up the engine compartment doors. Looking here, there and everywhere, I could not find anything missing. "Great Balls of Fire", I said to myself. After closing up the doors, I went up to the house and Sally came out. I said, "Sally I am a little confused, is it \$5000 or \$500 you want for the bus? "\$500." she says. "Will you take

my check?" "Sure she says." I wrote the check out as fast as I could. I was so excited I forgot to get a bill of sale from her. I ask, "Would it be ok to bring my wife out to see it before it gets dark?" "Sure," she says and just remember you cannot try to start it or take any parts off of it. All I want you to do is haul it out of here as soon as you can. That is fine with me , I will make arrangements for tomorrow.

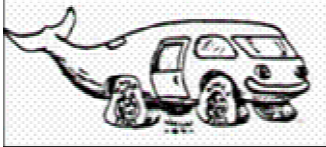
I contacted a local towing company and had it hauled home. A couple days later Roy Muranaka came out to help me get it running and check out the systems. I purchased two new batteries, five gallons of diesel fuel and made a temporary hook up to the main fuel line. Roy said, "Hit it". I pushed the starter button and it rotated several times but did not fire. "Hold it", he said. "Hmmm, the air valve is closed." A hot wire was installed, and the valve opened. "OK, hit it now". I just touched the starter button and it fired off. Lots of smoke, but it soon cleared out and it was rattling like a good diesel should. It ran for about fifteen minutes and the clutch and trans was checked. Everything worked like it should. Roy said, " Well, Jim looks like you have a good one here, congratulations."

Since that day I have replaced the broken passenger windshield and installed new rubber moldings for both windshields, replaced the front tires installed on new alum. Alcoa wheels, repaired the front brakes, cleaned the whole interior, sealed the roof, drained out 44 gallons of old diesel fuel and replaced four cracked side windows.

Before taking it out for the first test drive, all of the brake system and air tanks will be checked for leaks, repair and etc. The Greyhound is a 1966 MCI 5A. 8/71 engine, 4speed manual trans. It was orig. assigned to the San Francisco area and appears that it remained in California during its operation with the Greyhound organization.

Ultra Van #604? If we like the new Greyhound, **#604** may have to find a new home. **Note;** The attached photos were taken shortly after cleaning it out.





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:

TECH ARTICLE: 2004-1

SUBJECT: Disk Brakes

UV MANUAL: 11-19

AUTHOR: ED KELSON (#543)

I am now the owner of my first Ultra Van, 543, a V8 with the Corvette disc brakes in the rear. It ran but had to be towed to my shop, as it did not have brake pressure.

I checked all of the brake lines and found them to be really rusted and the front cross over line from the front splitter was rusted through. I replaced all the lines with new, replaced the dual master cylinder (P/N 36233) bred the brakes but was still unable to develop any pressure in the lines. I used a pressure bleeder and left all the bleeders open for a couple of days and still was not able to get pressure.

A mechanic friend of mine suggested that I put a clamp on the front rubber brake hoses and see if pressure builds. It did not. I did the same to the rear and got pressure. I found on the rear calipers there is one inlet and three bleeder ports but on both of them there was only one bleeder that worked. The others were plugs or broken off I removed the plugs, drilled and tapped the broken bleeders and installed new bleeders. The Corvette rear calipers have four pistons, so there can be pockets of air that get trapped if the bleeders are not working properly.

I don't know how these brakes were working for the previous owner. It took some time to figure out the problem. But it is now fixed and I have brakes.

TECH ARTICLE: 2004-2

SUBJECT: ENGINE MOUNT

UV MANUAL: 13-9

AUTHOR: Jim Davis (#388)

There is a new type of engine mount available for Corvairs and Corvair powered Ultra Vans. It is quite different from the 65 or 66-69 type of mount. It is made by Jeff Brekke. He designed it to eliminate the late model mount's weaknesses. The picture shows a failed 66 mount, a newly rebuilt late mount (Clark's) and a Jeff Brekke mount. The cost is \$130. Contact him directly for more information.

Jeffrey Brekke,
2315 Circle Dr.,
Lakeland FL, 33803-3805
<brek86@cs.com>



UVMCC Annual Financial Statement Year Ending December 31, 2003

2003 Opening Bank Balance		\$1,796.67	
Receipts			
Dues including 38 (\$570) prepaid for 2004 to 2006	\$ 2,010.00		
2003 National Receipts (banquet, T Shirts, registration)	\$ 1,421.00		
Merchandise	\$ 383.75		
Donation	\$ 163.20		
National 50/50 Draw	\$ 69.00		
PA System Sale	\$ 50.00		
California tax refund	\$ 25.17		
Sheriff Fines	\$ 2.50		
Total	\$ 4,124.62		
		\$4,124.62	
		\$5,921.49	
Expenses			
Ultra Souther Newsletter	\$ 1,097.93		
2003 National Receipts (banquet, T Shirts, prizes, cruise)	\$ 743.63		
Printing Rosters, Bylaws & Tech-Tips	\$ 291.08		
Postage	\$ 276.30		
National Room Rent	\$ 250.00		
Tech-Tip Reprints	\$ 222.60		
Gratuities	\$ 95.00		
Rally Plaques	\$ 73.11		
Crafts	\$ 58.00		
Stationary	\$ 36.93		
California Tax	\$ 35.00		
Coach Gift 2004	\$ 28.22		
Engraving Awards	\$ 21.50		
CORSA	\$ 20.00		
Total	\$ 3,249.30		
		\$3,249.30	
December 31, 2003 Closing Bank Balance			\$2,672.19
CD Maturing May 2004			\$2,565.46
Club Financial Position December 31, 2003			\$5,237.65
Respectfully Submitted,			
Marion Helmkey			
UVMCC Treasurer			
Ultra Emergency Fund			
December 31, 2003			\$2,463.92

For those that renewed after January 1st, I apologize for the late cashing of your check. We had a medical emergency which required a return to Canada.

FOR SALE FACTORY ORIG. , NOS 110hp engine, Part#3918793. code XXZ. Still in orig. crate. Can be installed in any Ultra Van, (Corvair powered.), Corvair car or Forward control vehicle. \$3995.00 Firm, Plus shipping. Can also provide it as a complete engine ready to install and run, built up to your application or as follows; Correct shrouding, carbs,. dist, alternator, , bell-housing (for auto or manual.) carburetor linkage, fuel lines, all to show condition. In addition all orig. seals & gaskets will be replaced. Engine will be run, adjust valve lifters, timing, & sync. carbs. This will allow you to install it and drive away. \$5495.00 Plus shipping.

Jim Craig, 760 366 9104 or ultravan604@tcsn.net

1969 Ultra Van #380, 95hp engine with power glide and 355 rebuilt axle. new paint job with 5" triple stripe on sides, new brakes, new plumbing and water pump, new tires on 1970 buick 14" chrome rims. large impala dash, Mazda reclining bucket seats. Three year old upholstery and carpet.. Cherry wood paneling. Has been in several car shows. Lead your own one van parade thru any town and have people give you a thumbs up and asmile..\$8500.00 contact:

Vern Hammer at 815-874-7268 or debnvern@juno.com

Hello. I am the owner of **Ultravan #297**, which is for sale. My van has a strong 140 HP engine which runs great, although it has not run for a while. It has 45,401 miles on it. The interior is all original. I am asking **\$5,000**. Please contact:

John Kosmatka at johncats5@netzero.net

1963 Travalon - 1 of 7 made - Second Ultra Van Version

Vehicle Description: Unbelievable 60's Modern Perfection - 3400lbs of Aircraft & Automotive History - 24 ft Long - 8 ft Wide - 9 ft Tall - All Aluminum Construction - No Steel or Wood - Monococ Construction - 4 Wheel Indep Suspension-Standard Automotive 14 in Tires & Wheels -Vinyl Aircraft & Formica Interior - 15 Miles/Gallon - Only 1 of 3 Travalon left - Fully Y3K Compatible!

Vehicle Condition: Perfect Running &Traveling Condition - New 140 Hp Corvair Engine 2k Miles - New 2 Speed Powerglide 2k Miles - New 3.89 Differential 2k Miles - New Wheel Bearings - Koni &GM Gas Shocks - Metallic Brakes 2K Miles - Recent Front Ball Joints & Tie Rods - New Tires Less than 2K Miles - Road Ready &All Systems Functioning - Call Robert for details 415.720.1053.

Terms of Sale: Serious Buyers with Restoration Background or Museums Inquiries Only. Please - Delivery Possible - Cashiers Check or Wire - Additional Photos Available.



Ultra Van Parts List (Revised March 13, 2004)

Note: I am no longer selling Ultra Parts form Mr. Petersons stock. The parts listed below are the personal property of Jim Craig.

NEW PARTS; (Ultra Van)

1. 2ea. Alum. "I" beams. (top of wheel well.) 2 3/4" x 4" x 32" \$30.ea.
2. 2ea. Alum. "I" beams, (" " " ") " " " " 12" (With attaching clips) \$20.ea.
(#1 & 2 make a kit to replace the orig. cast alum. beams)
3. 1ea. l/h rear trailing arm assy., turnbuckles and round pipe as spring retainer. \$25.
4. 2ea. Steel rims, 4 1/2" offset, 15" x 6". 5 hole , For V/8 Ultra or? \$10.ea.
5. Windshields, full size, tinted. Left & Right. (Shipped to you from the glass supplier.\$650.ea.
6. New Windshields, full size, tinted. (Pickup in Joshua Tree, CA.)
1 ea - **Left hand. \$350.**
2 ea - **Right hand. \$350.ea.**
2 ea - **Orig. Cut, tinted , NOS, \$695.ea.**
9. 6ea. Piano Hinge, main dr 4 1/2" x 72". \$12.ea
10. 4ea. Curtain rail, slider groove. 10 ft lg.\$8.ea.
12. 2ea. Brake pedal assy. W/pad. \$13 ea.
15. 4ea. Bearing/hub assys. (For Corvair Fan) P/N 3856614 \$30.ea
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 Vent (front /flush mount/lever inside) \$25.
20. 10ea. Ryerson Ultra Van manuals. \$65.ea.
21. 2ea. Alternators w/ built in Regulators. (For Corvair) 70-90 amp. \$74.95ea
24. 4pr. Brake shoes, rear, emrg. V/8 or Ultra \$10.pr.
25. 6ea. Bolts, Cam adjuster, 1/2" X 4 7/16" \$3.ea.
32. 1 pair. 1964 110hp cylinder heads, new parts, 3 step grind, recently overhauled. never used.
36. Channel nut strips. (1/4 x28) 5 nuts to a strip. For attaching all Ultra tanks. \$12. set of 4.
37. 3 ea. Piano hinge for main door. (Org. type) \$18.
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). **Note:** 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 and Late models. \$12.ea.
49. 6ea. Bolts, 1/2" Shoulder type. (For late bellcranks.) \$8.ea

50. 2ea. Control cables. (For throttle) 18' 7" long. 4" of movement. (1/4 X28 thread on ea. end.) \$20.ea.
51. 5ea. Spherical bearing. for l/h bell-crank. P/N SBG-6S. \$15.ea.
52. 2ea. Rod End bearings w/zerk ftgn. Spherical. (Best) #AR-7N, \$28.ea.
53. 2ea. Rod End bearings w/zerk ftgn. Spherical. (Next best) #TR-7N, \$18.ea.
54. 3ea. Rod End bearings w/zerk ftgn. Spherical. (#3) #HF-7, \$15.ea.
55. 2ea. Rod End bearings w/o zerk ftgn. Spherical. (#4) #G&J, \$12.ea.
56. 2ea. Rod End bearings w/o zerk ftgn. Spherical. (5) #PH587, \$8.ea.
57. 4ea. Torrington sleeve bearings. (For steel bellcranks 1/2" bolt.) #BH812, \$5.ea.
58. 2ea. Links, for orig. pottie foot lever. (Fits octagon shaft,R/H side.) \$19.ea.
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. \$15ea. (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, \$55ea..
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.
76. 20ea. Springs, for the main door latch. (Replace the old broken ones.) \$1 ea. (2ea. required per latch.)
81. 2ea. Top vent cover assys, all metal. \$35. ea.
85. 6ea. Foam Bumpers (Orig. type.) \$30.ea. (requires painting or covering w/vinyl.
86. New orig. r/h vertical rear view mirror. Still has the wrapper on it. Made by ; **Sure View**. Has the req. mirror on top and the convex on the bottom. \$40.

USED ULTRA VAN 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. 10 ea. Rubber bumper/top of shocks/ 2" tall. \$8.ea.
5. Gauge, Water level indicator, (Orig.) \$5.ea. 2ea.
7. Thermisters, Orig. Corvair, \$60.ea. 5ea.
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. Thermocouple lead not included. \$15. 1ea.
13. Wire harness, #STE-EK, 15' long. S/W. W/ thermocouple 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, ?btu, 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. \$10ea.
21. 3 Front alum. lower "A" arms. Early style. \$70.ea.
22. Air scoops, for R/H rear air intake for eng. (Orig.) \$20. 3ea.
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. 3ea Heater vent covers, external, for orig. wall heater. \$10.ea.
28. Door, main entrance, missing half of slide window. No corrosion. \$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, FC 110hp. \$95. (Rare) w/all studs.
40. Engine case, early, cut for late crank. \$85. w/studs.
41. Speedometer gear reduction assy. \$20.ea. 3 ea. (Ratios unknown.)
42. Wrenches, set of 14, in vinyl window container, 3/8" thru 1 1/4". All chrome. Very good cond. \$15.
43. Towing hubs; 1pr. for 4 stud Corvair, \$89.95. 1pr. for 5 stud Corvair and Ultra Van, \$89.95.
44. Tow Bar for Ultra Van. Built by Len Ryerson. Aircraft quality. \$125.

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.

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 Norm Helmkay at: corvair@fan.net**

Fellow Ultravanner:

The Electronic version of **The Ultra Sounder** has been shipped to all members with email addresses on file. Some were returned with 'bad address'. Those members have been mailed this printed copy. The pictures are in 'Gray scale' (black & white), but I think it's a good newsletter. (I'm a little partial). The same newsletter in electronic version is better because of the following:

The **advantages** to electronically transmitted version:

- 1.) ALL pictures are in **full color**.
- 2.) The picture quality is much better since it is not limited by my printer.
- 3.) You can save all the issues as computer files and print out only the parts you want OR Print it all out. I will save mine to a CD so I have a complete archive.
- 4.) You will get it earlier since both versions are ready at the same time, but it will take a week or so more to get the snail mail version printed and posted.
- 5.) It saves UVMCC on postage and printing costs which translates into better quality in other areas and less chance of an increase in dues as costs increase. (i.e.: this issue cost \$.78 to print and \$.60 to mail)

The **disadvantages** of electronically transmitted version:

- 1.) The last 3 Ultra Sounders have been 942KB, 448KB and 403KB respectively in size. A 400,000 byte (400KB) file takes about 85 seconds to download on a 56K modem, and 180 seconds (3 minutes) on a 28K modem. About enough time to get a cup of coffee! I guess it's not REALLY a disadvantage after all.

To receive **The Ultra Sounder** electronically you will need:

- 1.) To be a member of UVMCC (Ultra Sounder subscriber)
- 2.) A copy of Adobe Acrobat Reader on your computer. This is available for FREE to download from the www.adobe.com site. Go to the site, download and install it.

Remember: If you get it electronically and then either it doesn't work or you would just prefer to get it by snail mail, just let us know and you will go back on the snail mail list. Any issue that is sent to you and gets trashed for any reason can be replaced by a paper snail mail copy.

We need your Email address!

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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.

UVMCC**Ultra Van Motor Coach Club, Inc.**

Jim L. Howell, Editor

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First Class