

Jun/Jul/Aug 2004
Volume 38 Issue 3

ULTRA VAN MOTOR COACH CLUB'S

ULTRA SOUNDER

PRESIDENT'S MESSAGE

Hi Gang:

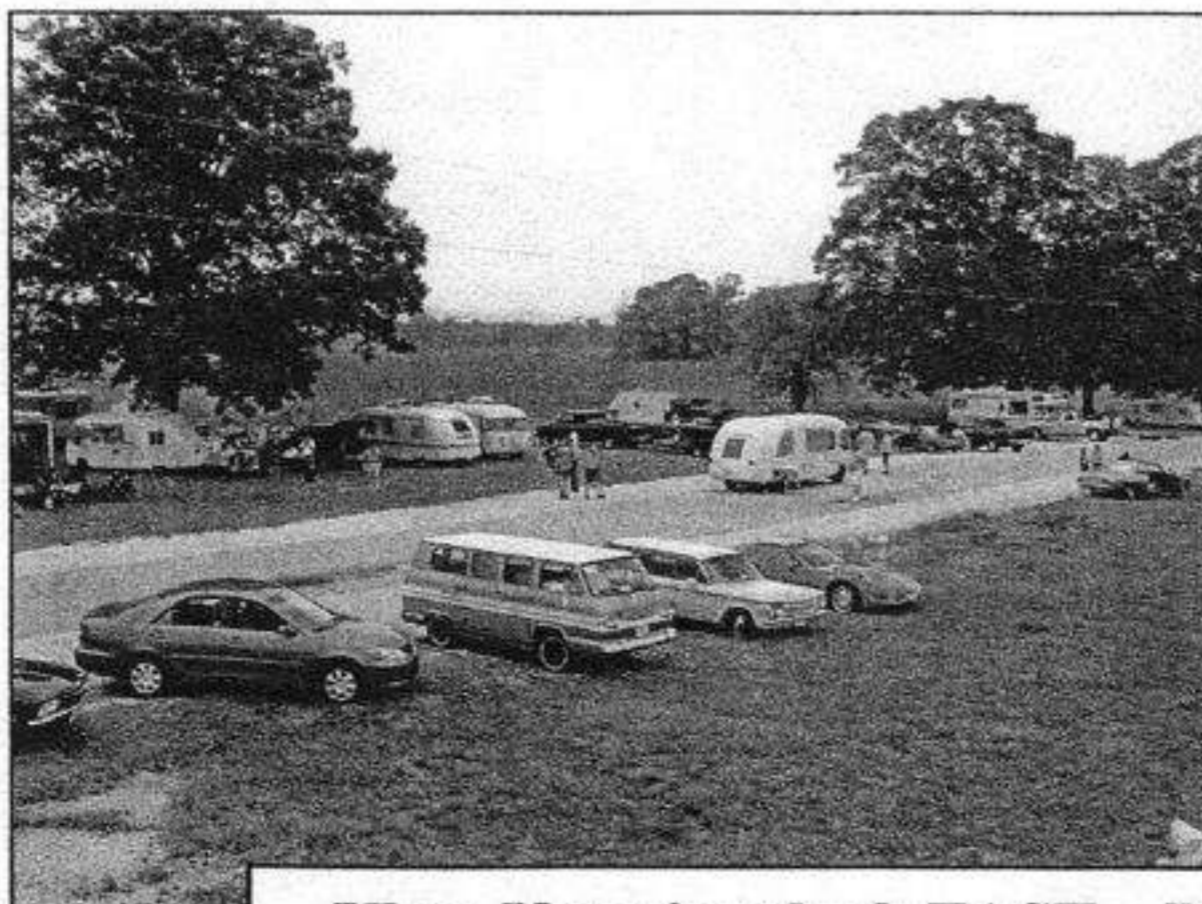
It's late July and we have just returned from Brooks, OR and the **Western Summer Ultra Van Rally**. Our hosts, the Gist's and Shepard's' put on a super event. Details of the rally are documented elsewhere in this Ultra Sounder by Marsha Boso. Many thanks to Forrest & Sally Gist, Rich & Trish Shepard for a job well done.

Ron Zoutendam has things well in hand for our national. All the major decisions are made and he is now working the finer points. Ron is hoping for a large turn out. At last count he had 16 confirmed coach reservations. His goal is a minimum of 25. Let's help him out by letting him know **ASAP** that we are coming. Ron has put a tremendous amount of effort into making this rally a success. Let's attend and enjoy the fruits of his labor.

A disturbing trend has me somewhat concerned. Everyone on this year's ballot is running unopposed. That's just one step away from no one running. Members are doing fewer write ups of their experiences and fewer tech tips are forth coming. Members please get involved. Do your fair share. Make it a goal to write about an Ultra experience or tech tip once a year. Run for an office, who knows you may enjoy the experience. Only you can make it happen.

See you all in Pella,

Lew Young



Ultra Vans just look FAST. RIGHT? See back page!

Minutes of UVMCC Meeting
CORSA National Convention
Hyatt Hotel - Lexington, KY
June 18, 2004

In absence of Secretary, **Norm Helmkey**, minutes submitted by **Roy Davis**

Attending members included: Christy Barden, Howard & Marsha Boso, Jim & Roy Davis, Walt Davison, Bob & Diane Galli, John Howell, Jack Irwin, Paul Piche & Barbara Greason, Doug & Nancy Pratt, John Seaman, Ron Scott, Greg Walthour, Ken & Penny Wildman. Prospective members attending were Hugh & Peg Fowler and Randy Spors.

Vice President, Diane Galli opened the meeting at 3:25 p.m.

Minutes/Tres Rpt.: No previous minutes or Treasurer's report were available.

Old business: There was no old business.

New business:

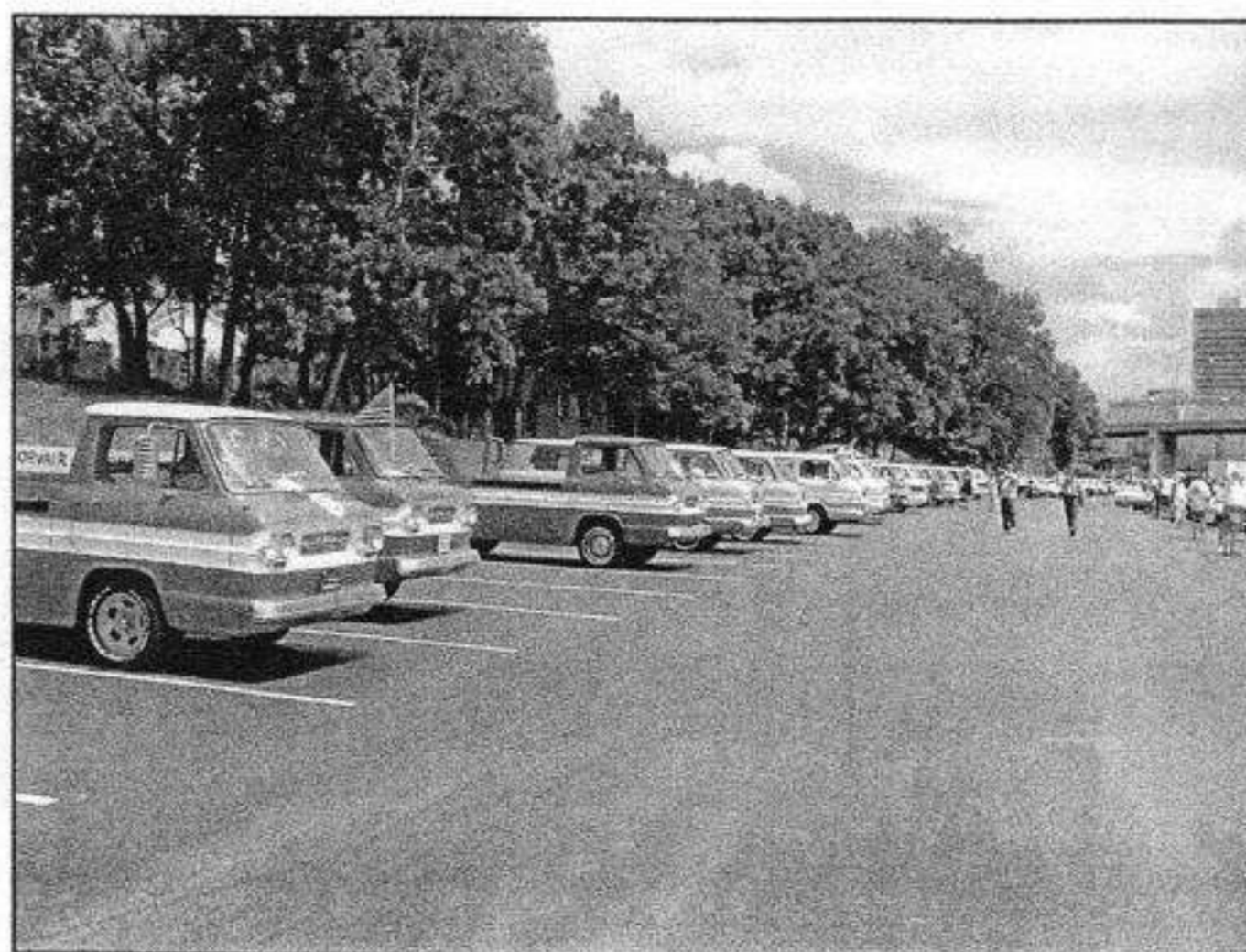
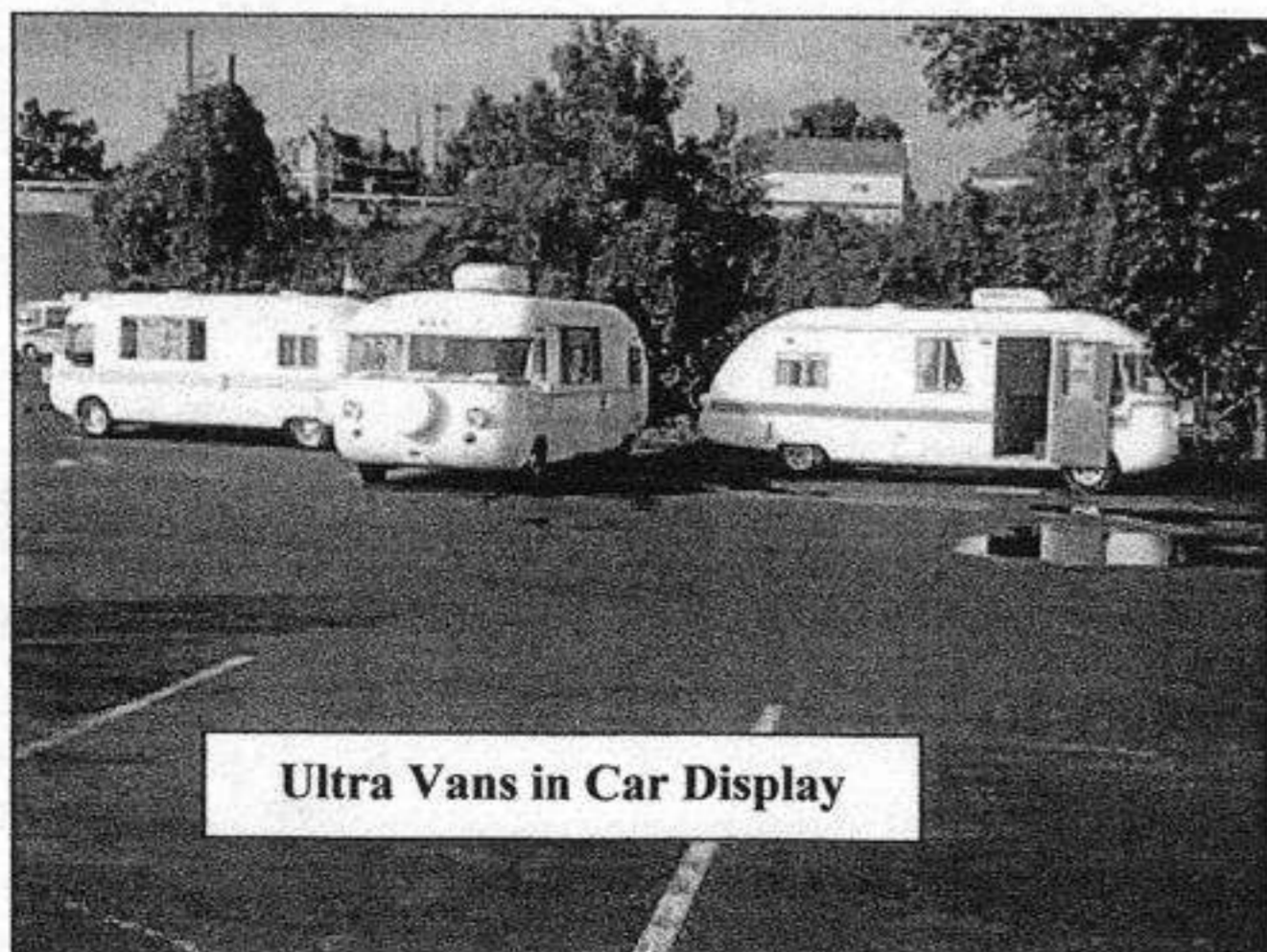
Diane Galli announced details of the National Rally as follows:

When: September 13-19, 2004

Where: Red Rock Lake, IA - Group Camps 1 & 2, Whitebreast Campground (near Pella, IA)

Cost: Cost will be \$15 per unit or less

Walt Davison recommended that those desiring to check integrity of aluminum parts contact aircraft propeller shops; not local airports. Also, to purchase large sheets of aluminum, contact Airparts, Inc. - 2400 Merriam Lane - Kansas City, KS 66106 - phone: 1-800-800-3229. Discussion of aluminum repair followed. At 4:30 p.m., Vice President Diane Galli adjourned the meeting.



Western Summer Rally Report

By - Marsha Boso

Hosts: Forest & Sally Gist & Richard & Tricia Shepard

In Attendance were: Bob & Diane Galli, Lew & Shelly Young, Dan & Betty Reinhardt, Ed & Shirley Noddin, John & Elaine Leigh, Doug & Meg Bell, Forest & Sally Gist, Richard & Trish Shepard and Howard & Marsha Boso. 3 Ultravans were there, 1 Tiara and some other brands. Oh, well we are all Ultra people at heart and there is lots of love among us for the Ultras and one another.

Camp Site: Antique Powerland: Antique Powerland covered quite a few acres of land. With the exception of one other camper, we had the campground to ourselves most of the time. We camped in the midst of many antique tractors, an antique fire engine, bulldozers, trucks, a working trolley & miniature railroad.. The Antique Powerland was comprised of many buildings one of which housed a truck museum. It seemed unusual to see a collection of vehicles other than cars in this collection. When we arrived there were tractors scattered all around and among the buildings. Coffee call was held each morning. There were other options of things to do, but the majority just wanted to sit and chat most of the time..Chats & Tech Session were ongoing throughout the days ahead.

Wednesday July 14: Even though quite a few arrived early this was the time set aside for arrivals & Registration. After a very leisurely day we all went across the street to a nice little place called the Chalet pies were a specialty. All seemed to come out feeling quite satisfied. Is this our favorite pastime?

Thursday July 15: This morning the fellows went on an excursion to Dale Manufacturing. Dale Manufacturing was established in 1977 by David A. Lansather. David is a major rebuilder/redesigner of Corvair parts to include bolted flywheels, harmonic balancers, distributors and throttle linkage. When we arrived at Dale's shop he had a flywheel on his lathe and he demonstrated how he machines and polishes to get a quality flywheel product. Dale also, brought out his custom built Corvair Turbo powered sport car which he had hand made. This car is a masterpiece of design and manufacturing and was admired by all. Dale was a super host and our visit was enjoyed by all This evening we had a great potluck dinner then afterwards we were honored by the presence of Ultra members Johnny Leigh and his wife Elaine. Johnny entertained us after dinner with his accordion and great old songs to take us back to our youth. We visited throughout the evening and enjoyed the beautiful weather in an outdoor dining and music hall.

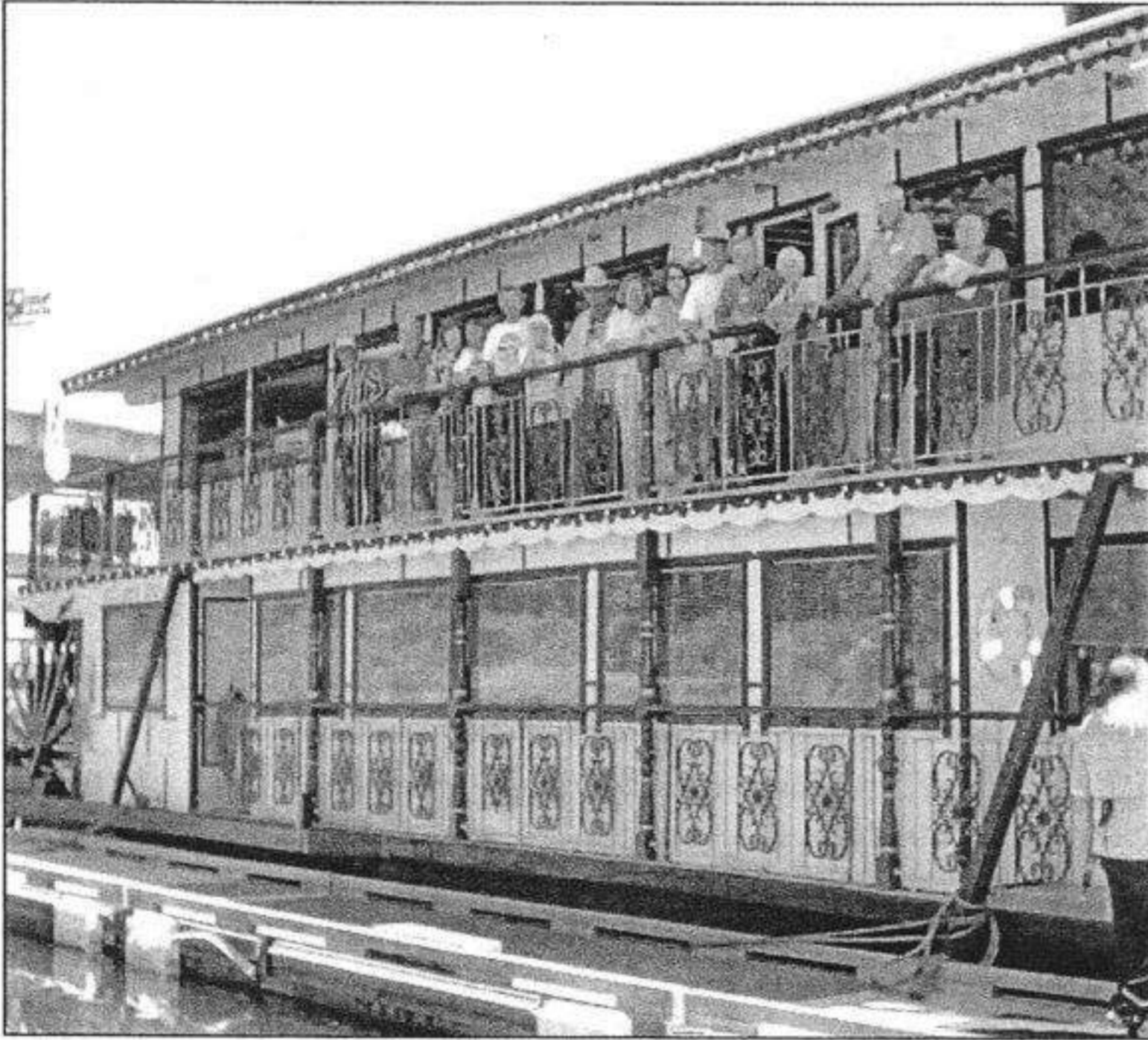
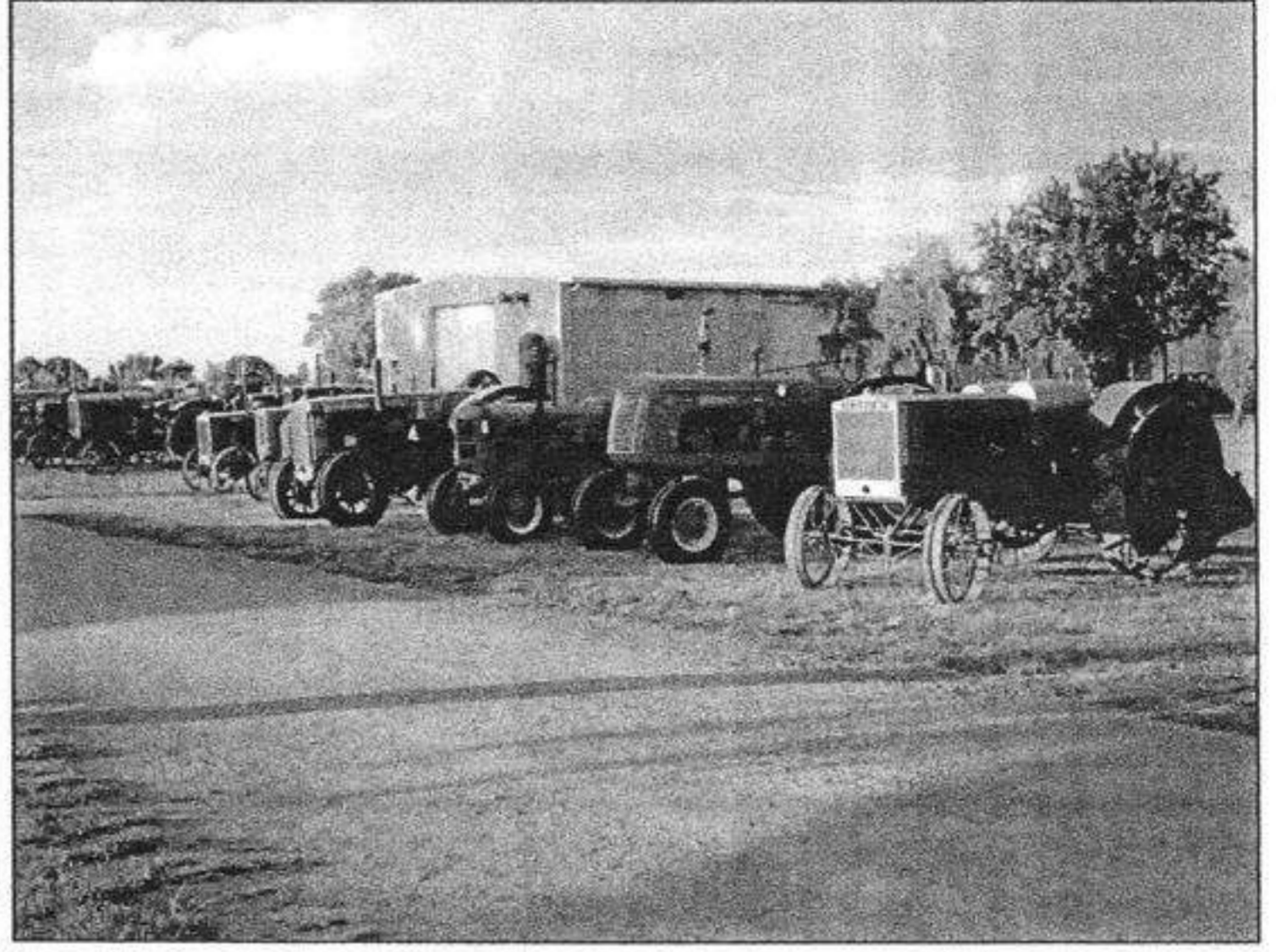
Friday July 16th: Today the whole group took a beautiful drive down by the Wilamette River. We all boarded the Willamette River Queen Stern Wheeler) and were delighted to be served a great lunch in a wonderful atmosphere of the elegant decor and pleasant jazz music as we made our way along the river. After lunch there was time to watch the scenery as the Captain filled us in on the interesting history of the river. Betty Reinhardt earned her Jr. Captain License when she took a turn at steering the old stern wheeler. It was a wonderful experience. On our way back to Antique Powerland, we all caravanned and ended up at Harbor Freight for a special Friday discount. Harbor Freight isn't just for men, some of us women found it quite interesting and found some things to buy for ourselves. I think quite a few got some great deals. While taking a nap we were awakened by a tapping at the door with an announcement that there would be a Western Regional Ultra Meeting right away. That's what I call planning the activities as you go. We discussed old business, new business, candidates for the election and possibilities for the Ultra National for 2005.

Saturday July 17th: Today there was quite a sight to see. As I had said earlier there were tractors scattered all over the premises when we first arrived. Well, there was an antique tractor parade with announcer telling about each one as they went by. The unique feature was that many were attached to one another and being pulled along in a line by a running and powerful tractor.

Tonight we were favored by a special Turkey Barbeque. The turkeys were cooked by sitting on a rack with a can of special juices and beer inserted into the cavity of the turkeys on a covered grill. Very moist, flavorful and tender. The people responsible for this delicacy were Richard & Trisha Shepard. We all pitched in with side dishes and desserts. And of course there was lots of chatting going on.

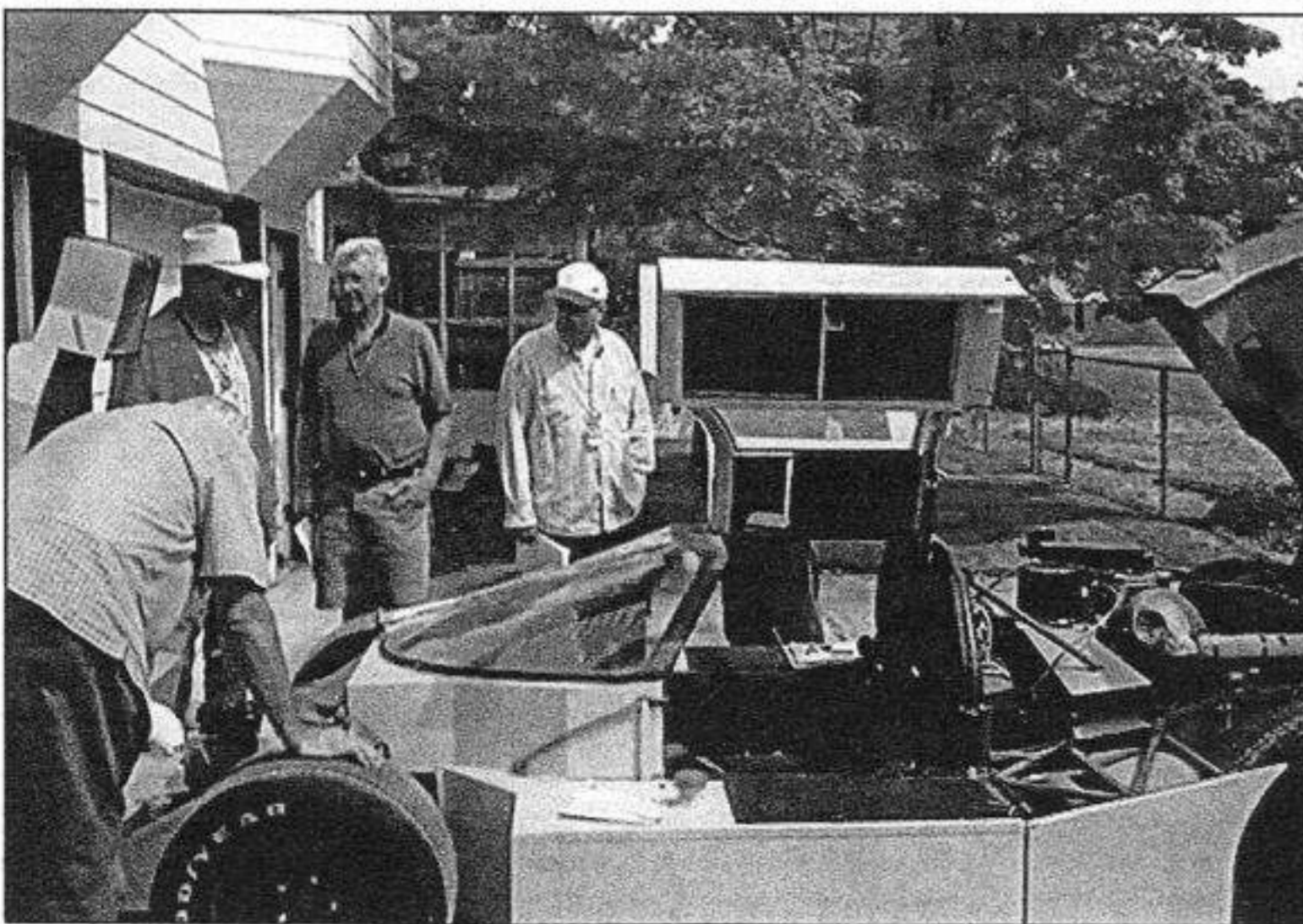
Sunday July 18th: This morning many visited the Truck Museum which is on the premises of the Antique Powerland. I believe they saw things that they had never seen before. We got to watch the trial runs of the on premises Trolley and the Miniature Train which do provide rides for visitors on certain occasions.

Monday July 19th: Although some goodbyes were made in the days before, this was the end of the Rally so all of us who were left lingered as long as we could reluctant to say goodbye and promising to see one another in the near future at upcoming events.



Western Summer Rally Photos

The attached pictures are at the Western Summer Rally and a tour of Dale Manufacturing during the Western Summer Rally. The pictures are of David Langsathyers' (Dale) Corvair Turbo Powered Roadster and Ultra Van members.



SCHEDULE OF UPCOMING EVENTS

| EVENT | WHERE | DATES | CONTACT (see Flyers on next page) |
|---------------------------|------------------|-----------------|---------------------------------------|
| Ultra National | Pella, Iowa | 13-19, Sept '04 | Martha & Ron Zoutendam (712) 324-4660 |
| Western Fall Rally | The Slabs, AZ | 8-11 Nov | Marlene & Jim Craig (760)366-9104 |
| GWFBT&SM | Palm Springs, CA | 12-14 Nov '04 | Vintage CORSA of Orange County |

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 camp-site 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

2004 ULTRA National Rally

Lake Red Rock, Iowa

Monday, Sept 13 to Sunday Sept 19, 2004

Group Camp at Whitebreast Campground, on Iowa's largest lake.

Fees will be \$15.00 per night (note the increase from last publication!)

Many activities are planned, We will have the usual Tech and craft sessions

We will dine at Central College, get a history lesson regarding the Dutch people who settled in central Iowa (Pella) in the 1800's

We will tour the National Sprint Car Hall of Fame and Museum in nearby Knoxville, IA Opportunity to attend Race event on Sat. evening.

At the time of printing, we have 22 units coming and we anticipate more. Please help us reach our goal of 25 units!!

Pre-register by contacting us as below. IF YOU HAVE ALREADY CONTACTED US, LET US KNOW IF YOU WANT "T-shirts", Number and Size (s).

Ron and Martha Zoutendam

417 6th Ave. Sheldon, IA 51201, fax to 712-324-6515, or email to zout@rconnect.com.

Name _____

Coach # ____ Phone # _____

email address _____

I will come _____ I want to (hope to, will try to, etc)
_____ with Rv _____ without RV _____

How many people? _____ How many days _____

T-SHIRTS: Preorder: number ____ size(s) _____

Preparations for 2004 National Rally:

Martha and I have been working on the arrangements for the Rally to be held at Lake Red Rock on Sept 13-19. Reservations were made last September since they allow reservations to be made 360 days in advance, so I locked that in. We have reserved a "group camp" at Whitebreast campground, a federally owned camp operated by the Corps of Engineers. The camp has 19 official spots but I was informed by the maintenance man and the Ranger that we can double up if necessary. We are confident that we WILL NEED more than 19 spots and therefore WILL double up. I'm sure that a few of us will "dry camp" and that will make it easier. There are a number of "pull through" spots which will be very amenable to doubling up.

Red Rock is located about 11 miles from both Pella and Knoxville, IA. Pella is the home of Central College, where Martha and I met during our freshman year. It is a "Dutch" town and has much to offer "tourist-wise" and is a very nice city in all regards. Central is a small liberal arts college of the Reformed Church in America (to some, known as the "Dutch Reformed Church" *Surprise!!!*). We were married between our Jr. and Sr. year. Originally we had planned to get married after graduation, or even after Medical School, but I guess the "hormones" were raging and we did the unheard of at that time (1953). We got married and both finished college, and surprise, didn't have our first child until three years later.

Lake Red Rock was non-existent at that time, the dam having not been built. I'm sure it was, at that time more than "a gleam in someone's eye" but Martha and I were concerned about other things and didn't *know* about dams and such things (other than *zoutendams*). Oh yes we had heard about Peter and his finger on the dike!

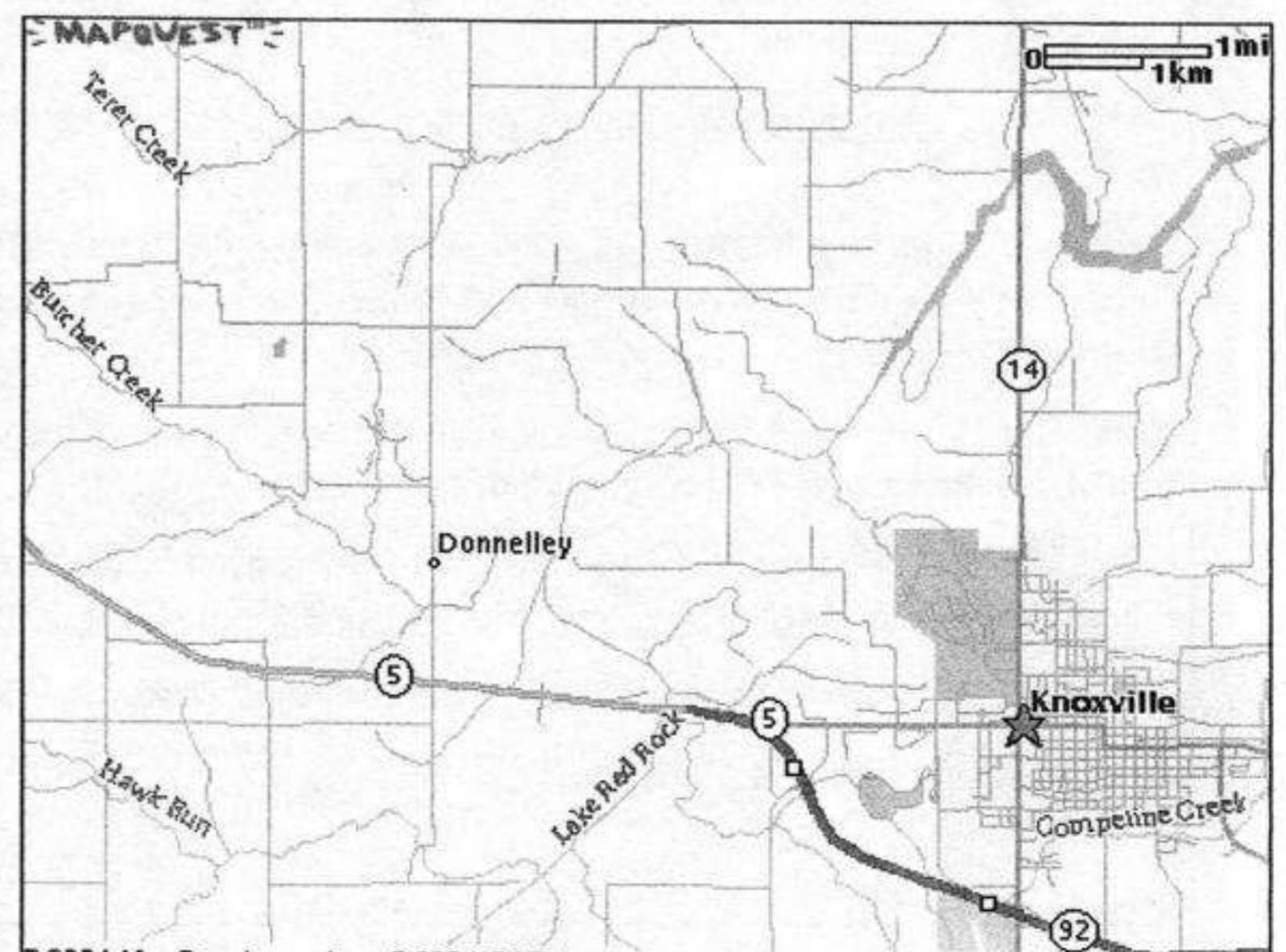
We have visited Pella and the area many times over the years, but a few weekends ago, visited the area with the sole purpose of arranging interesting things to do at our Rally. To be honest we *were* in the area for a Saturday evening All-school reunion at Ottumwa, Ia. of alumni of Martha's HS. (The HS no longer exists since the state closed it down in 1991...they couldn't find any more students of her caliber and consequently didn't think the schools existence was justified.)

The next day we went to Pella and visited with several college friends, and even grade school friends. Attended a favorite church.

Monday, we really concentrated on the rally. First thing, had an appointment with Connie, the Tulip Tea Room owner. We tentatively booked the place for our banquet on Friday night (Sept. 17). We know that some of us are NOT the "tea room" type of people. But after visiting her, and her little restaurant, we felt that even the guys would like it, We will have typically "Dutch" food and we think it will be really nice. We want to have as nice a place as we did in Amana, and we think we will attain that.

I then visited with some of the PR people at the College. They offered to pick us up with their courtesy vans and feed us at the college (free!) Of course, as an alumnus of the college, anything "free" will probably come back to haunt me.

After that, we went to the Pella Opera House (restored) and the Historical Village. The opera house tour is short and we will hear a few numbers on an old restored Theatre Organ. Then we took a tour of the Village, and its new ("OLD") working windmill. The windmill still grinds wheat for flour for one of the Pella bakeries. Since there was no wind that day, we only "heard" about it from a real native born "Hollander". As much or as little time as one desires, could be spent on the rest of the Village. It is a typical museum type of place. Some will find it more interesting than others.



Preparations for 2004 National cont.

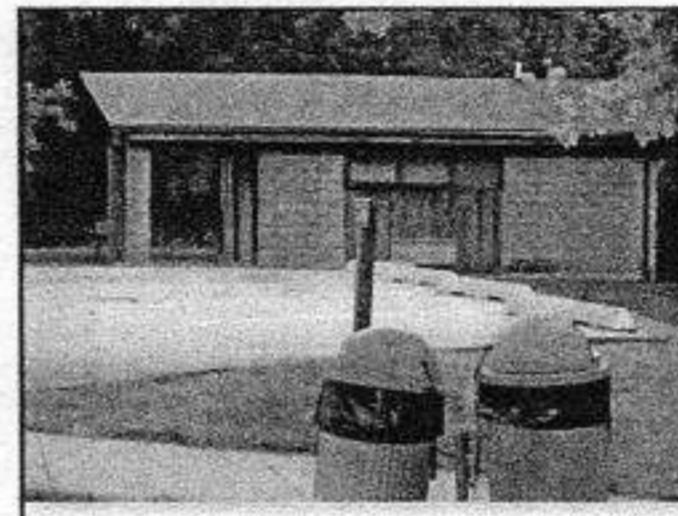
After lunch we visited the "Scholte House", the home of the original founder of the city. This too, is a very interesting place. Before visiting there, however, we listened (and watched) the "Klokkenspel". The Scholte tour is the foundation of Pella's history. Some may not want that much history and so it will be an optional part of the rally activities. We have, however, booked a lady (Beverly) who will come to the campground on the evening before and do an impersonation of the Mareah, the wife of "Dominie (pastor) Scholte" and wet our appetite for the historical tour the next day.

Not to overlook Knoxville, on the other side of Lake Red Rock, we drove there later in the afternoon and in the midst of a downpour, briefly looked at the National Sprint Car Museum and Hall of Fame. One look, told me that it would be a "hit" with many of our members. I visited with the people there about the schedule at the Knoxville Raceway, and indeed there will be an event at 7:00 p.m. on Sept 18.

We then visited another restaurant as an alternative place for our banquet. However we have since eliminated that possibility, and as of this time, will go with the Tulip Tea Room. So guys, bring along your best Knickers and shoes (wooden, that is).

Not wanting to end the day too early, we then stopped at the Whitebreast campground, on our return to our Pella accommodations. We were fortunate to visit with the Ranger and a maintenance person. The area we have reserved is very nice, on the lake, and will be secluded from all other campers. Of course in mid September there will be few others (except on weekends) Disadvantages of the place: no heated or cooled room. So the facilities are similar to those in Hannibal. The shelters at Whitebreast are smaller, than the one in Hannibal, but there are two (one for Gals, and one for Guys). I asked if I could nail tarps on two sides of each, and maintenance man said "certainly" So I think that we will be OK as far as rain, etc. is concerned. Now all we have to do is pray for pleasant weather. If such is not the case I think we will have a good time there anyway!!! I have arranged for alternate indoor facilities but such will be at driving distance only.

Elsewhere in this issue, you will find a registration form, as well as other specific information about the intended schedule. We think everyone who attends will enjoy the rally, the facilities, and the planned activities.



Tentative schedule: 2004 Rally Revised on July 20, '04

Monday: Arrive, register, eat on your own. Evening "get acquainted" session.

Tues.day: Coffee and rolls (every morning), then visiting and late registration. Afternoon: Tech session and crafts. Pot Luck at supper time followed by a presentation which I have arranged regarding Pella's history

Wednesday: After Coffee and rolls, Central College will pick us up. Tour the Pella Opera House and Historical village. At noon we will eat at the College, with a speaker from the college. After lunch, some might want to return soon to the campground and others might want to browse around town or see some more history, museums, etc. Dinner on our own in our Ultra's or "wherever" Will play the "Ultra Game" later

Thursday: Coffee and rolls, General business meeting followed by East and West Meetings. P.M. Visit the Biology station on the Lake (run by the college) and hear some history of Red Rock Lake or go to town or "loaf" Dinner: Local Pork Producers Assn. will bring grill and will grill Pork Loins. Games and/or travelogue after dinner

Friday: Coffee and rolls, then Tech and Craft sessions. In afternoon Sprint Car Hall of Fame and Museum in Knoxville, others might want to defer that until Saturday or even Sunday Evening, Will have Banquet. and program. Probably about 5:00pm. Yankee Swap to follow.

Saturday: I have invited the ICE people to visit. would welcome them and have "open House" of our coaches. Depending on arrangements, might do a "parade" Later in the Day we could go to the Hall of Fame, etc. Dinner on your own, Sprint Car races.... at the Knoxville Raceway at 7:00 pm.

Sunday: Coffee and rolls and Church or home for those who wish.

Ultra Van #163 's Story continues!

Ultra Friends:

Just thought that I'd send you a little update from the field, but before that I should probably introduce myself. I've been into corvairs for a few years now and have mostly been wrenching on a '63 Monza convertible. I've seen Ultra Vans around occasionally via the web, at an occasional show and of course at the fan belt toss. Anyway, several months ago I picked up Travalon #163 from Robert Craig and have brought her down to So Cal in Redlands.

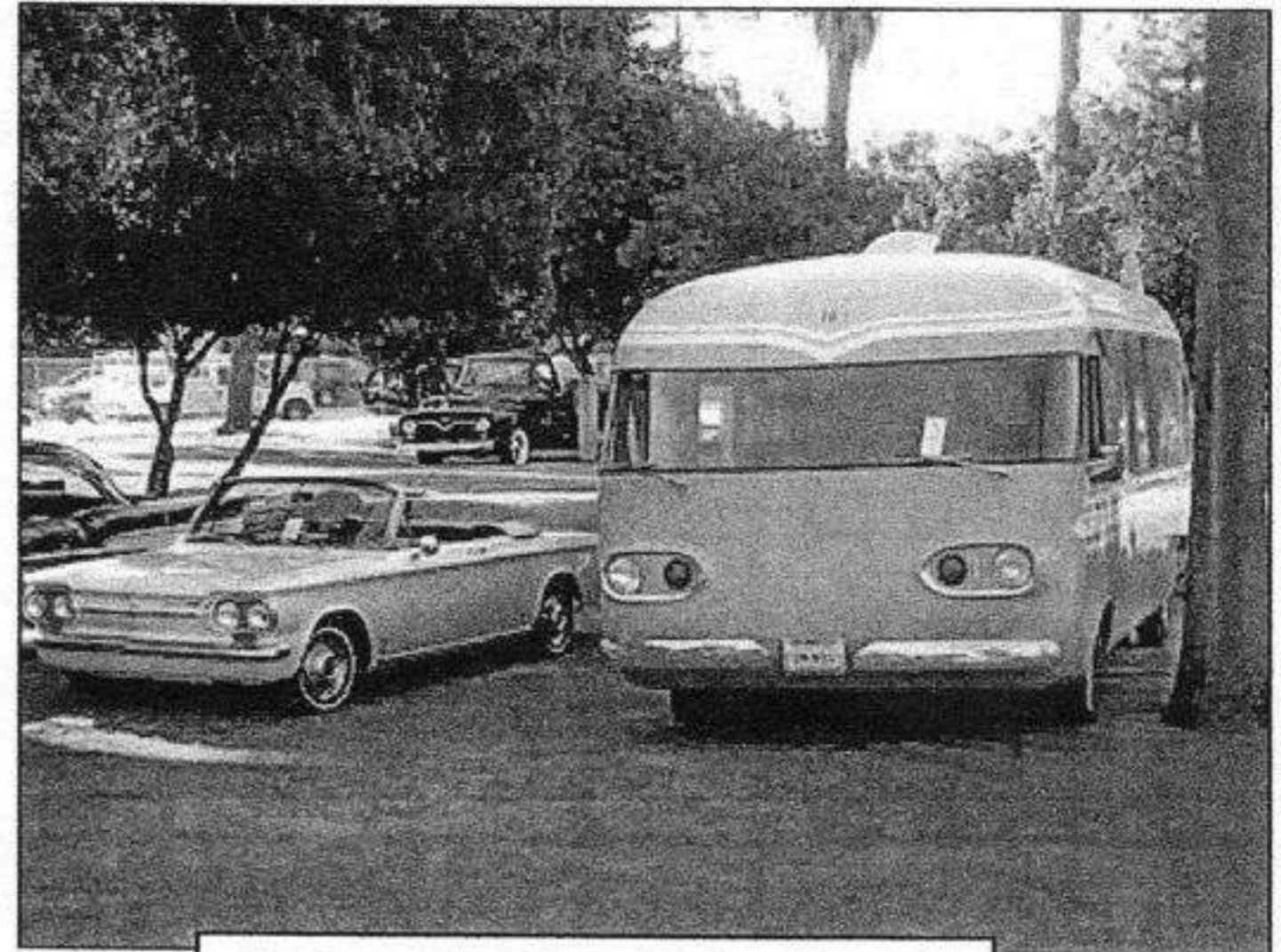
Anyway, it was a crazy weekend; on Saturday Redlands had a pretty good sized car show. All in all it's a great event. Having it in a nice grassy park with live music, beer garden, chili cook off and other novelties, you cannot help but have fun.

My wife Kelly and I drove the Travalon and convertible to the show and met up with a couple other friends with classic muscle cars. I'm always amazed at how much attention the Corvair gets, but with the Travalon there it was a whole different story.

As you can imagine the Travalon stuck out like a sore thumb and was almost like a magnet drawing people over to get a better look. I put a note on the side encouraging people to climb in and check it out. Once in side it was great to see the look on peoples faces. Nearly everyone commented on the spaciousness and general simplicity. It was also great to see some people be generally excited that it's in the Corvair family which also caused a lot of old Corvair memories to be conjured up.

The local paper did a little story on the show which partially featured the Travalon. I entered it in the "Special Interest" class but a pretty sweet Cadillac Hurst won that category. This being a purely fun show the judges decided to make up a special category for motor home class so that they could award the Travalon a trophy. All in all it was a fun show run by some great people. Generally I'm not that into going to all the car shows but this one is a particularly fun time with great people.

Cheers: Brian & Kelly



Don't you just love 'Early Models'?



Nice crowd waiting to see #163! What a beautiful place to hold a car show.

Southwest Stopover

Hi Jim: Bob and Diane, on there way to Kentucky, stopped off and spent the night with us here in Oklahoma. We enjoyed meeting and visiting with them, and I told them that anyone coming thru this area were welcome. We are only about 20 miles (South) of I-40, between Hwys 69 & 2 on the maps. Diane said to tell you & you could publish this for anyone coming thru on I-40.

Leo & Sue Boatright, Phone: 918-452-2547, email: www.lboat@crosstel.net, where: Eufaula, Oklahoma

UVMCC Financial Statement January 1, 2004 - June 30, 2004

January 1, 2004 Opening Bank Balance \$ 2,672.19

Receipts

| | | |
|---|-------------|-------------------|
| Dues (including prepaid 2005/06 - 26 @ \$15 = \$390.00) | \$ 1,422.00 | |
| 101 Project | \$ 311.00 | |
| Merchandise | \$ 19.00 | |
| Total | \$ 1,752.00 | <u>\$1,752.00</u> |
| | | \$4,424.19 |

Expenses

| | | |
|--------------------------|-------------|--------------------|
| Ultra Sounder Newsletter | \$ 641.70 | |
| Postage | \$ 245.08 | |
| Printing Rosters, | \$ 179.34 | |
| Stationary (envelopes) | \$ 19.72 | |
| Exchange Canadian check | \$ 10.55 | |
| Bank checks | \$ 9.56 | |
| Total | \$ 1,105.95 | <u>\$ 1,105.95</u> |
| June 30 Bank Balance | | \$ 3,318.24 |

CD Maturing August 13/04 \$ 2,575.07

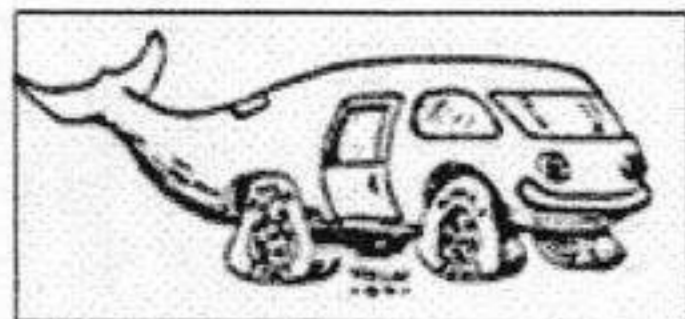
Ultra Emergency Fund \$ 2,463.92

Respectfully Submitted, June 30, 2004

Marion Helmkey, UVMCC Treasurer

Ultra Skin and Repairing it.

The base metal is **2024-T6 Alclad** about 0.040 I think. All structural panels are that composition. The ribs tanks and center top filler strip are mill run aluminum. As a ASAE member and someone who supervised the guys repairing aircraft for several years, I could never sanction pop riveting any structural piece. The proper repair should use punched holes and bucked rivets. Bucking the rivets expands then so the wedge into the holes not only filling the hole completely but actually work hardening the hole making it more crack resistance. If you cannot punch the required rivet hole, the hole should be drilled with a 135 degree twist drill and the hole chased with a cleanup file or reamer. A drilled hole used by any other method will have several stress risers left in on the edges of the hole. This will lead to micro fractures (cracks) forming around the hole in the plane of stress. Remember the Ultras have no frame, unlike Airstreams, Alumina-lites, etc. The entire structural load is carried by the side, and side rolled panels. No other vehicle I know of uses this type of construction. **Jim Davis, Tech Editor**



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>

The following article from "Turf" magazine was submitted by Bob Galli. The comments at the end were submitted by Rad Davis. [Jim Davis]

GASOLINE

Background:

The gasoline used today is different in characteristics and components as compared to the gasoline seen even five to seven years ago., and vastly different than that seven to 13 years ago. Two factors are present to shorten the shelf life of fuel. Economic: stretching the amount of gasoline available from a barrel of crude oil. Environmental: additional of oxygenating ingredients in an attempt to improve overall air quality. Both of these factors result in fuel that has a shorter shelf life, is harder on soft components (elastomers) and leaves deposits (gum, tar, varnish) at a far more rapid rate than fuels of the past.

In the 1950s, approximately 28 % of ta barrel of crude oil was refined into gasoline. This was known as straight run gasoline. As the most lucrative high-volume production of crude oil is gasoline, petroleum companies have developed evermore exotic refining and cracking methods to pull more gasoline from a barrel of crude oil. Today, that 28% has been increased to more than 45% and , depending on the source of the crude can go as much as 75%. The negative effect in the more exotic refining processes is that they create olefins and diolefins, which shorten shelf life due to oxygenation and to promote the rapid development of tars, gums, and varnishes. For this reason, most OPE manufacturers recommend 30 days as the recommended shelf life for gasoline. If used in extreme high temperature conditions and stored in an aboveground fuel container (plastic gasoline container), we would shorten that to one week.

Note: The shelf life of gasoline can be extended by the use of oxidation-reduction compound known as a foul stabilizer. Several manufactures offer this compound among the most commonly used worldwide is Sta-Bil. Use of these compounds, as directed, can extend the self life of gasoline for as long as one year.

It is our position that use of a fuel stabilizer for engines that will be stored for a period of time is superior to draining fuel and running the carburetor dry. The potential for damage to diaphragms and gaskets is far greater as those components dry out.

Oxygenated fuel:

Environmental concerns and subsequent regulations for improving air quality led to the use of oxygenated fuels - fuels containing an oxygen-bearing component. Though not present in gasoline, adding an oxygenate will provide a lean mixture; improving overall emissions. These compounds also improve octane; something drastically reduced when lead was removed. At the same time, this is method to extend the quality of gasoline available from a barrel of crude oil.. To the petroleum companies, this has become a very popular practice. The regulations, economics, concern for diminishing supplies and the need to keep octane levels high have made use of oxygenates attractive.

The three most common oxygenating ingredients are: methanol, ethanol and MTBE, a derivative of methanol. Methanol is produced from natural gas or petroleum and is commonly known as wood alcohol. Ethanol is produced from corn or grain and as grain alcohol and is commonly found in spirits, beer, wine, etc. As it comes from a renewable resource, it is looked upon in high regard by environmentalist groups and agriculture industry in countries with air quality problems. MTBE is produced by the reduction process where methanol is reacted with isobutylene. This is done to reduce the negative effects of methanol.

All of the se components re not with out undesirable characteristics. Alcohols (methanol and ethanol) are chemically unstable in gasoline. Specifically they do not want to stay mixed due to the hygroscopic effect when water is present. Alcohol is naturally attracted to and readily absorbs water to the extent that it will combine with water, and then as the heavier component, it sinks to the bottom of the tank. This process is called phase separation and is serious concern when alcohol levels are high. As the water/alcohol combination is at the bottom of the tank, it goes inside the engine first and sometimes at a level that poses the potential for engine seizure. The alcohol also acts as a degreasing agent and washes the protective lubrication film off of components, leading to rust, corrosion, and the potential for accelerated wear. In addition, when used in higher ratios, they can cause deterioration of gaskets, grommets, fuel lines, etc.

MTBE (methyl tertiary butyl ether) has eliminated the undesirable effects of straight run alcohols, but has brought in several of its own negative characteristics. The sensitivity to detect MTBE is far greater than gasoline, perhaps by a factor of 1. Simple refueling in the U.S. has led to thousands of complaints of headaches, dizziness, nausea, burning of the eyes and sour throats. Even more serious is groundwater contamination. In minute amounts too low to present any health risk, drinking water will be tainted to the point that it is undrinkable. Once present in groundwater it is difficult to remove.

MTBE is being phased out as an oxygenating ingredient in the U.S. At the same time, the resultant surplus is being sold as an oxygenating ingredient for gasoline production elsewhere in the world.

Alcohol shaker test:

To test for the presence of alcohol and the approximate percentage, a simple shaker test can be done to trigger the phase separation. This can be done with a straight-sided glass cylinder or beaker with graduations on the side. Briggs & Stratton's P/N 100023 Gasohol Test Kit is a commonly available and inexpensive tester. In summary, by adding a measured amount of water to trigger phase separation, the percentage of alcohol present can be derived by the separation line and the amount shown above the water that was placed in the tube. Overall, a 10% ratio is considered acceptable, but serious problems will be seen if the amount is 20 to 30 percent.

Note: This test separates approximately 90 percent of the alcohol present. If the test results show 10 percent, the actual is approximately 11 percent. Caution: This tester is not effective if MTBE is present. Only laboratory test apparatus can be used to arrive at the percentage of MTBE.

Octane rating system:

RON - research octane number, taken at light load under acceleration.

MON - motor research number, taken at high load and RPM.

$RON + MON / 2 =$ formula used in N. America (found on each gas pump)

A higher MON number is considered to be a better performing fuel.

Reid Vapor Pressure (RVP):

A test and rating system used to measure fuel volatility. Propane and butane gas are commonly added at various levels to match a historical monthly temperature chart for each region of the country. Worldwide, the figure is normally in the range of 48 to 103 kPa (7 to 15 PSI) for regions with clear seasonal changes for winter and summer. The less the climatic variation between the seasons, the lower the spread between summer and winter numbers. The only cause for concern is an unseasonably warm day occurs or when fuel blended for a cold local area is transported into a warmer climate.

To avoid potential problems with a higher RVP fuel (vapor lock) keep engine temperatures as low as possible to avoid hot start problems. Many times, simply adhering to good maintenance practices (clean cooling fins, intake passages, etc) will avoid the potential for vapor lock.

For the future, several air quality proposals are in the process to reduce summer RVP in populated, and industrialized areas, such as Brisbane. One would reduce the RVP limits to 65kPa (9.4 PSI).

Fuel recommendations:

Use fresh fuel with at least 91 octane rating.

Recommend your customers use name-brand fuel that has given good performance.

Avoid cut-rate/economy brands.

Do not store fuel longer than 30 days (one week in high temperature conditions.).

Use fuel stabilizer if equipment must be stored for long periods.

Keep cylinder fins and cooling air intake areas clean.

My son Rad spent over 6 years testing automobiles, automotive fuels, fuel saving devices, and specialized catalytic converters for the EPA. I asked him to review and comment on the article submitted by Bob Galli. [Jim Davis]

The author's analysis of the two causes of reduced gasoline stability is accurate, although he ignores the influence of regional variation in crude oils and the effect this has on both refinery processes and the trace components found in gasoline. Put simply: if the US used less oil, we could be pickier about quality.

Smell is probably the simplest way to determine the freshness of gasoline. Gasoline straight from the pump has a biting smell reminiscent of acetone. Gasoline which has aged loses the sharpness of scent as the volatile fractions boil off. As it continues to age and begins to oxidize, the smell changes again to something progressively more reminiscent of turpentine or varnish. This is not accidental--the reaction products of the oxidation process are similar to the volatile fractions of pine oil. The author's point about the badness of above-ground warm storage is accurate--the reaction rate for these decay processes doubles with every 20 degrees Fahrenheit.

Sta-Bil is wonderful stuff. It's actually a common over-the-counter antioxidant (EDTA) used in everything from food to car batteries. Used according to the direction it will keep your fuel fresh for months at a time. It's worth noting that 1) exposure to the oxygen in air is always a bad thing for stored gasoline, and 2) exposure to moisture is always a bad thing both for gasoline and the fuel system. There are two ways to minimize moisture exposure: 1) fill the fuel tank (this minimizes head-space of air above the fuel and the resulting moisture and air intake during changes in temperature and pressure, and 2) consider using a desiccant tank vent if you're going to be storing the vehicle in a less-than-completely-dry area.

You'll need to do a little creative adaptation to use a 55 gallon drum vent dryer on a vehicle, but it shouldn't be that hard, and given the fragility and difficulty of repair of the UV fuel system, it's probably a prudent measure for storage of more than a few weeks. See http://www.agmcontainer.com/desiccant/DVD_City/index.htm for more info on a typical example.

Oxygenating additives: Stay away from them for storage purposes if possible-- they're all more reactive (and, in the case of the alcohols, more biologically active) than un-adulterated gasoline. It is worth noting that Ultra Vans are among the few vehicles still on the road that actually get some mixture enleanment from oxygenate additives--almost everything newer than about 1980 has some sort of feedback controlled mixture adjustment that renders any supposed environmental benefit moot. Expect your carbureted engine to run a little leaner, and therefore a little hotter with an oxygenated fuel in the tank. Also expect harder starting in cold weather because the oxygenate fuels tend to have inferior cold fuel vaporization in carbureted vehicles.

Of the three common fuel oxygenate additives, the least obnoxious to your fuel system is MTBE, which is (perhaps unfortunately) being phased out. The most obnoxious is Methanol. Methanol is corrosive to aluminum, and there's a lot of aluminum in the UV fuel system. The author's point about hygroscopicity of oxygenate fuels is, perhaps, a little dramatic, but it does underline the importance of keeping the fuel fresh when the vehicle is being driven, and of minimizing its moisture exposure when the vehicle is being stored.

The author ridiculously over-simplifies the fuel octane numbering system. "Regular" gasoline in most places in the US has had an effective knock resistance of around 90 RON and around 85 MON since 1950 or so. The price premium for higher octane ratings used not to be as great, so it was very common for car engines to specify higher than "regular" grade fuel in the 1960s. The owners manual specification for the 110 HP Corvair is somewhere around the modern "mid-grade" 89 Pump Octane Number standard, which is pretty close to a good regular or an average "ethyl" (91-93 RON) fuel of the mid 1960's. The US government adopted the "Pump Octane Number" average of the two ratings to force all the oil companies to report fuel knock resistance with a common measurement. If you don't experience ping, you're doing fine. If you do experience ping, you should change fuels or adjust engine tuning until you don't have ping anymore. Fuels blended for altitudes above 5000 FT ASL typically have a lower pump octane number, because the oil companies can save a few pennies without most people complaining.

RVP is normally not an issue unless you've been storing a fuel across seasons. Winter grade fuel is too volatile for summer, which usually results in vapor lock. Summer grade fuel probably won't cold start easily in winter. The only other case where this is a problem is when you take summer grade fuel from sea level into the Rockies, or take mountain-blended fuel to sea level. This is sort of like using fuel out of season, but not usually as drastic. Of more concern is that carbureted engines are much pickier about RVP than fuel injected engines are. Since most cars on the road are fuel injected, the oil companies have been doing a less-than-stellar job in maintaining consistent volatility standards, which results in more driveability issues than carbureted cars had fifteen or thirty years ago. If the reduced RVP initiatives of EPA and CARB come to pass, expect harder morning cold-starts in the summer months as a reliable consequence.

Windshield Wanted: I am interested in locating a Passenger side windshield for our Ultra Van. I would prefer the original type. I thought that some, have installed the new type and may have saved their old windshields. I would like to find one closer than California. Preferably East of the Mississippi river. My address is **Kenneth Bell**, 2535 Dutch Ridge Guysville Ohio 45735 Phone 740-662-2403 or E-mail kenneybell@webtv.net.

From The Ultra Van Archives

by Norm Helmkey

Ultra Inc. mailed out an information package to prospective buyers which included the following list so the buyer could check off comparative items between the Ultra Van and other motor homes they might be considering. The Ultra Van list called out 78 standard features.

Many items on the Ultra Inc. list would be standard vehicle items required by law such as lights, brakes, etc.

The original list was typewritten, with hand-printed headings, then was reproduced on a duplicating machine. In all, not too professional when one considers they were competing with big companies like Bluebird, Clark (Cortez), Travco and Winnibago. Also, the list apparently was not edited too well as changes were implemented in production or the terminology was not always correct. For example, #29 mentions: "Heavy duty engineered "A" frames - front & rear - upper & lower." There are no "A" frames in the rear. Number 33 mentions fiberglass water tanks, but from my experience these are quite rare.

Number 35 lists the grinder pump as standard equipment, but on the coaches with the gravity dump system, the grinder pump was an optional extra. In any case, it is an interesting exercise to review how far the Ultra Van was ahead of it's time. **"Motorhome of the future built in the past!!!"**

Ultra Van Specifications

We are proud of the completeness of our Motor Home. Compare the furnished features with other makes to see the value. The following is **STANDARD** on the **ULTRA VAN**:

| | UV | Other | M | H |
|---|----|-------|---|---|
| 1. Complete riveted shell - monocoque construction - painted white | X | | | |
| 2. Safety glass in all windows - (Tinted Windshields available - see options) | X | | | |
| 3. Sliding aluminum framed windows - screened | X | | | |
| 4. Awning-type drip rails | X | | | |
| 5. Triple clearance lights - amber - centered over windshield | X | | | |
| 6. Triple clearance lights - red - centered over rear window | X | | | |
| 7. Two side clearance lights - amber - top front corners | X | | | |
| 8. Two side clearance lights - red - top rear corners | X | | | |
| 9. Two side reflectors - amber - over front wheel openings | X | | | |
| 10. Two side reflectors - red - over rear wheel openings | X | | | |
| 11. Two windshield wipers - electric - windshield washers | X | | | |
| 12. White ethafoam bumpers - reinforced - front and rear | X | | | |
| 13. Dual window - sliding style - in entrance door | X | | | |
| 14. Solid latching entrance door | X | | | |
| 15. Rear hatch door with inside exit handle | X | | | |
| 16. Rear storage in right side corner - under bed area | X | | | |
| 17. Locking outside service doors - one key fits all locks | X | | | |
| 18. Dual Vision - right side - rear view mirror | X | | | |
| 19. Low mount - left side - rear view mirror | X | | | |
| 20. Twin tail lights - large - stop light and turn indicator | X | | | |
| 21. Twin High - Low beamed headlights | X | | | |
| 22. Twin turn lights - amber - on front | X | | | |
| 23. Twin backup lights - at rear | X | | | |
| 24. Five - 7:35 x 14 inch tires - 8 ply rated 4 ply | X | | | |

| | | | | | | |
|-----|---|---|--|--|--|--|
| 25. | Wheel covers - chrome | X | | | | |
| 26. | Twin top vents - one with powered fan in bath | X | | | | |
| 27. | Twin licence brackets - rear one lighted | X | | | | |
| 28. | Isolated LP gas tank and compartment | X | | | | |
| 29. | Heavy duty engineered "A" frames - front & rear - upper & lower | X | | | | |
| 30. | Four heavy duty shock absorbers - rubber mounted | X | | | | |
| 31. | Commercial-type coil springs - on all four wheels | X | | | | |
| 32. | Aluminum gas tank - 30 gallon - (average 15 to 18 m.p.g.) | X | | | | |
| 33. | Fiberglass fresh water tank - 50 gallon | X | | | | |
| 34. | Fiberglass holding tank - 50 gallon | X | | | | |
| 35. | Dual waste tank empty system - 3 inch gravity drain with 3 inch flexhose and Ultra Grinder Pump with garden hose | X | | | | |
| 36. | Chevrolet engine - 110 horsepower | X | | | | |
| 37. | Power Glide Automatic transmission | X | | | | |
| 38. | Positraction - easy start on slippery streets | X | | | | |
| 39. | Outside courtesy light by entrance door | X | | | | |
| 40. | Flooring - fully carpeted - three color choices | X | | | | |
| 41. | Wall paneling - melamine plastic - wood-tone - three choices | X | | | | |
| 42. | Drapes pleated - at all windows - four color choices | X | | | | |
| 43. | Upholstery - Scotchgarded - seats, dash, etc - three color choices | X | | | | |
| 44. | Ceiling - vinyl coated aluminum | X | | | | |
| 45. | Saginaw steering mechanism | X | | | | |
| 46. | All tanks have inside gauges | X | | | | |
| 47. | Warning light - for water pressure system pump - visible to driver | X | | | | |
| 48. | Truck-type turn signal switch - with four-way flasher | X | | | | |
| 49. | Full width front coffee or map bar | X | | | | |
| 50. | Seating - up front - for four | X | | | | |
| 51. | Dual inside defrost fans | X | | | | |
| 52. | Upholstered divan - 70 " long - (optional drop table & bookcase) | X | | | | |
| 53. | Water pressure pump - 12 volt - automatic | X | | | | |
| 54. | Hot water tank - rapid heating - 6 gallon | X | | | | |
| 55. | Storage overhead above driver and passenger | X | | | | |
| 56. | Wall heater - LP gas - 14,000 B.T.U. | X | | | | |
| 57. | Closet - good size - with rack and folding door | X | | | | |
| 58. | Six white shaded lights inside - 12 volts | X | | | | |
| 59. | Two Hi-intensity lights over divan or table | X | | | | |
| 60. | Forty plus pounds of LP gas storage - easy fill | X | | | | |
| 61. | Twin beds in rear compartment | X | | | | |
| 62. | Rear storage compartment behind engine | X | | | | |
| 63. | Overhead storage above beds and at rear center | X | | | | |
| 64. | Outside shoreline - plug into 110 volts | X | | | | |
| 65. | Complete galley with: | X | | | | |
| | Three burner range with oven & thermostat | X | | | | |
| | Stainless sink with mixing faucet | X | | | | |
| | Three center drawers with safety catches | X | | | | |
| | Larger storage area below | X | | | | |
| | Two-speed vent fan | X | | | | |
| | Overhead cabinet - magnetic catches | X | | | | |

| | | | | | | | |
|-----|--|-----------------------------------|---|--|--|--|--|
| 66 | Full bathroom with: | Marine toilet | X | | | | |
| | | Basin with mixing faucet | X | | | | |
| | | Shower diverter | X | | | | |
| | | Medicine cabinet with mirror door | X | | | | |
| | | Overhead vent with powered fan | X | | | | |
| | | Vanity enclosure | X | | | | |
| 67. | Heavy-duty electric extension - 25 feet | | X | | | | |
| 68. | Two batteries with twin-control switches - 45 amps each | | X | | | | |
| 69. | Four dual appliance receptacles - 110 volt - inside | | X | | | | |
| 70. | Heavy-duty circuit breakers | | X | | | | |
| 71. | All tanks underneath - vented | | X | | | | |
| 72. | Spare tire with wheel | | X | | | | |
| 73. | Hydraulic jack - heavy-duty | | X | | | | |
| 74. | Lug wrench | | X | | | | |
| 75. | Trickle-type battery charger - automatic | | X | | | | |
| 76. | Hydraulic four wheel brakes - self adjusting | | X | | | | |
| 77. | Positive catch emergency brake handle | | X | | | | |
| 78. | Adhesive insulation - fiberglass - two inches all around | | X | | | | |

Coaches and Parts For Sale

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

Ultra Van #297, 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**. Contact: **John Kosmatka** at johncats5@netzero.net

1968 Ultra Van #400, corvair 110 hp with 2 spd powerglide transaxle. Has many new parts & upgrades. New 2 way fridg & new carpet. All systems work. Runs & drives & is currently licensed. \$3,500.00 Email me at:

ultraman400@hotmail.com **Aaron Petross.**



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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

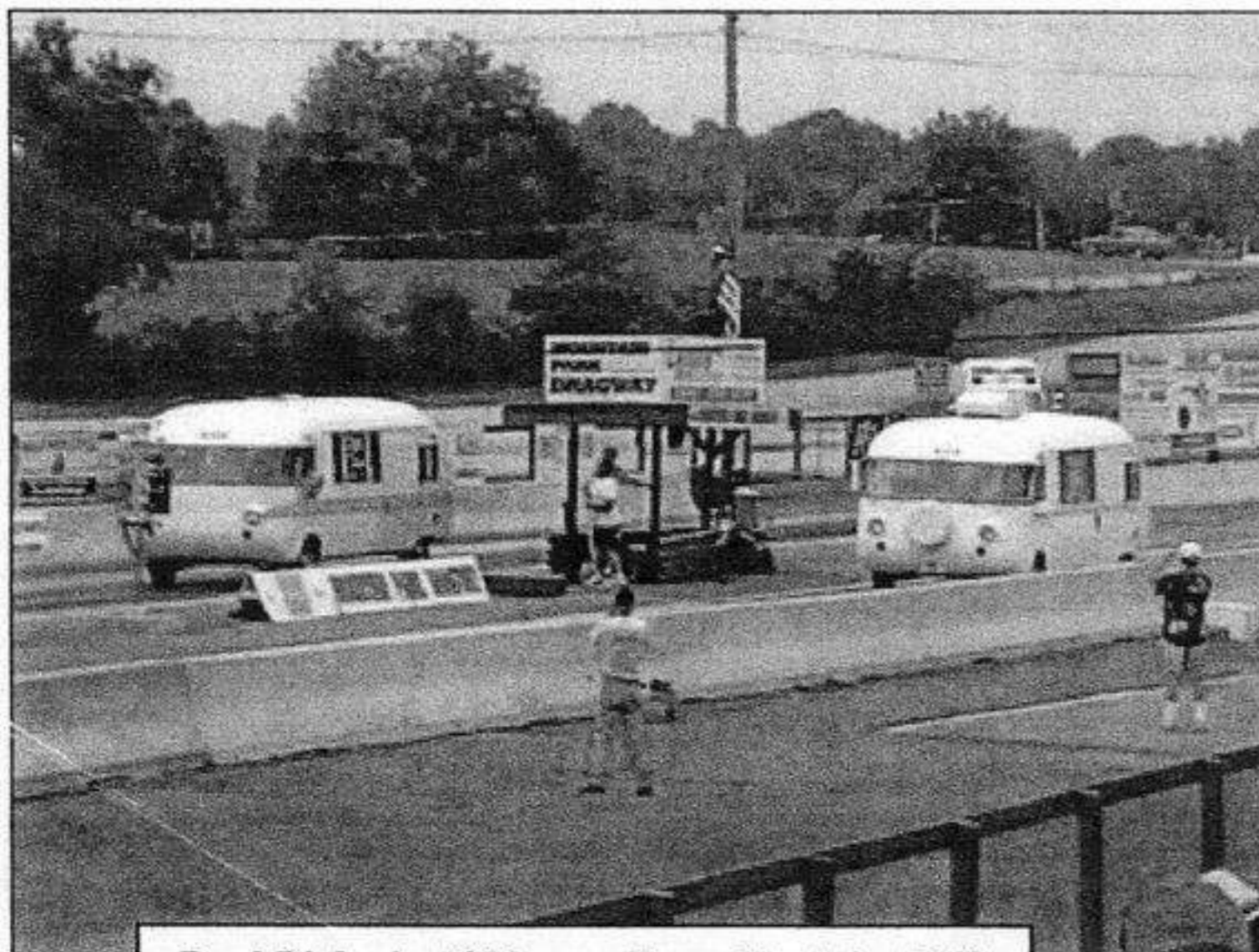
Ultra Van Motor Coach Club, Inc.

Jim L. Howell, Editor

PO Box 5942

Knoxville, TN 37928-0942

First Class



Paul Piche in #389 vs Doug Pratt in #373

Don & Vickie Reed
2300 W. Diamond Street #1 '04
Tucson, AZ 85705-1844

2004 BALLOT

THERE ARE TWO WAYS TO SUBMIT THIS BALLOT. YOU CAN EITHER MAIL IT TO RON ZOUTENDAM, 417 6TH AVE., SHELDEN, IA 51201. IT MUST BE IN HIS HANDS BY SEPTEMBER 8,2004. WRITE "BALLOT ENCLOSED" ON THE OUTSIDE OF THE ENVELOPE AND THE ENVELOPE WILL NOT BE OPENED UNTIL THE BALLOTS ARE TALLED AT THE NATIONAL RALLY. THE SECOND OPTION IS TO TAKE IT TO THE NATIONAL RALLY IN PELLA, IA AND SUBMIT IT IN THE BALLOT BOX THERE. NO EXTRA COPIES OF THE BALLOT WILL BE AVAILABLE AT THE RALLY. PLEASE CIRCLE THE CANDIDATE OF YOUR CHOICE:

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WRITE IN

VICE PRESIDENT DIANE GALLI

WRITE IN

SECRETARY NORM HELMKAY

WRITE IN

SECRETARY NORM HELMKAY

WRITE IN

TREASURER MARION HELMKAY

WRITE IN

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ROBERT GALLI

WRITE IN

EARNEST NEWHOUSE AWARD

ROBERT GALLI

WRITE IN