

April/May 2004
Volume 38 Issue 2

ULTRA VAN MOTOR COACH CLUB'S

U l t r a s o u n d e r

President's Message

By Lewis Young

Well Folks, it's time to start thinking **UVMCC National Convention**. Ron Zoutendam has been putting a lot of time and money (his own) to make a solid commitment for the campground. The campground has a fixed fee so the more of us who attend, the less the cost per attendee. Let's get our reservations to Ron as soon as possible so he can start sleeping at night. Ron is currently planning activities, so far trips to an old Dutch town and to the National Sprint Car Museum are being considered.

Jim Davis will again take the lead in putting on what are expected to be (based on past experiences) outstanding tech sessions. I feel good about the way this convention is coming together and with Ron in charge it will be one of our best. Further details will be published when they are available.

Jim Isbell "volunteered" to put together the matrix that will help Ultra Vaners who have problems while traveling. At a glance it will show who has the inclination, knowledge, tools and parts to help. Jim says he has about 3 weeks of work left and believes it will be ready for distribution with the next UVMCC newsletter. A big thanks to **Jim Isbell**, **Jim Craig** and **Richard Finch** for their efforts in developing this matrix. It is people like them that make our club a success.

While returning home from Marsha and Howard Boso's Ultra van rally in Apache Junction we began to smell gasoline and pulled into a road side stop to investigate. Near the center of the fuel tank was a steady drip. A puddle had formed and I had visions of fire and worse. I did not have a clue on how to handle the situation so I call Howard for advice. He said to rub hand soap into the leak and it would stop long enough to get to an auto parts store to get epoxy for a permanent repair. I retrieved a bar of soap from the bathroom, crawled under the Ultra and rubbed the bar on the leak. Sure enough the leak stopped. At the next town I purchased fuel tank epoxy. I cleaned the bottom of the fuel tank and applied the epoxy. The repair appears to be permanent with no further leaks to date. That Howard really knows his stuff.

Jim Howell is now sending the news letter by e-mail to those who have that capability. I would like some feedback from the membership as to whether this method is satisfactory or not. I know it saves a lot of money, trees and effort. Have fun with your **Ultras**

EASTERN SPRING RALLY - 2004

CHRISTMAS, FL

By Roy Davis

The Eastern group convened March 22-26, 2004 at Airstream RV Park at Christmas, FL, with Kay and Clyde Stanton hosting.

There were eight Ultra Vans and one OB in attendance; Stantons #392, Potters #394, Coles #555, Harveys #2019, Davis #388, Dute #467, Irwins #487, and Murrays #510. In addition: Smiths came in their Ford van while the Griggs, Kramers, Jean McMasters, Norm Standal with friend Brenda, Bonny Granger, and Joan Rudolph came in cars.

Airstream Park has benefited greatly by additions and renovations in our absence, making our visit even more enjoyable. The weather was quite peasant, as well.

We enjoyed the usual pot luck dinner and Yankee Swap. We went out for Wednesday lunch at Porky's Barbeque. On Thursday morning we were treated by our hosts to a yummy pancake breakfast. The Potters provided real maple syrup. Jim Davis conducted tech sessions on removable steering wheels, LED clearance lights, and cylinder head valve guides (cylinder was provided by Carl Potter). Louie Griggs passed out one wire (actually they were two wire alternator diagrams). There was also a business meeting, the usual coach-hopping, and many became frustrated trying to work two jig-saw puzzles.

Many thanks to the Helmkeys (who were sorely missed) for making the initial arrangements and to the Stantons for hosting so ably. We liked the park so well that we voted to return next year, Mar 22-26, 2005. Any volunteers for host?



Western Spring Rally

Atascadero, CA.

Hosted by Bob and Diane Galli

Those in attendance: Bob and Diane Galli (hosts), Howard and Marsha Boso, Jim and Marlene Craig, Dan and Betty Reinhardt, Lew and Shelley Young, Forrest and Sally Gist, Doug and Meg Bell. Arriving on Saturday were new members Sandra and Bob Krumwiede.

The fine California weather greeted most of us who arrived on Tuesday, the 20th. The Galli's have a large enough compound to allow all of the trailers and motor homes, including some brand X's plenty of space to set camp.

On **Wednesday** the men gathered up in the Galli's Greenbrier Van and drove over to visit Bob's machine shop "True Tube". The six-person shop is family owned and now run by Bob and Diane's son and daughter. They specialize in cold drawn tubing, for the nuclear power industry, where the inside of the tube is tapered. The shop has also produced crankshafts from billet metal. They also have produced some Corvair parts such as rear tail light housings, shift couplers and radio bezels. All of the tooling and equipment was designed and built by Bob Galli.

Thursday morning we drove over to the coast and took a tour of the Hearst Castle. Our group of 14 had our own tour



guide who just happened to be the daughter of a man that Bob had worked with in a machine shop years ago. Small world! We then had a nice lunch at a local restaurant that had a view of the Pacific.

We then took a short tour of Gambria

and many of its tourist shops. Diane then led our little caravan on some back



road deep into the rolling hills and dark valleys of the Coast Range back to civilization.

Friday morning we had our UVMCC meeting where we discussed our finances and any upcoming events with a special reminder of the Summer Rally in July in Brooks Oregon at the Powerland Museum. Bob Galli then conducted a short tech session on the shift ball at the end of the tranny cable that goes into the transmission. It has been known to break off after it has been removed when the mechanic tries to move it around or back into position. It has been suggested to cover that end with some rubber tubing to protect it when hanging free. Bob also showed that the cable housing sometimes becomes detached from the solid metal end, which could cause fluid to work its way up. He instructed us to first wrap silicon tape around the exposed area, then follow up with electrician's tape and then a coating of clear PVC glue. It forms a very nice impermeable bond.

Later in the day most of the ladies played cards, some of us watched Dan Reinhardt make some very attractive pendants and others of us watched Bob Galli do his magic in his shop. In the evening we went to a nice Chinese restaurant and on the return home stopped by the Best Western Motel in Atascadero that was hosting a Horseless Carriage Convention. There we walked around and looked at some of the earliest one and two cylinder autos of the last century. REO's, Buicks, International Harvester, Brush and a Cadillac were all observed in the parking lot.

We then proceeded back to the Galli's for a good old fashion Yankee Gift Ex-

change. With lots of laughs and many nutty exchanges, we all had a good time.

Saturday was a very relaxing day sitting around visiting or rambling around in Bob's shop picking up this or that item and having an impromptu tech session. We were visited early in the afternoon by new members Sandra and Bob Krumwiede who drove down from Morgan Hill to check out how our motor homes were built. They are the proud owners of a very nicely restored Airstream. Later that afternoon Jim Craig and Bob helped Doug Bell move a Bob Galli built engine into the back of his Honda CRV for the trip back to Oregon and into #215. (Thank you, Bob). Pizza was shared by all for dinner and we all hugged, said our good byes and promised to see each other either in Lexington Kentucky, Red Rock Lake Iowa or Brooks Oregon this summer.

Submitted by: **Doug Bell**



SCHEDULE OF UPCOMING EVENTS

EVENT	WHERE	DATES	CONTACT (see Flyers on next page)
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

WESTERN FALL RV CAMPOUT

November 8-11, 2004

Location: "The Slabs", Niland, California Otherwise known as "Slabs City". (Located approx. 25 miles North of Brawley, CA.)

This is a "**no host**" event. Open to all our friends! RV, Camper, Tent or etc. required. (No facilities near by.)

This event will precede the Palm Springs Corvair Fan Belt Toss. (Nov,12 14.) After the campout we will all depart on the 12th for the Palm Springs event, which is about 80 miles to the North. The campsite is located approx. 3 miles east of the center of Niland, off of hwy 111. Watch for the "**Ultra Van signs.**" (Niland is at the Southeast area of the Salton Sea.)

Contacts: **Jim & Marlene Craig**, 760 366 9104 or

ultravan604@tcsn.net or 7011 Sunny Vista Rd., Joshua Tree, CA. 92252-2736. **Note: RVSP** prior to Nov. 1st. A donation fee of \$5. per vehicle is suggested to offset misc. expenses on site.

Details: This will be "dry camping" in the open desert, so arrive with the following;

1. Full water tank, propane and empty holding tank. (Dump station avail. at State Park on way to Palm Springs.)
2. Bundle of firewood.
3. Small table and chairs.
4. Food for two "pot lucks" and other things if you wish to maintain your strength during the event.

Note: Bring a gift worth \$5 for the "Yankee Swap" for each person in your party.

Extras: Bathing suit and old tennis shoes, if you would like to enjoy the "infamous" Slightly Warm springs bath. Max. two persons at a time. HmMMM, very cozy!

Note: Bar-B-Que hamburgers ,sodas, side dishes and Hot coffee will be furnish by the Craig's on the evening of the 8th.

Check out the following web site for a lot of interesting info about the Slabs. Very good. <http://www.desertdutch.org/slabcity.htm>

Weather: Days, very mild- 60 to 72 degrees, night down to 40's.

See yaw there: Jim and Marlene

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 inconvenience 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.

Greg Scarboro

Central Kentucky Corvair

Western Summer Rally

July 14-19 2004 at the
Antique Powerland Museum in
Brooks, Oregon
Limited hook-up (elec & water only)
Exit 263 off I-5 west 1/4 mile on right



Planned Events

Brunch at Casino , Trip to Sproose Goose (SR-71)

Oregon Gardens

Possible River Cruise and Dinner on the Willamette River (**stern wheeler**)

Turkey BBQ Saturday night

For more info call

Rich and Trish Shepard

503 371 4290

e-mail Spvder62@AOL.com

Forrest or Sally Gist

503 538 9584

2004 Ultra Van National

Lake Red Rock, Iowa

Monday, Sept 13 to Sunday Sept 19, 2004

Good location, nice campground, great surroundings!

We have arranged for a “group camp” at Whitebreast recreation area on the largest lake in Iowa. We are arranging several local trips, a Pork Feed. We will get a “touch of Dutch” in Pella, and “Sprint car racing” in Knoxville. Many amenities, such as walking and bike trails, boating if desired, and of course good ole “Ultra” game, and “Yankee Swap”.

Tech and craft sessions, “Curiosity satisfaction” (about other’s Ultras). Potluck AND a “pork feed” Annual meeting, Election of officers, Banquet and Awards, Tee shirts, and lots, lots more.

PRICE will depend on attendance (we reserved Group Camp for a lump sum) but should be close to \$10.00 per day. You will receive brochures from both Pella and Knoxville.

Please send this form to **Ron and Martha Zoutendam** to express your intentions regarding the **2004 Ultra National**. (this is not a firm commitment, but just to express your intentions) Mail to Ron at 417 6th Ave. Sheldon, IA 51201, fax to 712-324-6515, or *email* to **zout@rconnect.com**.

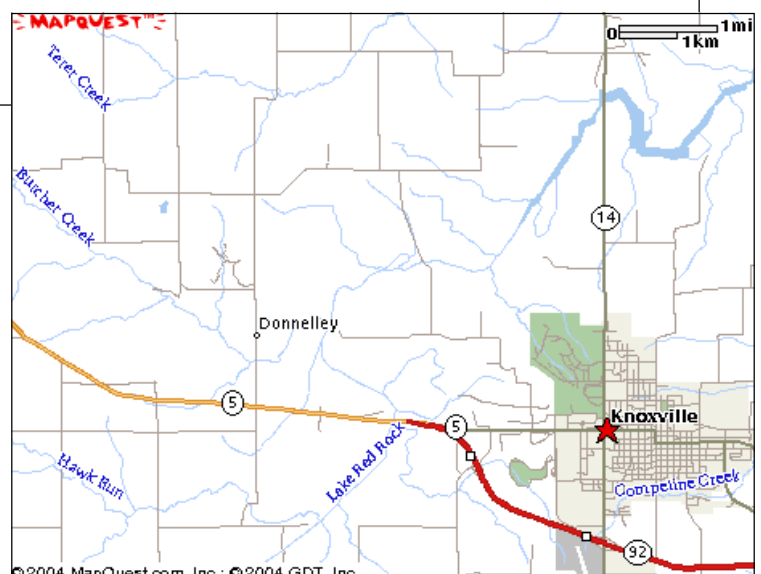
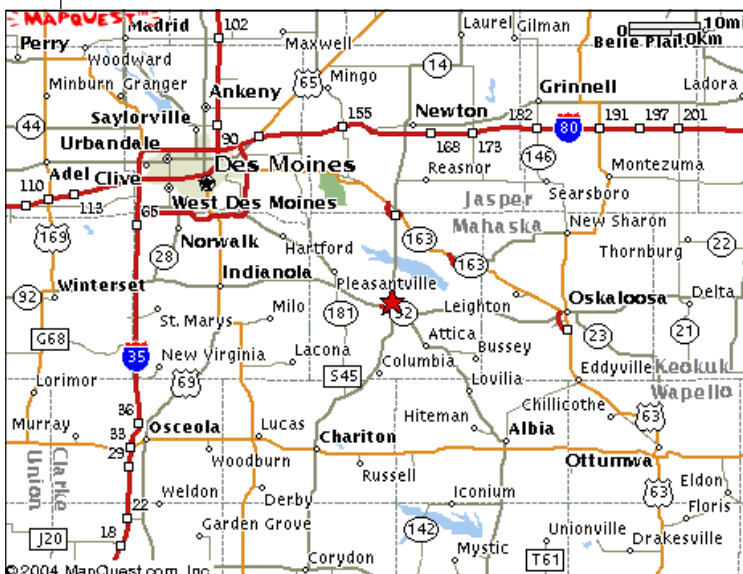
Name _____ Coach # _____

Phone # or email address _____

I will come _____ I want to (hope to, will try to, etc) _____

I cannot attend _____ with Rv _____ without RV _____

How many people? _____ How many days _____



Obituaries

Robert Franz:

Robert was a **LONG** time member of the Ultra Van Clubs and promoted the clubs enthusiastically. He and Roberta owned Ultra Van #472, in which they put over 200,000 miles on it. Robert was President of the Ultra Van Motor Coach Club at a time when the club's by-laws was being redone and he helped get those implemented, along with others to what we have today.

In case you didn't get the chance to meet Robert he was a **REAL** Gentleman. At all the rallies you would know him right off, because he was always on his bicycle. (Bob Ballew gave him the name, "Bicycle Bob" .) Which he accepted willingly. Robert was a Podiatrist by profession. He loved the outdoors and spent many trips to Yosemite National Park. Also, he was a great skier on snow and water.

He is survived by his wife Roberta, sons Rick & Bruce and other relatives. Robert was 86 years young. Marlene and I have spent many trips with the Franz and enjoyed visiting with them at their home. We will miss Robert a lot and our prayers go to all the family. Jim & Marlene Craig

Deanna Lewis:

Sadly, Gerald Lewis has reported the passing of his wife Deanna, from cancer. Our sympathy to Gerald and family.

Motels near the 2004 Ultra National site.

Knoxville, IA (area code 641):

Red Carpet - 842-3191; Super 8 Motel - 828-8808.

Knoxville is about 8 miles south of the Whitebreast Recreation Area.

Pella, IA (area code 641):

Strawtown Inn - 621-9500; Amerihost Inn - 628-0085; Comfort Inn - 628-1421; Dutch Inn - 628-1060; Pella Motor Inn - 1-800-292-2956 Super 8 Motel - 628-8181; Holiday Inn Express - 628-4853; Condo Lodging at Bos Landen - 628-8410; Royal Amsterdam Hotel - 620-8700; Country Inn - 620-1496; Lark Wood Retreat - 620-1185; The Clover Leaf - 628-1496.

Pella is 10 miles north of Whitebreast.

Note of Thanks

Thanks very much, for all the cards, emails and phone calls during my recent stroke. I never knew I had so many friends. With Marion's help, I am coming along fine. The speech and cognitive skills are nearly back to normal. We expect to see you all at the National in September.

Norm Helmkey

New Members:

Bob & Sandra Krumwiede
12790 Watsonville Road
Morgan Hill, CA 95037

Rober Cossack
3704 Swann Place
Suitland, MD 20746-2230

Joe Haas
6 William Drive
Coraopolis, PA 15108

Fran Noeller
6454 Leedom Road
Hughson, CA 95326
(209) 883-2485
fnwnoe@bigvalley.net

The Discovery & Rebirth of UltraVan #247

By
The Lemkes

We live in the North woods of Wisconsin, namely 20 miles east of Hayward. During one of Glenn's trips into town, he saw an Ultra Van with a "smiley" face on the front. But, alas, it disappeared before he could catch up with it. We later found out that Norm and Marion Helmkey had recently sold #486 to Ed and Kathy Jefferies who live in Hayward.

Not too long after sighting #486, on another trip coming home from shopping in another town, we were passing thru the small town of Stone Lake. It was early spring so you could see into the woods and not too far off the highway; Glenn spotted an UltraVan buried in the woods. Fortunately we have friends that lived not too far from where we spotted the van. They were able to provide us with a name and phone number of the owner. Glenn called and the van was for sale. Turns out that the owner bought the van 11 years before and just parked it in the woods. After some negotiation, Glenn made arrangements to load the van on our trailer and bring it home.

When he drove in with this vehicle on the trailer, I thought he had lost his mind. It was the worst looking vehicle I had seen in a long time. It was covered in sap, sorely needed a paint job, the interior was trashed, and the windshield was cracked. With all kinds of pride, Glenn said that it did run! That comment didn't really do anything to make me feel any happier. Being Corvair owners the Ultra Van was just another project.

Our son Steve did some investigating on the Internet to see what these vehicles were all about and came up with information about the Ultra Motor Coach Club, Inc. Both he and Glenn promptly joined and proceeded to get to work on the coach. In the process of disassembling the coach, it became apparent that it had suffered from the hands of many "jury riggers". Lots of worn mechanical components, loose or taped electrical connections, and worst of all the hot wire from the ignition to the starter was totally fried from front to back. We believe it was just luck the whole coach didn't burn up! While Steve took the engine, transmission and differential back to his shop, Glenn took all of the wheel and suspension components and rebuilt or replaced as needed.

Steve told us about a rally in Hannibal, MO and thought we should attend so we could check out other coaches and talk to the owners to see what had been done and what we might anticipate in restoring ours. Unfortunately, we were only able to spend one night there, but did gather some interesting information and got some ideas as to what we were headed for. Jim Davis's tech articles have been very helpful in pointing us in the right direction.

Glenn decided to take a trip to California to buy a new windshield and any other parts that we may need for the coach. We called Jim Craig in Joshua Tree and made plans to see him. Upon our arrival, the Craigs were very welcoming to us and told us a lot about the club and its members – how pleasant the people were and how much fun they have at the rallies. We got all the things we needed and were quite enthused about attending another rally. This we were able to do when Jim and Roy Davis hosted the rally in Kentucky. We attended this rally and had a wonderful time, met some

very nice people and were able to get more ideas and technical information to help us along.

It was very nice to know that even though we didn't drive our coach to the rallies, we were still welcome no matter what vehicle we drove. People were still interested in what stage we were at in restoring our coach and had some helpful comments/suggestions. Our next rally was in Pipestone, MN (still without our coach) and another good time was had.

We spent some time investigating the prior history of this coach. A Mr. Carl Tendick of Rochester, MN originally purchased #247 on December 20, 1966. We don't know when he sold it, but it ended up in Camarillo, CA to a Mr. John O. White who apparently sold it to his son Christopher. Somehow it ended back up in Austin, MN to a Mr. Joe Vaith in 1975. Mr. Vaith apparently traded it in on something from Bo De Trailers in Austin in 1981. A Mr. Robert Christopherson of Alberta Lea, MN, purchased it in 1984. In 1988 Mr. Dale Sanders of Alberta Lea, MN, purchased it. Mr. Mark Jacobson purchased it in 1991 and brought it to Stone Lake, WI and parked it in the woods until Joann and I spotted it in March of 2002.

Those of you who have been through this situation know that one thing leads to another in restoration. We presently have a two-car garage that is outfitted for doing all kinds of repair, etc. Now Glenn informs me that we need to build an addition on to the garage to accommodate the Ultra Van so that he can work on it during the winter. Hopefully we'll have some more news at a later date.



BEAU'S SHOP TAILS - 2004

By Jim Davis

This past winter was easy, as no major modifications were scheduled. During the last year, Beau fried a transmission and spun a pinion. Both repairs are chronicled elsewhere. There were also the two trashed tires. The last 2003 repair/replacement was to the windshields; again, chronicled elsewhere.

The first project of 2004 was to build an air-conditioner cover. Why? It seems that an Ultra Van, with an air-conditioner, will not fit under a 1960's, Route 66, covered drive-in (in Tucumcari, NM). The coach still has the original Coleman air-conditioner and it seems the model 6242 is no longer supported by Coleman. Unfortunately, the earlier Coleman Polar-Pal cover does not fit and the current Mach 1/3 cover also does not fit. It seemed a shame to replace the air-conditioner just because I could not find replacement cover. I chose to make the replacement out of mill aluminum. I had a metal shop cut the sides and top of the cover to the right size to fit the air-conditioner (12 x 24x 11 inches). I then bought some inch wide, 1/8 " thick aluminum flat and angle stock (Lowe's). I used the flat stock to reinforce the lower edges and the angle to reinforce the seams as my aluminum welding is somewhat suspect.. I cut slits in the back half of the sides and bent the material left to form louvers. I painted the cover to match the coach so it doesn't look out of place.

Next on the list was to install a Grant 17 inch steering wheel with the removal wheel option. When I turn my seats to make a sofa for entertaining or watching TV, the drivers seat does not fit completely on the wheel well. The removable steering wheel option solves this problem. The installation requires a horn adapter, anti-theft removable wheel adapter, a wheel, and a horn button. The installation was very easy with great instructions. The horn still works as does the self-canceling turn signals (a big worry when planning the modification). The modification raises the wheel about one and a half inches from the location of the 17 inch FC wheel or about two inches lower than the stock 1967 Corvair 15 inch steering wheel with the three and a half inch dish. There are 56 different wheels in the Grant catalog so there should be one to fit your coach. All the pieces are available at Summit Racing or O'Reilly Autoparts. Thanks to Graham Dell for finding and writing about this modification.

Next came a minor electrical upgrade. Like all Ultras, Beau came with one 10 ga. wire (#70) carrying the current to the fuse panels and the front of the coach. Previously, when modifying the wiring to the front, I ran a separate 10 ga. power wire to the additional front fuse panel located under the coffee bar. With the Sylvania XV headlights, running lights, and windshield wip-

ers, on I found I had a 1.9 volt drop between the alternator and the front fuse panel. I decided to add a couple of additional 10 ga. wires to (hopefully) decrease the voltage drop and to add another six circuit fuse panel up front. Fortunately, (Clyde Stanton's suggestion) I had installed a 3/4 inch PVC chase in the left sidewall, so pulling a couple wires from the back to the front was easy. I ganged the wires to the two front fuse panels and used the old headlight supply wires to help supply current to the coach's original fuse panel. At the rear, I bought a new 60 amp circuit breaker (Waytek) and installed it close to the battery switches. This really made a great difference. The voltage drop is now 0.5 volts. Is this 1.4 volt improvement any good? Well, a one volt increase to the lights in a 50% increase in visible light. Some of us older drivers need all the light we can get. While chasing down the voltage drop, I found the small aluminum strip connecting the battery switches to have a 0.2 volt drop when carrying 30 amps. I replaced it with a short 2 ga battery cable. Why is that important? Well, the inverter is wired through the left battery switch, but the house battery (Optima D-31M) is wired to the right battery switch. The inverter can pull 110 amps. The inverter shuts off at 10 volts. If the battery is putting out 12.5 volts, a wiring resistance of 0.023 ohms in the wiring to the inverter will drop the voltage below the minimum amount required. After writing this article, I went out to the shop and rewired the inverter through the right battery switch.

One of the many factory options was lighted lower marker lights. The standard was reflectors at the lower four corners. Since I had previously added relays to the rear taillights, it was relatively easy to pull a couple wires from the relay to the LED lights rear corner lights. The front was a little more difficult. I wanted to have the front marker light flash with the turn signal. Since I was using LED clearance lights, it has only one wire (only one brightness level). I tapped into the turn signal wire and used it to trigger a SPDT relay. The running light wire supplies power to the light through the normally closed relay circuit. When the turn signal light is activated, the LED corner light goes out as the relay opens. Thus, the corner light flashes out of phase with the turn signal. The LED lights are Grote (47112 & 47113) bought at NAPA.

Since it was still 6 weeks before the Florida rally, I decided to convert the top and side clearance lights to LED's. The center three lights (indicating the vehicle is over 2033 mm wide, 6 ft 8 inches) are beehive style on a 15 inch light bar. Grote makes the entire assembly but the bar (47222 & 47223), like the original, is steel. I chose to have a metal shop copy it in aluminum. While I was at it, I had the metal shop bend the light bar so that the beehive lights point directly forward instead of pointing up at the sky. The side clearance lights (teardrop) are not listed in LED so some cobbling was necessary. I chose not to use the available LED clearance lights since I prefer the look of the stock teardrops and they don't seem to be available in LED's. After trying several easy ideas, I settled on making my own. I ordered the LED's from The LED Light and used a five volt voltage regulator from Radio Shack. I fashioned the LED's so that one faces forward, three to the side, and one to the rear. I potted the LED's and circuitry in clear silicone and I used the

same silicone to glue the circuit to the teardrop base circuit.

Lastly, Beau's Smart Trailer need a new box. As you will remember the reason for the trailer is to carry the Generac genset to power the roof A/C while underway. Since the trailer is five feet long, I decided to fill the unused 40 inches with a box to carry stuff (canopy, chairs, satellite dish, great buys from yard sales, swap meet parts, etc). I built the first box 39x44x14 inches out of 1/2 inch marine plywood and 1x3 furring strips. With the top, it weighed 77 pounds. This winter I had the sheet metal shop build a box out of 1/16 inch aluminum diamond plate. I did the finishing to keep the cost down. The new box (39x49x16 inches) weighs 19 pounds. In my coach, losing 50 lbs is the same as gaining one hp

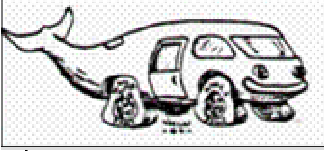
Less I give the impression that modifications are all I do during the winter, let me dispel that. Normal maintenance is always first. The engine oil and filter are replaced as is the transmission fluid and the differential fluid. I check the current draw of the starter and the output of the alternator after replacing the fan belt. I do a cylinder leak-down check on the engine. The front wheel bearings are cleaned and repacked and the brake shoes and drums checked. The steering box is lubricated and all steering components checked for wear, tightness, cracks, and straightness. Every bolt I can reach is checked for the proper torque. I disconnect the drive shafts and pull the brake drums and check the wheel bearings for clearance and roughness. The universal joints are cleaned, checked, and repacked. Every 24,000 miles or so the rear wheel bearings are cleaned, inspected, and repacked. Prior to traveling, I fill all the tanks (propane also) and let Beau sit for a day to check for leaks. I, then, check the wheel alignment for the coach. All pumps and appliances are checked for proper operation. Tanks are drained (except the gas, propane, and 15 gallons of water). After a 100 mile interstate test run, Beau is travel ready.

2004 CORSA National RAFFLE CAR

HELLO all, to the right you will see the photos of the fully restored raffle car --a 1966 corvaire monza convertible. Many of you have already bought tickets and for this I'm grateful. If you haven't bought any and would like to, send a self addressed stamped envelope to greg scarboro---300 Albany rd---lexington, ky---40503. Make checks payable to Central Ky Corvaire---The drawing is June 19. Partial proceeds will benefit Big Brothers Big SISTERS of the Bluegrass. Tickets are \$4 dollars each. We have over 13k in this car.

That is a whole lot of \$4 dollar tickets. If you mail in your request we will fill them out for you and mail back your stubs. Thanks for your support and GOOD LUCK!!!! ---Greg Scarboro- Central KY CORVAIRE





TECHNICAL WHALE TALES -- TIPS AND ARTICLES

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

TECH ARTICLE: 2004-3

SUBJECT: CLEARANCE LIGHTS

UV MANUAL: 15-12

AUTHOR: John Howell #417

I have noticed that from time to time Ultra Van owners ask about replacement clearance lights. I found these that are an exact replacement for the ones on my Ultra Van # 417, I got them at a local RV Dealer in Knoxville, but I found out that a lot of different dealers have the same catalog with an order phone number of 1-800-876-2627. My original lights had steel bases but the new ones have aluminum bases and the lens will interchange. They are the Pathfinder 662 Teardrop Lights at the top of the page. My original lights were Auto Lamp brand, # 662 same number as the Pathfinder's, thought you might like to pass this information on in one of your tech tips.

EDITOR'S NOTE: The same clearance lights with billet aluminum bases are available from <www.airstreamdreams.com>; however, they are expensive

Pathfinder 662 Teardrop Lights



Teardrop 4-1/2" x 3" lights with metal back-plate. Priced each.

55-8305	662BA.86, Amber Light	\$4.89
55-8306	662BR.86, Red Light	\$4.89
55-8307	9628BA.26, Amber Repl. Lens	\$1.09
55-8308	9628BR.26, Red Repl. Lens	\$1.09

Ultra Van's Required External Lighting

Edited by Jim Davis

Every lamp, reflector, and conspicuity treatment (device) must be permanently attached in the specified location and must comply with all applicable requirements prescribed for it by Federal Vehicle Safety Standards and Canadian Motor Vehicle Safety Standards. The face of any device on the front/rear and sides should be, respectively perpendicular and parallel to vehicle centerline, unless it is photo metrically certified at installation angle. No part of the vehicle shall prevent any device from meeting its described requirements unless an auxiliary device meeting all prescribed requirements is installed.

Headlights - DOT and source code required on lens - purpose to provide forward illumination - minimum requirement two on the front, symmetrical as far apart as practical - color white - located 22 to 54 inches above the ground.

Daytime Running Lights - Optional for US; required for Canada - DRL required on the lens - purpose to indicate vehicle is in use daytime - minimum of two required - color white or yellow - front, symmetrical, as far apart as practical - located a minimum of 15 inches above the ground.

Parking Lights - required only on vehicles less than 80 inches wide (6 ft, 8 in) - purpose to indicate vehicle is parked - minimum requirement two on the front, symmetrical, as far apart as practical - color yellow or white - located 22 to 60 inches above the ground.

Front Turn Signal/Hazard Warning Lights - purpose to indicate direction of turn or identify disabled vehicle - minimum requirement two on the front, symmetrical, as far apart as practical - color yellow - located 22 to 83 inches above the ground.

Front Clearance Lights - required for vehicles 80 inches wide or wider - purpose to show vehicles width - minimum requirement two at the widest point, symmetrical, on the front or near the front, facing forward - color yellow - located as high as practicable above the ground.

Front Identification Lights - required for vehicles 80 inches wide or wider - purpose to indicate the presence of a wide vehicle - exactly three required on the front centered horizontally, spaced 6 in. to 12 in. apart - color yellow - located as high as practical or on the top of the cab.

Front Side Marker Lights - purpose to indicate the vehicle's presence and length - minimum requirement two, each side at the front, as far forward as practicable - color yellow - located - a minimum of 15 inches above the ground.

Front Side Reflex Reflectors - may be used instead or in addition to Front Side Marker Lights - all info remains the same but the location height is specified as 15 to 60 inches.

Rear Side Marker Lights - purpose to indicate vehicle's presence and length - minimum requirement two, each side at the rear, as far back as practicable - color red - located a minimum of 15 inches above the ground.

Front Side Reflex Reflectors - may be used instead of Front Side Marker Lights - all info remains the same but the location height is specified as 15 to 60 inches.

Rear Clearance Lights - required on vehicles 80 inches wide or wider - purpose to show vehicle's width - **MAY NOT BE COMBINED WITH TAIL LAMPS** - minimum requirement two at the widest point, symmetrical, on the rear or near the rear, facing rearward - color red - located as high as practicable above the ground, may be lower only if the rear ID lamps are on the top.

Rear Side Reflex Reflectors - may be used instead or in addition to Rear Side Marker Lights - all info remains the same but the location height is specified as 15 to 60 inches.

Rear Identification Lights - required for vehicles 80 inches wide or wider - purpose to indicate the presence of a wide vehicle - exactly three required on the rear, facing rearward, centered horizontally, spaced 6 in. to 12 in. apart - color red - located as high as practical.

Tail Lights - purpose to indicate the vehicle's presence and width - minimum requirement two on the rear symmetrical as far apart as practicable - located 15 to 72 inches above the ground.

Stop Lights - purpose to indicate braking - minimum requirement two located on the rear symmetrical as far apart as practicable - located 15 to 72 inches above the ground.

Rear Turn Signal/Hazard Warning Lights - purpose to indicate the direction of turn/identifies a disabled vehicle - minimum requirement two on the rear symmetrical as far apart as practicable - color red or yellow - located 15 to 83 inches above the ground.

Rear Reflex Reflectors - purpose to show the vehicles presence and width - minimum two on the rear symmetrical as far apart as practicable facing rearward - located 15 to 60 inches above the ground.

Backup Light - Purpose to illuminate the ground behind the vehicle and alert road users - minimum of one facing rearward - color white.

License Plate Lights - purpose to illuminate the license plate - minimum one required - color white.

Center High Mounted Stop Light - required on vehicles less than 80 inches wide and less than 10,000 lbs - purpose to indicate braking - minimum one on the rear at the vehicle centerline - color red - located a minimum of 34 inches above the ground.

Source document: Department of Transportation; National Highway Traffic Safety Administration (NHTSA); Federal Lighting Equipment Locations Requirements

<<http://www.nhtsa.dot.gov/cars/rules/standards/conspicuity/TBMPstr.html>>



Dear Ultra Van Friends:

We would like to introduce our newest acquaintances in the Ultra Van Club. **Doug & Meg Bell** are from Boring, Oregon. Both are former school teachers. Due to obligations to children at this time are unable to travel a lot, but seem to look forward to joining us in more of our Club activities in the future. We are excited about getting to know them better, to have them help preserve the Ultras and become part of our loving Ultra family. Best Wishes.....Howard & Marsha Boso

BEAU'S WINDSHIELD SAGA AND TECH TIP

By: **Jim Davis**

Beau came with the two, original Pittsburgh Plate Glass (PPG) glass, clear windshields separated by a 28 inch wide, clear center glass. The etched information was on the lower center of the windshield and cut off by Ultra during fitting. Early APG windshields have the information in the same place as the PPG windshields. The later APG windshields have the glass information in the lower outside corner. The glass was not cemented in but rather, four rubber, "U" shaped strips together with the perimeter pinch weld molding held it in. A 40 thousands thick, one inch wide strip of mill aluminum kept the weather out of the center edges. The pinch weld molding (windshield molding) was 1 inch in height with 1/4 inch glass and 1/8 inch pinch weld gaps (AS1216). Stock Chevy step van windshields were cut seven inches from the edge to eliminate the bend in the glass toward the center. To fit stock uncut windshields in an Ultra, the windshields must be warped 1/4 of an inch (bow outward) to fit pinch weld. The Ultra factory did not actually cut the windshields; but scored them with a glass cutter, doused them with lighter fluid, lit it, and let the heat crack the glass. This was possible with the untempered PPG windshields. Over time the heat clouded the plastic laminate where the fire heated the laminate. With age, the glass will partially separate from the plastic laminate around the edges giving a cloudy appearance to the glass. As glass is an amorphous solid (non-crystalline), which becomes more brittle with age. It was for these reasons (plus the old pinch weld gasket was dry and brittle) that we decided to replace Beau's original windshields.

The September issue of the Ultra Sounder has an add by Jim Craig offering two Autoglass of Peru (AGP) windshields for \$700. I had previously checked with Jim and he said there was a glass shop in 29 Palms (Christian Brothers) that would install the new glass for \$200. I had checked with Glass Finders in New York and found that the AGP windshields would run me \$575 each uninstalled. Jim's ad, the wish to attend the Great Western Fan Belt Toss & Swap Meet (GWFT&SM), and an excuse to visit family and friends on the way proved to be powerful to resist; thus a trip West.

Things never go as planned. In Jim's and my communications, I failed to give a definitive time schedule, so that the windshield replacement was not scheduled when I arrived at Joshua Tree (Sunday). Jim was able to schedule the replacement for Thursday morning. We enjoyed the rally and the Craig's hospitality while we waited. Wednesday, Jim got the windshields out of the shipping crate to discover that the left windshield was a first run and tinted blue. The right windshield was of a later run and tinted green. Jim checked his supply and though he had three rights (all green) there was only one left. I decided to take what was there.

Thursday, Jim led a convoy to Bob Ballew's and dropped us off at Christian Brothers Glass in 29 Palms. Steve Whitfield of Christian Brothers had no trouble cutting out the old windshields. The right windshield went in without a hitch even though we noticed the gasket was too small. When I measured my old windshield gasket, I neglected to allow for shrinkage due to age. There were several small gaps around the corners which we could seal with silicone. Doubting the gasket had enough surface to hold the windshield in against the wind force, four aluminum supports were crafted to help support the windshield. When we went to put in the left windshield, it appeared to be just 1/4 inch too small and with the too small gasket, it was just too risky to install. I decided to reinstall the old left windshield. Reinstallation went in without a hitch. It took three tries for Steve to cut the center glass piece. It was interesting to watch him free hand the edges with a scratch wheel and then use a heat gun to run the crack in the glass. I used the silicone to fill the gaps in the glass. I then put the original aluminum strips and screws on the left side and a custom made aluminum strips on the right. I noticed at Pipestone that Bob Galli had new uncut windshields in his coach. He had cut a couple stainless steel strips 26 x 2 inches and cut the inside to follow the edge of the curved glass. I simply copied his design. It was then I noticed the extra curvature of the right windshield. It seems it has an extra 3/4 inch outward bow. That makes things interesting. With the cobbled windshields in place, we were ready to limp home. Fortunately, there was little rain along the way.

Now came the problem of getting the windshields cut, finding some one to help me install the windshields, and cut the new center glass. Fortunately, we live in a town which has several collectors of vintage and muscle cars; as well as, a large street rod contingent. There should be several automotive glass shops that will tackle anything, well almost anything. I found a new shop in town, Jerry's Glass, that would work with me. Next, to find a shop that would cut or grind the windshields to size. An Internet search came up with Duncan Industries in Elkhart, IN; they repair RV's and install all Damon RV windshields. They have their windshields cut by Midwest WaterJet of Michigan City, IN. A call to Pete at Midwest verified that he would be glad to cut the windshields. On a chance, I contacted all the water jet facilities closer by, but no one would touch the windshields. As winter was quickly approaching (It is now early December.), Roy and I decided to make a quick trip to Michigan City. I called Pete back and set up Friday morning to cut the windshields. We packed the windshields into the back seat of the Thunderbird and struck out.

The trip up was an uneventful eight hours. We made better time than I had figured and met Pete about 4 pm and dropped off the windshields. Pete said they would be ready by eight the next morning.

We got up Friday morning to heavy snow but fortunately the plows and salt truck were keeping the roads clear. As promised the windshields were ready. We loaded the windshields back into the T-'bird and headed south; hopefully out of the snow. We made it home without incident.

About a week later after all the gaskets and glass had arrived at Jerry's, I took Beau in for the instillation. It only took about an hour to remove the windshields and install the new shaded windshields. The new, bigger, one inch wide gasket worked well. When we measured for the center glass, we were off by 1/4 inch from being square, not really noticeable. The next problem was the windshield bow on the right side. With all the glass installed, I could measure the difference. On the original glass has a 65 thousandths of an inch bow at the highest point. On the left glass the bow was 94 thousandths of an inch. Certainly close to original. The right was where the problem was, the bow was 65 hundredths of an inch (ten times the original glass). At the center the right windshield appeared to be 1/4 of an inch shorter in length than the original. Remeasuring the glass showed the windshields were the same length. Checking the original glass, I found that indeed the right windshield is about 1/4 inch longer than the left. You have got to love the Ultra factory precision. Oh, well. I tried several methods of filling and sealing the glass gaps. These gaps are necessary, as when the body twists, the corners of the glass also move. If this racking is severe the glass can actually move 1/4 of an inch in relation to the center glass. If the glass actually touches or wedges against the screws, it may crack, so a small gap is very necessary.

I finally decided to use a small amount of silicone on the high part of the windshield and use a butyl filler on the back or inside of the glass. The silicone allows the metal support strips to follow the windshield's contour, the butyl is very tough and stays flexible. The color contrast of the black butyl and the glass makes the gap of the bow less visible.

So what did I learn. There are at least three distinctly different Ultra windshields, the stock PPG, blue AGP and green APG. The PPG and blue AGP windshields are virtually the same in shape. AGP glass is somewhat tempered and cannot be cut conventionally. It can be cut by water jet, sand blasting, or wet grinding. Personally, do to the bow in the late APG windshields, I would not have them cut. I would have the ends reshaped to make the center edges square (as the Pratts have done). Use a gasket that has a separate lock strip and one that is at least one inch in height (AS1216). . Since 1965, most auto glass is held in by urethane cement and has no gasket, try to find a glass shop that has experience in casketed glass



Below are some sources and phone numbers:

Glass-Seekers in NY 1-800-345-4527 (windshield supplier)

Gator Auto Glass, 1-800-316-3139 (Windshield supplier)

Ken Hand 1-248-613-8586 (windshield supplier)

Jim Craig 1-760-366-9104 (windshield supplier)

Duncan Systems, 29319 US-33 west, Elkhart, IN, 46516 (glass supplier)

1-800-551-9149 E-Mail:gary@rvglass.com

Website: www.duncansys.com

Midwest Waterjet, 7061 North 600 West, Michigan City, IN 46360 (glasscutter)

1-219-872-4581, Website: www.midwestwaterjet.com

Jerry's Glass, 51 Sycamore St, Murray, KY 42071, 1-270-759-0203

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.) carburator 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 a smile..\$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

Note:

Emails sent to UltraVan@yahoogroups.com If you have internet access then join the Group. It's worth the reading!

Subj: [UV] Olds 455

Date: 5/29/2004 12:46:59 AM EDT

From: millenniumfalcon@cableone.net

Does anyone know how many Ultras were built with the Olds 455 Tornado engine??
Jim Isbell

Subj: Re: [UV] Olds 455

Date: 5/29/2004 7:53:21 PM EDT

From: corvair@fan.net

To: millenniumfalcon@cableone.net

As hear as I can tell there were 13 Ultra Vans converted to the 455 by Peterson. Others have been converted to the Oldsmobile transmission with 455 and a variety of other engines including at least one Diesel. Norm

Subj: Re: [UV] Olds 455

Date: 5/30/2004 1:29:25 PM EDT

From: rdgalli@tcsn.net

To: corvair@fan.net

As I remember from the Hutchinson Convention in 1996 (Norm can correct me on this), only one Ultra was "built" with an Olds 455 Tornado at Hutchinson. A story was told to us by the ex-shop foreman, about his trial runs with this vehicle, and it's performance. WOW. All others were converted. Norm, do you have a list of those conversions? As far as I know, I have never seen one at a National, or know of anyone who has one. It does not seem that these conversions were very successful, noting their absence. I will have to qualify that statement, Jerry Duty's diesel conversion has been around a long time, I think Jerry did that one himself. Bob Galli

Subj: Re: [UV] Olds 455

Date: 5/30/2004 2:20:06 PM EDT

From: jld@wk.net

To: UltraVan@yahoogroups.com

Bob, One of Vince Murray's coaches, #510, the first V-8, has the factory Olds conversion. Vince has done a great job of updating the conversion. I had the opportunity to crawl over, under, and around this

coach and I can say it is a beautiful job. It is my understanding that Ultra recalled the first four V-8 coaches after discovering cracking around the riveted aluminum tub. The owners of these four coaches were given new V-8 coaches with a steel tub. Subsequently, these four coaches were refitted with drive trains from wrecked Olds from the surrounding junk yards. The coaches are easily identified by the narrow rear track (68inches). Regular Ultras have a 76 inch rear track. Vince built a new engine, transaxle, suspension cradle for #510 widening the track to 78 inches. Jim Davis

Subj: Re: [UV] Olds 455

Date: 5/30/2004 11:42:05 PM EDT

From: rdgalli@tcsn.net

To: UltraVan@yahoogroups.com,
jld@wk.net

Thanks for the information, Jim. I know this thread was started by someone wanting to know the possibilities of alternate power. My fantasy has been to replicate a 10 cyl Corvair engine like the one GM experimented with in the early '60s. Wouldn't that make great UV power? You would lose a little rear storage area, but----- Bob

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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

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First Class



Ultra Van #275