

Sept/Dec 2004
Volume 38 Issue 4

ULTRA VAN MOTOR COACH CLUB'S

Ultra sounder

PRESIDENT'S MESSAGE

Lewis Young

Ultra week in Pella, Iowa was outstanding. It was clearly evident that Martha and Dr. Ron Zoutendam expended an exorbitant amount of time in preparing for this event. Diane Galli was a great help in setting up and handling registration.

Congratulations to the newest **Ernest Newhouse** award winner, **Robert Galli**.

Also, congratulations to Jean McMasters and the Galli's for putting another one hundred thousand miles on their Ultra Vans.

Thanks to Clyde Stanton for honoring our members who passed on during this previous year, Robert Frantz, Peter Schuler and our founder, Ernest Newhouse.

We put over 5,000 enjoyable miles on our Ultra during this trip. At this rate it won't be long until we also get a one hundred thousand miles dash plaque.

Ultra week details are documented by Nancy Pratt and included in this Ultra Sounder.

While returning home from Pella, Shelley and I spent two days with Jane and Ed Harrison in Custer, SD planning next year's Ultra Week. The campground where we originally planned to hold our convention is now for sale. The current owners would not guarantee that any new owners would honor previous commitments. They also wanted to revise (in their favor) commitments that had already been made.

The decision was made to move the convention to another campground. The new site is **Beaver Lake Campground**. I have initially reserved 20 full service sites from 9/11/05 to 9/17/05 at \$20.00/night. Additional sites will be available if needed. The campground owners gave us the impression that they would do whatever it takes to make our stay enjoyable. It helps that Jane and Ed are good friends of the owners. Make your reservations directly with the campground. Campground details enclosed. Initial contact was made with The Bavarian Inn Restaurant for our banquet. I will keep you informed on this subject. Many thanks to Ed and Jane for their hospitality.

Don't let any grass grow under your Ultras. Take care,.

ULTRA VAN NATIONAL RALLY 2004 – RED ROCK LAKE, IOWA

by Nancy Pratt

They came from far and near... 15 Ultra Vans, 1 Tiara, 4 in other types of motorhomes, one in a tent and one couple staying at a motel in nearby Pella. Those in attendance were of course our wonderful hosts, Ron & Martha Zoutendam, who did an excellent job making so many different arrangements to make the rally a big success. Also there were Bruce & Jacque Bigler, Howard & Marsha Boso, Bob & Ann Cole, Jim & Roy Davis, Walt Davison, Jerry Dute & Holly Hawley, Richard & Gayle Finch, Bob & Diane Galli, Forrest & Sally Gist, Louis & Maybel Griggs, Vern & Debbie Hammer, Gordon & Ruth Harvey, Pat & Mary Kennedy, Glenn & Joann Lemke, Jean McMasters with driver Norm Standal, Art Moore, Paul Piche & Barbara Greason, Doug & Nancy Pratt, Dan & Betty Reinhardt, Clyde & Kaye Stanton, and President Lew & Shelly Young. We also had overnight guests, Bob & Linda Dunahugh from the Iowa Corvair club.

The rally began on Sunday with early arrivals but officially started on Monday, September 13th. In addition to some corn fabric pot grabbers made by Maybel Griggs, each coach was given a stitched whale, made by the eastern ladies, in hopes that everyone would have a "whale of a good time" and that we did!

On Tuesday morning while the men were having a tech session, the ladies (and Ron) were given instructions on how to paint black wooden shoes using 5 colors and nail heads. It was fun and every shoe turned out different. Following a pot luck that evening we were entertained by a local woman who dressed, spoke and acted as Mariah Scholte, wife of the founder of Pella. She was wonderful! She certainly gave us good background for our tour of Pella the next morning.

As Murphy's Law would have it, our only bad weather during the rally came on the morning of our Pella tour but none of us melted and the sun came out by afternoon. We enjoyed the visit to the Pella Opera House, the Vermeer Windmill, the Klokkenspel (clock with 8 four foot moving figures), historical village, the delicious lunch at Central College and tour of the Scholte House. And of course there were 2 bakeries in town to investigate. That evening we played Ultra Bingo.

Thursday morning had us divided into two different groups. One group went on a tour of Pella Windows and learned how they are made. The other group visited a

nearby biology station to learn some history of the Red Rock Lake and how they are managing the area. That afternoon we had our East and West meetings. That evening we had some delicious pork loins grilled by Local Pork Producers Association.

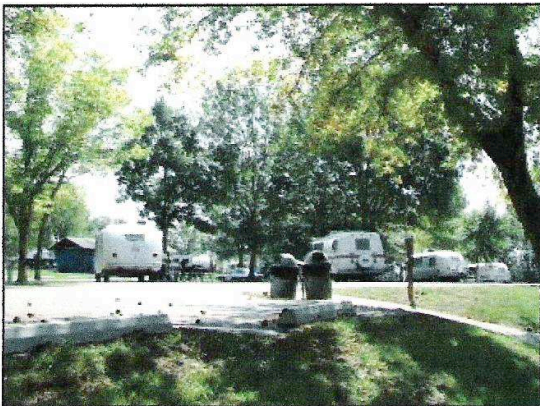
Friday afternoon some of us went to the Sprint Car Hall of Fame & Museum in Knoxville. Since we had a nice group, we were treated to a personal tour by the Executive Director and were even escorted to a sky booth that overlooks the track. Renting one is certainly not something that's in your average budget! Knoxville is very well known for its sprint car racing but it was new to me. I can best describe it as little cars with "wings".

Friday night was our banquet at the Tulip Tea Room. WOW! As Paul Piche said, on a scale of 1 – 10, it was definitely a 10!! Ron & Martha, you chose an excellent place with such a lovely setting for us to enjoy our special evening. The food was delicious! Following the meal, President Lew Young announced the incoming members of the board and was pleased to present the Ernie Award to Bob Galli. We only had a few other reports for our general meeting. Then we headed back to the campground for a lively game of Yankee Swap. Who would have guessed that a toilet seat would have been a hot item – but it was!

Several coaches departed on Saturday morning but for those who stayed, it was time to make "Ron's stone soup", or actually soup using the leftover pork from our pork feast and anything else that people had to contribute. Several members from ICE, Iowa Corvair Enthusiasts, came to share our lunch with us. (Did anyone leave their 2 pink dinner plates there? If so, Pratts have them). That evening we went to Udders Steak House in Knoxville where the majority of us grilled our own meat. We went up to the butcher's window, chose our meat and then grilled it over a huge grill. Definitely a new experience for most of us. That evening six of us went to the Knoxville Raceway to watch stock car racing, another new experience. Barbara and I did quite well at picking out winners before the races started. We had our technical criteria, like a great paint job or a driving swagger as they drove onto the race track. Hey, don't laugh; we did better picking than the guys!

Now it was definitely time to wave goodbye and wish safe travels as the coaches pulled out. The last ones to leave were Pratts, Piche and Zoutendam. We stuck around for church on Sunday morning and another potluck of our own and a campfire on Sunday night. Then we all said our final goodbyes on Monday morning as we hooked up Ron's Ultra Van to be towed, yes towed, by his SUV. Now that must get some double takes as he's driving down the road!

Another year has come and gone but make your plans now for next year's national rally. At the banquet the West announced that it will be in Custer, South Dakota. Then in 2006 it will be Ultra Van's 40th Anniversary. Put on your thinking caps to come up with some special plans for that. As for this year, it was lots of fun seeing everyone again and getting to see some of the local area. Thanks, Ron & Martha, you did a great job as our hosts!



SCHEDULE OF UPCOMING EVENTS

Dates	Event	Hosts	Where (see Flyers on next pages)
2/14/05	WESTERN WINTER RALLY	BOSOS'	APACHE JUNCTION, AZ
3/21/05	EASTERN SPRING RALLY	NO HOSTS	CHRISTMAS, FL
4/21/05	WESTERN SPRING RALLY	REINHARDTS'	TWIN LAKES, CA
7/26/05	CORSA NATIONAL CONVENTION		PORTLAND, OR
9/11/05	ULTRA VAN INTER-NATIONAL	YOUNGS'	CUSTER, SD

Winter Western Ultravan Meet 2005

Hosts: Howard & Marsha Boso

1536 West Roundup Street

Apache Junction, Arizona 85220

Phone (480)288-2636

Cell Phone (480)518-4103

E-Mail Hamboso@juno.com

Dates February 14- February 18, 2005

Come join us for fun in the sun. Enjoy good fellowship, fun & food. Plenty of parking, electricity & water available. No sewage dump(come with empty tanks). Local interests include Mall shopping, great restaurants, dinner theater & old western town. Welcome barbeque will be given on the second night(Feb. 15th at 6:00PM).

Directions: Coming from West...Exit Freeway I-10 going east on I-60. Exit I-60 at Ironwood exit and head north going past Southern, Broadway & Superstition Boulevard (Four way stop). Still heading north turn right on second street on east side. We are the second house on the north side of the street. Watch for Ultra sign!

EASTERN SPRING RALLY

Christmas Airstream Park

25625 E. Colonial Dr.

Highway 50 East

Christmas FL. 32709

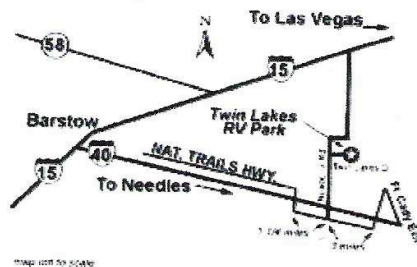
Date in 21st of March and out on the morning of the 26th. We can come in one day early and stay one day after for the rally rate. Rally rate will be \$16.00 per night. Fees will be collected at rally. We will park in back by Miracle Hall. Schedule of events will be given out at the rally.

Our phone # is 269-795-9078 or E-mail us at ptlstan@webtv.net if more information is needed.

2005 Western Spring Rally Details

Twin Lakes RV Park
46200 Twin Lakes Dr
Newberry Springs, CA 92365
USA

Phone: (760) 257-3377



Directions West I-40 take Ft Cady/Newberry Springs Exit (left). Then turn right onto National Trails Hwy. and go 3 miles to Newberry Rd. Turn right onto Newberry Road and go six miles to Twin Lakes Drive. Turn right onto Twin Lakes Drive and go ½ mile to Twin Lakes RV Park. East I-40 Newberry Springs/Route 66 Exit (right) to National Trails Hwy. and go 1 1/4 miles to Newberry Rd. Turn left onto Newberry Road and go six miles to Twin Lakes Drive. Turn right onto Twin Lakes Drive and go ½ mile to Twin Lakes RV Park.

From I-15, take Harvard Road exit south to Newberry Road, turn left onto Twin Lakes Drive. Go ½ mile down Twin Lakes Drive to Twin Lakes RV Park.

Western Spring Rally

Where: Twin Lakes RV Park, Newberry Springs, CA

When: April 21-14, 2005

Cost: \$16 per night for RV space. This is for Water/Electric Hookups.

When you call, tell May this is for the Ultra Van Rally as this is a group rate.

One potluck dinner for sure.

Dan and Betty Reinhardt are the hosts, PH: 623-846-6920

Come and enjoy the Fun and Fellowship

2005 Ultra National Campground



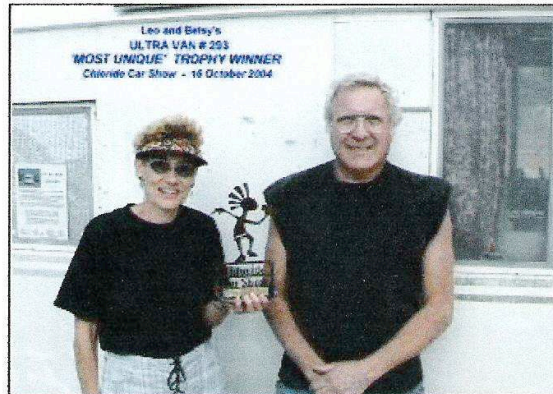
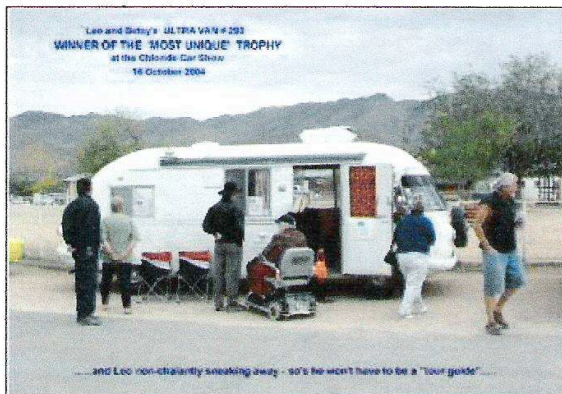
- FAMILY CAMPING IN SPACIOUS PINE SHADED SITES
- LARGEST RV'S TO THE SMALLEST TENTS
- CAMPING CABINS AND TRADITIONAL NATIVE LIFE AVAILABLE
- NEW 50 AMP FULL THRU'S ARE NOW AVAILABLE
- 2 IMMACULATE SHOWER/RESTROOM BUILDINGS
- 2 HEATED POOLS - FREE FOR OUR GUESTS!
- 360° FRESH RENOVATED WATER/SEWER - NOMINAL FEE
- MODERN CONNECTIONS AND MOVIES IN OUR GAME ROOM FREE!
- ARCADE, FIREWOOD, PUBLIC PHONES AND INFORMATION CENTER
- LAUNDRY, DISHWASHING FACILITY, PLAYGROUND AND PET EXERCISE AREA
- GROUP AREA WITH RV SITES, CABINS, TENT SPACES WITH SHELTERS AND A PAVILION - PERFECT FOR YOUR REUNION
- FULL SERVICE STORE - OPEN 7 A.M. - 10 P.M. MON. - OCT 7
- BEAUTIFUL 9 HOLE PUBLIC GOLF COURSE, ONLY 8 MILES AWAY
- WE ARE 3 MILES WEST OF CUSTER ON U.S. HWY. 16, CENTRALLY LOCATED TO ALL BLACK HILLS ATTRACTIONS
- 1 FULLY EQUIPPED 2 BEDROOM CEDAR COTTAGE WITH 2 FULLY EQUIPPED RV SITES NEARBY ON 2 ACRES. 1/2 MILE W. 1 MILL N. OF CUSTER. AVAILABLE NIGHTLY OR LONGER, BRING YOUR HORSES!
- WE LOOK FORWARD TO MEETING YOU, AND WE KNOW YOU WILL ENJOY YOUR BLACK HILLS VISIT!
- WE GLADLY ACCEPT RESERVATIONS AND MOST MAJOR CREDIT CARDS.

Max and Cindy Hammer
12005 West, US Hwy. 16
Custer, SD 57730
Phone: (605) 673-2464

Toll Free: 1-800-346-4363
Website: www.beaverlakecampground.net
E-mail: beaverlake@wc.net



<u>Financial Statement Ending October 31, 2004</u>			
May 1 Opening Balance			<u>\$ 3,318.24</u>
<u>Receipts</u>			
National (including camping, shirts & banquet)		\$ 3,498.50	
	Dues	<u>\$ 255.00</u>	
	Merchandise	<u>\$ 78.75</u>	
	Raffle	<u>\$ 46.00</u>	
	Sheriff Fines	<u>\$ 1.50</u>	
	Total	\$ 3,879.75	<u>\$ 7,197.99</u>
<u>Expenses</u>			
	Banquet	<u>\$ 820.00</u>	
	Camping	<u>\$ 684.00</u>	
	T-Shirts	<u>\$ 351.50</u>	
	Coach & other gifts	<u>\$ 315.70</u>	
	Newsletter	<u>\$ 250.00</u>	
	Deposit for restaurant 2005	<u>\$ 200.00</u>	
	Tarp & appliance delivery	<u>\$ 105.64</u>	
	Bread & Meat (pot-luck)	<u>\$ 82.40</u>	
	Total	\$ 2,809.24	
October 31 Closing Balance			<u>\$ 4,388.75</u>
C/D Maturing February /05			<u>\$ 2,584.81</u>
UVMCC Financial Position October 31/2004			<u>\$ 6,973.56</u>
	Club Emergency Fund as of Oct/04	<u>\$ 2,467.28</u>	
Pre-Paid Dues 2006 -2007	6 @ \$15.00 = \$ 90.00		





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>

OIL, HEAT, AND GAUGES

BY JIM DAVIS

Corvair powered Ultra Vans are notorious for very high oil temperatures (differential, engine, and transmission). For about 20 years I have been on a quest to lower the fluid temperatures of my all Corvairs down into what I consider to be a normal operating range. I thought I would cover what I have determined and some solutions I have tried. Some solutions were first used on my Corvair cars or forward control vehicles (FC's) but all applications I will describe are for the Corvair powered Ultra Van; some are also applicable for other powerplants and drive trains.

First, the transmission. The major heat producer is the torque converter. Seven to one hundred percent of the total energy supplied by the engine is converted by the torque converter into heat. This is a fact of life. Internal fluid friction, fluid shear, and surface friction contribute to the total heat produced. In the Ultra Van, the entire amount of heat must be removed by air flowing over the torque converter, an external cooler, or air flowing across the transmission oil pan. The primary way the transmission is cooled is by air flow over the torque converter. Air under the coach is pulled up and into the torque converter cooling vanes through the two holes in the front of the bell housing and exhausted out the right side of the bell housing toward the right wheel. Air flow in the cars is good because the cars have underbody design that channels air flow up and around the transmission. Air flow around the Ultra Van transmission is poor because it is nestled high up in a box where there is little turbulence. Heat transfer through the steel torque converter shell is poor under the best of circumstances. To help the Corvair trucks and vans with transmission fluid cooling, GM added a small external cooler to the transmission. It is mounted in the left side engine air intake. While this cooler is sufficient for 63 hp, 3,500 lb vehicles, it is insufficient for the 100hp, 5,000 lb. Ultra Vans. I installed a transmission temperature gauge in the bypass line in the front pump cover and measured 354 degrees of fluid temperature while cruising at 65 mph without an external cooler. I added a small 20 square inch tube type oil cooler into the left engine cooling air intake and it dropped the fluid temperature to 260 cruise and 325 during long hill climbs. Two years ago, I added a front air dam to the coach and the transmission oil temperature climbed 30 degrees above my previous average temperature due to the reduced air flow under the coach. Last year, I added a B&M Hi-Tek 100 square inch plate type oil cooler with integral fan

and thermostat in the left rear wheel well. This addition dropped the transmission temperatures to the 160 to 200 degree range with the coach air dam. Remember the fluid temperature is taken as the fluid comes out of the front pump before the oil cooler, not in the pan. Oil pan temperatures will be 70 to 100 degrees cooler due to the characteristics of oil circulation in the oil pan. Manufactures of transmission fluid recommend 160 degrees as optimum for conventional oils and 190 degrees for Delcon 5 and full synthetics. Transmission oil temperatures should never exceed 250 degrees for synthetics and 190 for conventional fluids.

Next, engine oil temperatures. The main thing to remember about an air-cooled engine is it produces heat in direct proportion to its power output. The more power the more heat. The frontal area and weight of the coach cause the Ultra engine to produce two to three times the equivalent heat of a car engine. Of the total heat produced by the combustion event in the engine: 15% goes to the production of work (horsepower), 20% comes out the exhaust, 40% is engine heat removed by air over the engine, and 25% goes into heating the engine oil. Both the shearing of the oil in the bearings and conduction of heat from the cylinder heads and push rod tubes contribute to the heating oil. Of this total heat load in the oil: about 15% is removed by forced air convection across the oil pan surface, 40% is removed by forced air convection across the oil cooler and 35% is removed by forced air convection across the valve covers. The latter is why it is critical to shield the valve covers from any exhaust heat and to ensure adequate air flow over the valve covers. Please note that radiation removes less than 1% of the oil's heat. Bob Helt's Book, "The Classic Corvair" lists some ways to improve the Corvairs engines ability to rid itself of oil heat, among those are, end plates on the oil cooler (-7 degrees), removing the lower shrouds (-18 degrees), and exhaust headers (-11 degrees). Measuring of oil temperatures was accomplished by tapping into the oil gallery in the rear engine cover, I found that on my 69 smog engine the oil temperatures exceeded 375 degrees on long full throttle climbs during the summer. On the new stock 110 hp engine, I reversed the manifold logs and removed the lower shrouds and that lowered my maximum oil temperatures into the 325-340 range. I added aluminum valve covers, five quart, aluminum oil pan and headers. This reduced the oil temperatures to 300 to 320. Most of this temp drop is attributable to the headers. They are Jethot coated and keep the exhaust heat from transferring into the push rod tubes. In my latest engine, a conservative 140, I removed the 12 plate stock oil cooler and added two early model Corvair folded fin oil coolers and changed the shrouding to accommodate them. (Yes they fit). The maxi-

mum oil temperature dropped to the 290-310 range. Then, the rear engine cover started leaking, so I changed it out, removing my engine oil temperature boss. I moved the temperature sender to the 1/8 inch pipe threaded hole in the alternator adaptor on top of the rear engine cover and moved the oil pressure sender to an Adapt-a-Bolt holding the oil filter on. There was no change in the maximum oil temperature readings. I tapped into the aluminum oil pan and added a 20 square inch tube type oil cooler in the left engine air intake, where the transmission oil cooler had been previously located. I used a Tilton electric oil pump to pump the oil from the pan through the cooler. This dropped the maximum oil temperature to the 270-300 range. I would prefer it to be a little lower; I think a 120 sq in remote oil cooler will be the answer.

Three years ago, I wrote six engine oil manufactures asking for specifics on desirable and maximum engine oil temperatures. Only Castrol USA answered with specific numbers. Their recommendation for conventional oils was 220 F minimum for cruise and 250 F maximum for oil life. Short excursions to 270 F while climbing mountains are acceptable but the oil should be changed as soon as practicable after exceeding 270 F degrees. For full synthetic (their brand is Syntec), their recommendation is for a minimum oil temperature of 220 degrees with a maximum of 300 F degrees. Short periods of 350 F degrees are permitted as long as the engine oil is changed at 3,000 mile intervals. It is interesting to note that the American Petroleum Institute's (API) SL and later specifications for gasoline engines have a maximum increase in viscosity of 275% over 80 hours. That is, the oil gets thicker as its temperature stays above 250 degrees. If you think that is bad, on SH and rated oils the limit was 375% increase in viscosity. Due to the way the oil pump bypass port is constructed, the oil pressure seen by the engine varies greatly by oil temperature. Using a 10W-40 oil in my Ultra, I have observed the following conditions at 3,000 rpm: 100 degrees F - 59 psi; 200 degrees F - 43 psi; 250 degrees F - 40 psi; 300 degrees - 33 psi; 325 degrees F - 31 psi. GM recommends 40 psi at 2,000 rpm for Corvairs.

At the recent Lexington Corvair Convention, Valvoline's chemical engineers presented a tech session on engine lubrication. Their recommendations for Corvairs were for 10W-40 full synthetics. They did state that their recommendations were based on empirical information as no Valvoline oil is tested in air cooled engines. Also they made the point that engine oil needs to be changed more frequently in carbureted engines than in fuel injected engines. In a carbureted engine, oil is diluted by raw gas on startup from pumping the accelerator or the automatic chokes. The carburetor engines also typically run richer than injected engines, further diluting the oil. This raw gasoline reacts with the additive package in the oil producing varnish and reducing the oils ability to lubricate.

The last fluid used to lubricate is the differential fluid. The O-6 (horizontally opposed six cylinder) engines use a 6 inch hypoid ring gear. Differential fluid is heated mainly by the sliding friction of the hypoid ring and pinion gears and the deflection of these gears under load. As in the transmission, the heat produced is proportional to the engine's output. Cooling is only by convection as air flows over the case. This is usually sufficient; so the selection of the fluid and its frequent change is the only thing that I will discuss. The three suitable API fluids are GL-4,

GL-5 (80W-90 weight), and synthetic (75W-90 weight). The only difference between GL-4 and GL-5 is the strength and amount of the additive package. The package is about twice as strong in the GL-5; however, most GL-5 additive packages contain sulfides. Sulfides will attack all non-ferrous metals. This makes it unsuitable for manual transmissions but poses no drawbacks to automatics since the fluid in automatics does not mix with the differential fluid. The sliding contact between the gear surfaces requires an extreme pressure (EP) additive. This additive actually coats the gear faces and is sheared off by the sliding action only to be reformed again as long as the EP additive lasts. GL-5 fluid needs to be changed every 15,000 miles and GL-4 every 7,000 miles to renew the additive package.

What about synthetic differential fluid? Basically it is a GL-5 additive package with a synthetic oil base. Its advantages are in its viscosity index, lubricity, and its temperature stability. Much like synthetic engine oil synthetic differential fluid is better in extreme conditions. Its recommended change interval is also 15,000 based on its additive package.

All Ultra Vans came with a type of limited slip differential (Posi-traction). Dave Peterson's thinking was that Ultra Vans would be used off road in the back woods for dry camping and thus need the extra traction the limited slip differential provided. It is generally a trouble free unit; however, the proper fluid must be used in the differential. No differential fluid I have used had a sufficient amount of Posi-traction clutch lubricant. The best I have found is GM's. It is available at all GM dealers.

So how do we look after these oils. Heat and contamination are the main reasons for oil's breakdown. To know how your coach's oil is fairing, you need to monitor the temperature. For engine oil, the best place for a temperature probe is in the rear engine cover just above the oil pump inlet. This requires the rear engine cover be removed and a 1/8 inch pipe thread bung welded into the case. Since the probe is just above the crankshaft pulley, routing of the wire is critical and if a fan belt disintegrates it will often rip the probe out of the cover. The second best place is in the alternator adaptor (it holds the oil filter, oil filler tube, and alternator) replacing the oil pressure light snap switch. The snap switch can be moved to the oil filter by using an Adapt-a-Bolt available from Clark's Corvair Parts. Oil flows from the pump up the left side of the rear engine cover and into the oil filter, it then passes over to the oil cooler. The 1/8 inch pipe thread in the alternator adapter is tapped into this passage between the oil filter and the oil cooler, showing the temperature of the oil going into the engine oil cooler. The engine oil is reheated as it is used to lubricate the bearings (shearing of the oil by the hydrodynamic pressure wave in the bearings) and by flowing over the 350+ cylinder heads and push rod tubes. I prefer a digital readout gauge to an analog gauge. The brightest digital gauge is Cyberdyne and the cheapest is from Summit Racing (their Summit brand). I use a Nordskog digital gauge and sender. Knowing engine oil temperature allows you to decide on what external oil cooler might be necessary and when the oil needs to be changed because of overheating. If you choose to run an oil pressure gauge, the Adapt-A-Bolt is a good place to mount the sender. If you choose to run an oil pressure gauge and an oil pressure light, a right angle brass fitting will supply the two ports needed. Be sure to use only a steel nipple between the Adapt-A-Bolt and the brass fit-

ting. A brass nipple will work harden and crack due to the vibration. I do not recommend monitoring the engine oil temperature by means of a probe in the oil pan. Generally the oil at the bottom of the oil pan does not circulate and does not reflect the temperature of oil passing through the engine.

You should monitor transmission oil temperature for the same reasons that you monitor engine oil temperatures. Due to the tremendous weight of our coaches (approximately twice that of a Corvair car or in a V-8 three times a Corvettes weight), I cannot imagine operating the powerglide without an external oil cooler. While the pan is a convenient place to monitor oil temperatures, it does reliably reflect maximum temperatures. Fortunately, drag racers have the same problem; thus, have a solution. Autometer Gauges makes a device called a temperature manifold in 3/8 and 5/16 inch tubing sizes. The Ryerson manual shows how to drill and tap the powerglide's front pump cover to allow an external cooler. Simply install the temperature manifold anywhere in the line prior to the cooler. This will give the maximum oil temperature of the circulated fluid. Plumbing the external cooler is somewhat difficult as the oil is hot and can be under 200+ psi pressure. Most rubber hoses have a problem with this temperature and pressure over a period of time. I recommend you use mild steel tubing for longevity. Of course the easiest but most expensive is to use stainless steel braided hose. The AN-8 size is correct and with fittings it would cost \$50 to \$70 to plumb an external cooler. I use a digital Nordskog transmission gauge with the Autometer temperature manifold. The external cooler is a B&M Hi-Tek mounted in the left wheel. Since the differential transmission fluid touches one side and passes through the pinion shaft, cooling the transmission fluid also helps cool the differential.

Parts sources:

Summit Racing Equipment 1-800-230-3030

(Cyberdyne, Nordskog & Summit Gauges, Autometer temperature manifold,

B&M Hi-Tek oil cooler, SS Braided Hose and Fittings)

Jeg's High Performance Mail Order 1-800-345-4545

(Cyberdyne Gauges, Autometer temperature manifold,

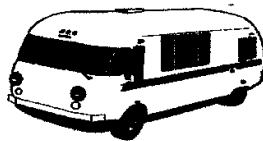
B&M Hi-Tek oil cooler, SS Braided hose and fittings)

JC Whitney 1-800-529-4486

(Cyberdyne Gauges)

Clark's Corvair Parts 1-413-625-9776

(Adapt-a-Bolt)



READ PLEASE!

Dear Ultra Club Member,

Perhaps the most unpleasant task I have to do as treasurer, is to send out the annual letter to those who have not yet renewed their membership.

Annual dues became payable as of Ultra Week, in September. If this newsletter mailing label has an '04 at the end of the second line of the label, your dues are payable.

If you are going to renew, please send your check for \$15 (payable to UVMCC) to:

Marion Helmkey
c/o Ultra Van Motor Coach Club
73 Sargent Street
Haines City, FL 33844

Any changes to address, telephone number or email address, should be included with your check.

If you decide to drop-out, and want to sell your coach, the club will advertise your Ultra Van for sale without charge, just send your advertisement to the editor, Jim Howell.

Should your 2005 dues check be in the mail, smile and say to yourself, "this notice is not for me."

Sincerely,

Marion Helmkey
UVMCC Treasurer

New Email Addresses:

Jerry & Mary Lou Kramer: <krammary@wmconnect.com>

Phil Finch: <finchbook@novocon.net>

Jim Isbell: <Jim.Isbell@gmail.com>

New Phone Numbers

Jean McMasters: (561) 889-5157 or (561) 352-6158

Coaches and Parts For Sale

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 debavern@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, corvaire 110 hp with 2 spd powerglide transaxle. Has many new parts & upgrades. New 2 way fridge & new carpet. All systems work. Runs & drives & is currently licensed. \$3,500.00 Email me at:

ultraman400@hotmail.com Aaron Petross.

Ultra Van #397 is for sale. Pete really enjoyed his time with the coach and the club and I'm sure he would want it to stay with the group that knows what they are about! Let me know if you would like any information or pictures. I'm going to help Rose sell it over the next few months. You can email us back here or my email at home is jkonline@carolina.rr.com or 704-231-5782 Pete & Rose's son in-law, Jim

Here are some of the modifications that he had made on UV 397: Installed turbocharged Buick 3.8 V6 & 4 speed overdrive trans. w/overdrive. has factory electronic ignition & knock sensor. Engine firewall easily removable w/o tools. Storage over rear wheel wells & under floor at front of coach, Temperature sensors on rear bearings, trans. diff. eng. oil, water, refrig. & outside.

Halogen head & tail lights, Second set of shocks in rear & air shocks in front. Modified front seat pedestals with start and deep cycle battery. installed. bucket seats. Battery. switches moved to drivers area. Dual battery. Isolator. 300 W inverter for refrig., TV & etc.. Vacuum & turbo boost gauges. Transmission cooler. Modified & fibreglassed inside of black & gray water tanks, bridged them for 60- gal. capacity w/dump valves. Turn signals on side of coach above wheel wells. Modified rear spindles for bearing tap on & off. Electric fuel pump for faster initial start up after extended none use. Reinforced turnbuckles for rear suspension.

Ultra Van #530 is for sale. Year made 1970. Asking price is \$12,000.00 OBO.

Description: 88 Blazer Engine and Transmission 4.3L V6 Computer Controlled Throttle Body Fuel Injected, 700 R4 Overdrive Auto Transmission, New Radiator, Hoses, Water Pump & Exhaust System & Harmonic Balancer New Holley Electric Fuel Pump w/Pressure Gauge & Regulator set at 14PSI. Less than 5,000 miles on tires, rebuilt rear bearing assemblies, rear calipers, front wheel bearings, brakes, steel steering bellcranks & more! Microwave in place of oven. A/C - D/C Tv with VHS player, CB/Radio, AM/FM Radio w/tape player, 4,000 Onan Generator in Bottom of Closet, 750 Watt Invertor, Roof A/C, Dual batteries, Repainted in 1992 in original color. Everything else is original, in good condition. The coach is located in Vidor, Texas, garaged since 1993. Call me at 409-786-4118 or email if interested. Fred Bozeman



Ernest, Edna and UV603!

Ernest Newhouse and the UVMCC

by Jim Craig

Ernie and Edna were the "Founders" of the Ultra Van Motor Coach Club, in 1966. They were very enthusiastic about the Ultra Van and promoted it from the first time they saw a model on the road. They both held several positions as officers and directors thru the years. Ernie always encouraged the officers that they had the responsibility to continue the club under their leadership.

Most of us remember his financial sessions at the National and his articles in the newsletter. He always had a cartoon or joke to pass on. His positive attitude was something to be admired.

The best little clean joke he pulled at one of the Western Rallies was the time at Ojai, CA. he setup a "dummy" water and electrical post beside his Ultra Van # 603, which he hooked up to and waited for a unsuspecting UltraVanner to come in and park. The Ultra member ask Ernie if he would mine if he hooked up to his water and electric, also. OH, help yourself. Ernie went back in his Ultra to finish reading his book. Shortly the newly arrived Ultra owner knocked on Ernie's door. Yes sir, is everything ok, Ernie ask? Well ... I don't seem to be able to get any power out of your service post. Ernie replied, well look at this my light turns off and on. Perhaps you have a circuit breaker that has tripped. The member wander off and in the morning he is still trying to make it work. Of course Ernie never did admit to his tricks. Now you know the rest of the story whoever you are. Keep smiling.

We will all miss this FINE couple. I don't think we will see another like them.

Ernest Jebe Newhouse

November 24, 1908–August 23, 2004

Ernest Jebe Newhouse was born on November 24, 1908, in Crookston, Minnesota. His parents were Edwin and Bertha Newhouse, his grandparents immigrated via sailboat from Nylhus, Norway, changing the family name from Nylhus to Newhouse when they arrived in America. They settled in Spring Grove, Minnesota, and eventually moved to Crookston.

Ernest grew up on a farm in the Red River Valley and attended school in a one-room school until he went to high school at the Northwest School of Agriculture graduating in 1928. He attended NWSA (now the University of Minnesota, Crookston) and also Carleton College in Northfield, Minnesota. He married Edna Erdman, his long time sweetheart, in 1934 and began a career at Radio Station KQFK in Minneapolis. Later, he worked in sales at Schumertans, Inc. in Minneapolis. Ernest then formed his first company, Newhouse Distributors, and worked developing that company until the war years. Between 1942 and 1946, Ernest was based at Chanute Field in Rensselaer, Illinois with the U.S. Air Force where he acquired a pilot's license and flew his Acrocoupe plane.

Ernest and Edna moved to California in 1946 where they were involved in the creation of several companies: Pacific Lubricants Corporation, Newhouse Automotive Industries which became the largest manufacturer and distributor of high performance and fuel economy equipment for automobiles; Engine Products Manufacturing Company, and the Walber Investment Corporation. Ernest also authored influential industry trade books, including "Formula for Success" and "Power and Economy for All Makes of Cars".

Ernest retired in at age 50 and enjoyed many years of travel with Edna visiting many foreign countries as well as every state in the United States. He and Edna celebrated their 60th Anniversary in 1994.

Both Ernest and Edna were very active members of Shepherd of the Hills Lutheran Church in Whittier. They also were philanthropists; they felt that supporting the church and institutions of higher education was very important. They have been honored for their support of California Lutheran University, Carleton College, Carthage College and the University of Minnesota, Crookston.

Ernest was preceded in death by his wife, his parents, and his brother, Larry. He is survived by several nieces and nephews.

Ernest will be remembered for his optimism, his drive and his countless handouts of encouragement to all he met— "Never, but never, give up", "Coupon for a free hug", and many more.

In Memoriam:

Raymond Massey of Holbrook, NE, was killed in an unfortunate accident on August 5th, 2004. Raymond was a dedicated Corvair enthusiast, although not at first. He was a mechanic for the Mormon Chevrolet Agency in his town of Holbrook. His wife Marguerite says that he was not impressed with them, but as we all know the Corvair bug bite him hard. He repaired many of the Corvair's within several hundred miles of his little farm town. People even donated him their cars when another of their family passed on, so in the end Raymond had sixty Corvairs on his repair shop property. He also, had a very nice Corvair powered Ultra Van that was his favorite vehicle. Hundreds of friends attended his Memorial service from all over southern Nebraska. It was the largest turnout for a memorial service the town had ever experienced. He was a CORSA member off & on and was currently a member of the Ultra Van Motor Coach Club. He will be very much missed by family and his many friends.

My memory of him and Marguerite will continue daily as I complete the restoration on Marguerite's 1960 Chevrolet Impala that I purchased from them two years ago. So long good friend. Jim & Marlene Craig

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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, April 5th, July 5th, Oct 5th.

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

UVMCC

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First Class



Zoutendam's Coach at the Red Rock Ultra National.