

Jan/Jun 2005
Volume 39 Issue 1 & 2

ULTRA VAN MOTOR COACH CLUB'S

Ultra sounder

DOUBLE ISSUE!



PRESIDENT'S MESSAGE

It's late May and time to fix up the Ultras for summer fun. Bob Galli (GUV President) and the undersigned have been working out the details of combining GUV and UVMCC. We plan to implement this merger during Ultra week at Custer, SD. What it comes down to is that the treasuries will be combined. The combined club newsletter will be *WHALES ON WHEELS* and UVMCC By-laws will prevail.

The combined club will retain the name **Ultra Van Motor Coach Club (UVMCC)**. Current GUV members who are not members of UVMCC will automatically become members. Dues for the combined club will be decided at our national convention based upon actual costs of doing business. Jim Howell suggests a two tier dues for members. One rate for members who receive everything by hardcopy and another lower rate for members who receive newsletters by e-mail. Hardcopy newsletters cost at least twice what the PDF version does and limits the number of pages. This system will involve more work for the treasurer, but may be the way to go.

I hope we have a large turnout in Custer to finalize all of the issues involved.

Lew Young
President, UVMCC

Editor's Comments:

Yes! This is a **DOUBLE ISSUE!** I have been racing to catch-up all year. I have been covered up with work, children, and day-to-day living. This issue contains almost twice the pages of a normal newsletter, but didn't cost twice as much. Ha! I hope you enjoy it. jim

Boso's Winter Rally

Our trip started on a nice day, I drove to Mojave for the night, next night we were in Quartzite, AZ, just for some shopping and dinner, we thought. Bad habit thinking, we were there for 2 nights and left on the 3rd day, Saturday, for Apache Junction and Howard and Marsha's. The reason for the delay? Rain, fortunately I had opted for full hook ups so it was no hardship, set up the satellite dish and settle in for the time of idleness. Lew and Shelly Young and friends came and joined us, Lew and Shelley were going to Boso's too.

Those in attendance were, in order of arrival, Clyde and Kaye Stanton (UV), Walt and Marilyn Davison (car), Lew and Shelley Young (truck and trailer), Bob and Diane Galli (UV), Jim and Martha Isbell (Travoy), Forrest Gist(Hi-Lo trailer and truck), Dan and Betty Reinhardt (Rialta), Jean Mc Masters and Chuck Hoppe (plane , car, and UV), and Meg and Doug Bell (car) and of course our genial hosts Howard and Marsha Boso in whose backyard and new great room we were staying and meeting.

Walt and Marilyn stayed in Howard's Winnebago and Bell's stayed in a vacation trailer on the property.

Howard totally enclosed his back patio with plywood and paneling, and windows, a door on each end, carpeting, new sink, really first class operation there Howard. Thank goodness, as it rained for the most part the whole Rally.

Monday the 14th was the start of it all, with a dinner on our hosts, Marsha's famous beans, and BBQ burgers, Brats and hotdogs, potato salad, and more food than you wanted, **Tuesday** and **Wednesday** were Pot lucks, again more than enough food, **Thursday** we went to Barleen's Arizona Opry. Good dinner theater, roast beef dinner, and country music, old band music, yodeling and more. **Friday** night was the last potluck, and the Yankees Swap, lots of fun as usual at the Yankee swap.

Saturday saw us all on our way, good byes are so hard to stay, but we will meet again at the next rally in the Spring, not all, but maybe some new ones too. That Rally is at Twin Lakes RV Park in Newberry Springs, CA. \$16 a night, call may at, 760-257-3377, mention this is for the Ultra Van Rally.

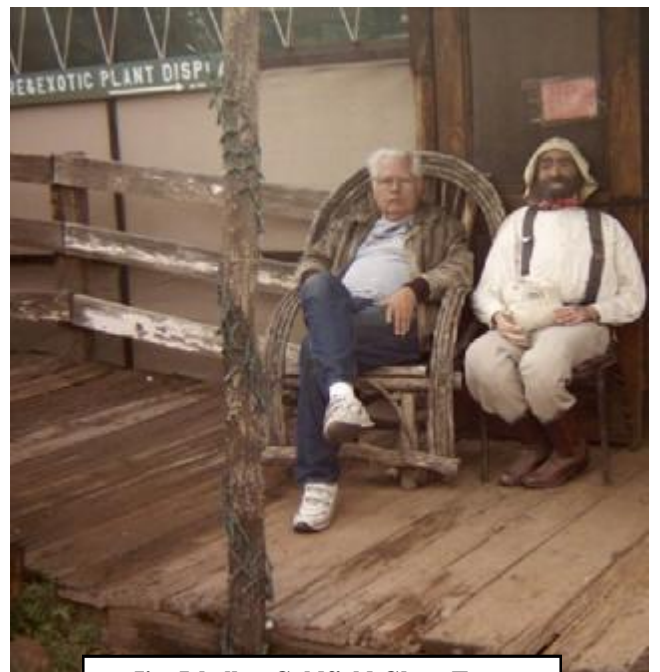
Hope to see you there. **Diane and Bob Galli #504**



Marsha Boso saving memories!



Doug Bell looking at old truck.



Jim Isbell at Goldfield Ghost Town.

EASTERN SPRING RALLY - 2005

By Roy Davis

Beau arrived at **Christmas Airstream RV Park** Sunday evening, the 20th, to find Clyde and Kaye Stanton (#392) and Carl and Esther Potter (#394) already there. The ground was relatively firm even with all the rain that had fallen in March. Arriving Monday were Gordon and Ruth Harvey (#2015) and Vince and Gail Murray (#510). We spent Monday coach hopping and doing laundry. Tuesday saw the arrival of Gary Johnson and Debby Dryszel (#419) and Norm and Marian Helmkey (sans #408). Bonnie Granger also stopped by for the potluck supper and a short visit. Wednesday's arrivals were Norm Standal and Brenda Leighton in Norm's new **Prius**, and Jerry and Marylou Kramer (#424) with Marylou's mother. Cecil and Pat Miller from the **Central Florida CORSA** chapter drove his beautifully restored crocus yellow 1965 Corsa convertible for us to admire while they admired our coaches. We held a business meeting Thursday evening to discuss upcoming rallies, slate of officers, and the possible merger of the two Ultra Van CORSA chapters. Friday the group went to lunch in Titusville, at Country Crossroads, an institution on the central Florida coast. As severe weather was predicted for the coming weekend the group headed for higher ground early Saturday morning. Many thanks to **Clyde and Kaye Stanton** for so ably hosting this "no host rally".

Coaches at Airstream Park



Tuesday night Potluck supper.



Potluck Supper!



WESTERN FALL RALLY/CAMPOUT

The Western Fall Rally/Campout was held at THE SLABS near Niland, CA and was sponsored by Marlene and Jim Craig.

Mr. R.W. Greer had a dream, and his dream was to have a military base established in Niland, CA to help the economy. He was a California delegate in 1932 and 1936 for President Roosevelt and in that capacity appealed to the president to establish a base. General Vogel, Commanding General of the Amphibious Pacific Fleet under who all training on the West Coast for Fleet Marine Force Units was conducted recommended as of March 27, 1942 that the following facilities should be provided in Niland, i.e. Camp Dunlap. There were mess halls, galleys, bathing and toilet facilities, water and electricity, store rooms, including a commissary, recreational buildings to include a post exchange, outdoor movie, projection house and a motor pool.

Camp Dunlap was to be a minor Marine Camp in the West Coast plan. It was activated October 15, 1942, and disbanded March 5, 1946 at the completion of its need in World War 2. The buildings were sold and the base was left empty with only blank spaces and empty Slabs where they sat waiting for the arrival of the new visitors to the Valley—Snowbirds--and a new name—SLAB CITY.

The Rally was characterized by good people, good fun, good food, great hosts and a very unique camping area.

One of first things you see when entering The Slabs is a large painted mountain. Salvation Mountain is the creation of Leonard who crashed landed a hot air balloon in the area. Leonard believed it was his “calling” to spread God’s word through painting and writing messages of love on this mountain. Salvation Mountain has been officially recognized in the Congressional Record in Washington, D.C. and written up in the National Geographic Magazine.

Marlene and Jim picked out a nice area for the group to camp. Attendees included Betty & Dan Reinhardt,

Marsha & Howard Boso, Diane & Bob Galli, Shelley & Lewis Young and our newest members, Donna Oppelt and Bill Johnson.

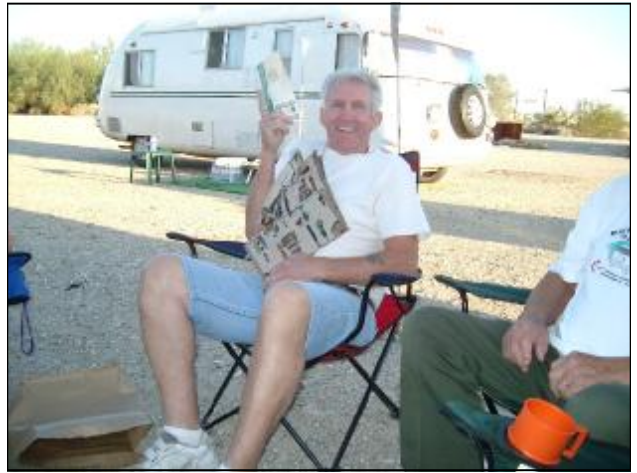
Most everyone arrived on Monday and Tuesday. After bringing everyone up-to-date on all our various activities since we met the last time, we were treated to a BBQ hosted by Marlene & Jim.

We spent the next 3 days discussing the elections, world events, motors, engines, tires, Ultra Vans and having a guided tour of The Slabs. All of the activities were either done before a meal, while eating or after a meal. Yes, we are an eating group disguised as an Ultra Van group!!! We did find time to play Desert Bingo. Prizes were furnished by our hosts and everyone was a winner.

We had warm days and campfire nights. We ended the week with a Yankee Swap Meet. It was a wonderful week. Many of the group want to return there next year. We left there Nov. 12th with 8 of us going on to Palm Springs for the annual Fan Belt Toss. A special thanks to Marlene and Jim Craig for hosting this event. A job well done.

Salvation Mountain at The Slabs.





**2004 "Slabs"
Campout Photos**



Western Spring Rally

by **Betty Reinhardt**

The April Western Rally was at Newberry Springs, California at the Twin Lakes RV Resort. Dan and I arrived on Tuesday, April 20. Three other coaches arrived on Wednesday, and one on Thursday. These other attendees were: President Lew and Shelley, Howard and Marsha, Jim and

Marlene, and Forrest Gist.

We were parked on the beautiful lake under the big cottonwood trees, enjoying the mother ducks and their babies learning to swim. They were so cute! We had our coffee and goodies every morning.

On Thursday, we had our delicious hobo stew that was cooked over our campfire..

Friday morning, we had a business meeting and discussed the changes in the by-laws, and all agreed some changes needed to be made. We discussed the National Rally and all the historical places we will be seeing in Custer, South Dakota. I know it will be a fun time. Friday evening we went to the American Legion and had a wonderful meal, and met lots of friendly people. The only one to get any dessert, though, was Jim Craig. He was a good boy and cleaned his plate! We had our Yankee Swap, and as usual, had lots of fun and got cute gifts.

Saturday morning, we went to the Senior Citizens Cafe, where all the workers are volunteers .We ran into people we'd met the night before at the American Legion. After our tasty meal, some of us went back to camp, and others went sightseeing around the town and stopped at an estate sale. Forrest Gist was the only one who bought anything, a beautiful picture. He kept trying to sell it to the ones who hadn't gone on into town.

This was a very relaxing and peaceful rally--all we did was sit under the cottonwoods and talk. We just wish everyone could have been with us--we always miss our absent friends. Even though Diane Galli couldn't come, I'd like to thank her for all her help.

Dan and I want to thank all of you who attended our rally, and we are looking forward to seeing you at the National Rally!

IN MEMORIAM

Erwin Pete Schuler, 75, passed away this past August after a long, long battle with cancer. He is survived by his wife, Rose Mary, three daughters (Gail, Linda and Karen) and a brother, Louis Schuler.

No one fought the disease harder than "Pete" did over a 12 year period. Always thinking of others before himself, "Pete" volunteered to take part in experimental treatment programs, seeking a cure for the disease for fellow man. He traveled from Waxhaw to his former home area in Long Island, NY and back, to take part in these programs.

"Pete" retired from Telecommunication, a Western Electric company, after 39 years service. "Pete" had always longed for a ranch-style home with a large garage. Rose and "Pete" found the home of their dreams not far from New Town Road and moved to Waxhaw in 1992. He loved to work on cars and anything mechanical or electrical. What was started, was finished immaculately. Always quiet but never still, "Pete" had at least one project ongoing at any time. He worked with the perfection of an engineer. His favorite statement was, "Quick jobs aren't worth it." His friends described him as having been born with a steering wheel in his hands.

"Pete" was drawn to Corvairs through the Ultra Van and soon redesigned the mechanical features of it. Corvair club members will remember the big, white "whale" at the upper end of the Autofare display area at the Lowe's (Charlotte) Racetrack. Rose, "Pete's" devoted wife and constant companion, always had the coffee pot hot and delicious baked snacks or a sandwich on the counter, ready for visitors. We will miss "Pete" Schuler, immensely.

THESE ARE THE PARTS GIVEN TO ME BY ROSE SCHULER

Torque Converter, NEW, still in box. (\$200) Came Ultra Van as spare part.

1969 110 engine (\$125), PowerGlide transmission(\$100) and 355 differential(\$100). These parts with 74000 miles on them were removed from an Ultra Van and a Buick 3.8 V6 replaced them.

1965 140 engine(\$325), 4 Speed manual transmission (\$75), and 355 posi-differential(\$275). 140 engine runs but has a knock

1965 Corsa dash (instrument cluster) (\$100)

1965 Turbo chrome exhaust tip, new, still in box(\$15)

Corvair A/C comp.(\$25), Clutch, remanufactured(\$20)

Many More! (Parts sold as/is) Contact:

Carl Klump, 7309 Ivy Hill Ln, Wesley Chapel NC 28173. 1-704-843-5559

SCHEDULE OF UPCOMING EVENTS

<u>Dates</u>	<u>Event</u>	<u>Hosts</u>	<u>Where (see Flyers on next pages)</u>
06/20/05	EASTERN SUMMER RALLY	Potters	Finger Lakes, New York
06/28/05	IOWA MINI Convention		Cedar Falls, Iowa
07/26/05	CORSA NATIONAL CONVENTION		PORTLAND, OR
09/11/05	ULTRA VAN INTER-NATIONAL	Youngs'	CUSTER, SD

Eastern Summer Rally- 2005

June 20, 2005 - June 24, 2005

For those of you who did not attend the EMU spring rally, Carl & Ester Potter of Homer, NY (#394) have planned a Summer rolling rally in the finger lakes region of upstate NY. The following is a schedule of the events and campgrounds for the nights. For more information or to reserve a place in the rally please contact Carl or Ester directly <cwpotter@twcny.rr.com> or (607) 749-4174.

Ultravan rally around the Finger Lakes

- Mon. June 20 Arrive at Homer If time permits a visit to Homeville Museum campground -- Potter or Country Music park
- Tues. June 21 **AM** Tour of Cornell
Picnic at Taughannock Falls State Park
PM Corning Glass Museum
Evening at Camp Bell Campground -- near Corning (sites are reserved)
- Wed. June 22 **AM** Watkins Glen Race way and or Park
Esther says there is an excellent quilting & fabric shop at Watkins Glen
PM Glen Curtis Museum Hammondsport and/or Winery tour
Supper at Miller's Restaurant (Amish and countrystyle) north of Penn Yann Campground near Waterloo
- Thur June 23 Seneca Falls - Women's Rights Museum
Auburn: - Willard Chapel sporting goods outlet store
Skaneateles: dinner cruise on Skaneateles Lake (or) dinner at Aurora Inn
Campground at Potter or Country Music Park
- Fri. June 24 Norwich Auto Museum ??
Chicken barbecue at Bob's (a local must) **Total Trip Mileage**, without the Norwich portion, is about 210

2005 CORSA National

Portland, OR

Fellow Ultra Vanners:

Once of my responsibilities for our local Corvair club in preparing for the National Convention in July is wagon master. I have found a very nice RV park a little over 2 miles(will be camped next to the Columbia River I suspect that we should be kept reasonably cool from the breezes coming off the river. closer by

bike) from the venue. Very nice facilities and very nice people to work with. I would like to invite you all to plan part of your summer here in the beautiful Pacific Northwest. The weather this time of year is usually in the 80's with very little humidity. And because we

Because of our location there will be many things to do and see. You will be within an easy drive from Oregon's beautiful coast, Mt. St. Helens and the scenic Columbia River Gorge where Lewis and Clark once trekked. Great tours and rally's are planned, even a time trial day at Portland's International Speedway on Monday before the official first day. I would love to see a contingent of Ultra Vans. If you cannot drive then our airport is just a few more miles down the road from where we will be camped. Join us one way or the other. Please log onto the site below for more details. I will post a picture on our site (photos) of the RV park. Please feel free to contact me if you have any questions. www.corsaoregon.com

Doug Bell, #215 "Bella Beluga"

More infoe:

I have just learned that my original choice of RV parks for the convention has since changed their policy and is now taking reservations. **The Jantzen Beach RV Park** is only 1/2 mile from the venue, well within walking distance and across from major shopping. It is an older park with shade trees in most sites. Check out their website: <http://www.jantzenbeachrv.com/>

If you decide to cancel from the **Columbia River RV Park** please do not mention that you found a better or closer park. They have been very accomodating. I feel obligated to stay with them. Others who may feel unsure of travel to and from the RV park may wish to look at this

alternative site. We are looking into providing some kind of shuttle to and from the Columbia River Park. Any questions? Please contact me at doug.bell3@comcast.net

Doug Bell, #215 'Bella Beluga'

Midwest Regional Convention

Iowa Corvair Enthusiasts

June 28 to July 1, 2005

Iowa Corvair Enthusiasts are reviving the tradition of a Midwest regional convention. The convention will have most of the events and fun activities of a Corsa International convention, but on a slightly smaller scale. The site of the convention will be Cedar Rapids, Iowa with the **host hotel** being the **Cedar Rapids Marriott**. The very affordable room rate is \$79.00 plus tax per night. We're limited to 100 rooms, so be sure to sign up quickly. This rate will be honored for the weekends before and after the convention so that you can economically extend your stay. For reservations 319-393-6600 or 1-800-541-1067.

Registration form for the convention is available from Bill Mitchell, 811 Latham Place, Cedar Falls, IA 50613 319 268-1341 Email: bmitchell@cfu.net

2. News article: Ron Zoutendam, of UVMCC is working with Bob Dunahugh (Of the Iowa Corvair enthusiasts...ICE) on camping and involvement of Group Ultra and UVMCC in the Corsa Mini Convention planned for Cedar Rapids, IA the end of June (June 27-July1). Plans are firm now, that all of the Ultras who show up at the convention will get to camp on the grounds of the host hotel, the **Cedar Rapids Marriott**. We (Ultras) will be parking on a grassy area on the hotel property. Unfortunately it will be dry camping (unless we can sneak a cord into an outlet somewhere). To make this arrangement more attractive, however, Ron has reserved a hotel room for the clubs (**UVMCC & Group Ultra**) at the hotel. This room can then be used for showering, (**BYOT** towel that is) , for hospitality, and for any indoor meetings we want to have . So far Ron has commitments from: Jim Davis, Ken Wildman, and Paul Piche. The hope is, that many Ultras will show up, especially from the Midwest and East. Those who feel that Seattle is too far to go, will not have as good an excuse for Cedar Rapids. All who recall our Ultra Rally at the Amana will recall the good time we had in Cedar Rapids. This will give us an opportunity to see the things we missed in the area in 2000 AND also experience a good dose of Corsa and ICE hospitality. We hope to see Y'all there!!

2005 Ultra Van National Week

Beaver Lake Campground, Custer, SD

September 11-17, 2005

Who should attend: Everyone who has an interest in **Ultra Vans**. Full hookups sites are available along with a limited number of onsite cabins.

What's going to happen: Trips are planned to **Mt. Rushmore** and **The Crazy Horse Memorial**. We will have Tech Sessions for those so inclined and simultaneous craft sessions for the others. The cooks in each family will be able to display their culinary skills with a couple of Pot Lucks. The evening meal on Sept. 11th will be furnished by your hosts. Plan on a Yankee Swap Meet and other games. The week will end with a banquet and installation of officers at The Bavarian Inn restaurant in Custer.

I promise a good time will be had by all. Just a few of the campground amenities are: two shower/restroom buildings; free modem connections and movies; laundry and dishwashing facility; full service store; 50 amp pull-thru sites; camping cabins and native TP's available; enclosed, heated area for our meetings, plus many more.

Costs: Full service camping--\$20.00/night
Banquet--\$20.00
Tours: Crazy Horse--free
Mt. Rushmore--minimal entry fee
Yankee Swap meet-- one gift/participant of approx. \$8.00
Registration--\$10.00/person (covers the cost of local transportation).

Reservations: Call Campground direct and mention Ultra Vans
1-800-346-4383 or (605) 673-2464
Website: www.beaverlakecampground.net
E-mail: beaverlake@gwtc.net

Let the undersigned know you are coming:

E-mail--lew111@earthlink.net
Home phone: (209)823-6293
Cell phone: (209)639-6293

Lew Young

Keeping Ultra #389 Alive and well!

We have owned #389 since the 23rd. June 1996. I can tell you after reading all the horror stories. I hear one noise and I'll hunt it down and repair what ever it takes. I must also tell you that I knew nothing about the corvair engine or drive train, the ultra van coach in or out. I was starting this project with much to learn and no lesson is free. There were two reasons we bought and paid for #389, We needed a long term project and, We fell in Love with what she was or what she could be. The 3 year project was just long enough we were ready by then to move down the road and have some fun.

One night I was just sitting around and the thought came to me to see exactly what we have spent to keep #389 in great working condition. I really enjoy keeping good records of what I spend on a project and what I spend after. A lot of people don't really like to do this, now I see why. It can be a shocker when you add it up. Almost painful.

Here goes:

Purchased June 23rd.1996 for \$800.00 Brought to my office on a flat bed tow truck, not running, a disaster! Restoration begins immediately and ends June 1999 for a total of 3 years. All prices listed below are just materials. There was only a small amount spent on outside labor. welding & wheel aliment, otherwise we did everything.

Mechanical	\$3,350.00
Tanks	\$742.36
Body work	\$6,455.94
Interior finish and upholstery	\$1,091.42
Accessories	\$179.19
Specials tools	\$676.40
House keeping items	\$169.37
Title-plates-taxes	\$151.60
Labor	\$375.00
Insurance for 1 year	\$385.00
Total:	\$14,376.28

Not every mechanical item was replaced during restoration, but I can tell you that everything had to be replaced and is part of the following cost per year, including insurance.

1999 June thru December	\$589.32
2000	\$3,367.18
2001	\$1,729.09
2002	\$1,378.87
2003	\$1,626.33
2004 New engine110 everything up to snuff.	\$4,411.00
Grand Total:	\$27,487.07

We have logged a total of 57,573 miles. With a cost per mile of 48 cents.

Our fuel average for 10,000 miles is 14.68 mpg. We burn premium gas, for a total of 3,922 gallons which comes to .092 cents per mile

Total cost per mile of 57.2 cents

Now we have had a \$100,000.00 worth of fun, and have met so many interesting people. Would we buy an Ultra again...only if it was in mint condition and I mean MINT.

See You down the Road.! Paul & Barbara #389

Another Beau Adventure

By Jim Davis

Last year we had planned to leave the Pipestone national rally and head to the Upper Peninsula of Michigan. Last year, we spun a pinion 50 miles after leaving Pipestone, ending our planned trip. This year we planned the same trip, again. We are rail fans and when I found the **National Rally** was just 2 days after Puffer Belly days in Boone, IA, we had to attend. We left for Boone on Sept 9th and the trip proceeded nicely until we stopped for lunch. As we pulled into the restaurant parking lot the inverter let us know it was unhappy with Beau's voltage. After eating, I checked the fuses and voltage; the voltage at the dash was low but the voltage at the alternator was good. Further investigation showed two of the three alternator lead wire fuses were blown. Replacing the three fuses we were road ready again. The first night was spent at **Crooked Creek RV** park in Kingdom City, MO; it was an average RV park. The next night we made it to Story City, IA and stayed at **Whispering Oakes RV** park; **WOW** is it ever nice.

When hooking up the utilities, I noticed the right rear tire was low. Further investigation showed it was leaking around the new valve stem. The next morning, Jack the owner, showed up with a golf cart and an air compressor. We were off Saturday morning to find a tire shop to replace the valve stem. The closest one that was open was in Ames, 14 miles away, but the tire held up. The Goodyear tire store stopped their work and replaced my leaking valve stem. On to Puffer Belly days in Boone. I wasn't prepared for what was in store. We arrived during the parade downtown so the traffic was light to the train station. There she sat, the last commercial steam locomotive built on earth. Purchased in 1988 for the sum of \$350,000 from the People's Locomotive Works in Datong, China, she is a 2-8-2 rated at 2,770 hp. Burning Kentucky coal and pulling 14 passenger cars, engine JS8419 made the 25 mile trip to the Des Moines river over the 198 foot high single span bridge (the highest single track RR bridge in US). I was in awe and covered with cinders. After the train trip, we decided to go downtown for lunch. How does one get downtown? On the town trolley, of course. Not just any trolley, but a restored 1915 Chicago wooden trolley. For the princely sum of \$2, we made the 2.5 mile trip to downtown. Lunch consisted of Brats and Iowa sweet corn. The Iowa chapter of the N scale model train association had set up a modular layout, so I spent most of the afternoon talking model trains. A perfect day.

After another night at Whispering Oakes RV park, we headed to Red Rock Lake. As it was only 90 miles, we took the scenic route getting lost several times (Roy driving & Jim navigating). The fantastic Red Rocks rally is covered elsewhere. We departed Sunday morning, going back to Whispering Oakes to do laundry and allow Jim to watch the NASCAR race. Monday we headed Beau to Duluth, MN. Beau had some spells where he began missing. Slowing down usually cleared the problem. Just in case, I stopped by AutoZone and bought a new distributor

cap, rotor and spark plugs. Beau ran fairly well the rest of the day. We chose to stay at **Northland Campground** in Superior, MN. It was easy to find and quite nice. It started to rain as we hooked up. That night after the engine was cool, I changed the spark plugs. The old plugs looked fine after 14,000 miles. When I changed the distributor cap and rotor, I discovered the red wire on the Petronics module was worn bare where it was rubbing on the rotor. I covered the bare spot with silicone and taped the wire in place while the silicone hardened. The next morning, in the rain, we headed to the Great Lakes Aquarium. Beau was still intermittently missing. We arrived early; the Aquarium did not open until 10:00am. We watched the ore carriers pass down the channel and gave tours of Beau as the employees arrived for work. The Aquarium was great, displaying most of the fish and animals found in and around the Great Lakes. There is a great view of the harbor from the second floor of the Aquarium with maps, info on arrivals and departures; as well as, a guide to answer questions. We returned to Beau only to find the right rear tire flat, again. Jim changed to the spare in the rainy parking lot while Roy went inside the Aquarium to find the closest tire repair place. A four mile trip to Holiday Wheel and Tire and they were able to repair the puncture in the tire. A piece of sheet metal had gone through the tread. We stopped by the North Shore Scenic Railroad to see the rolling stock. Alas, the railroad only operates during the weekends during the winter season. We stopped by the Lake Superior Maritime Visitors Center after lunch. It wasn't very interesting; we had a better tour and description of the harbor activities at the Aquarium. That night we made it as far as **Frontier RV Park & Campground** in Cedar, WI. It had finally stopped raining and the Campground has a bar, so we spent an enjoyable evening meeting the other campers and locals.

Before departing next morning, I disconnected the **Safeguard** to see if possibly it was causing the recurrent missing. It was cloudy and cool, but not raining, Tuesday morning as we headed for Saute Saint Marie, MI. We were looking for a place to eat when Beau suddenly lost power. As we slowed down, Roy noticed an unfamiliar noise in the rear. We pulled over in Mom's Restaurant's dirt parking lot in Sidnaw, MI (pop. 66) to see if I could find the source of the noise. There was no noise at idle but a loud valve clatter if I revved the engine in neutral. Well, at least it was bright and sunny. Investigation showed Beau had broken the #2 cylinder exhaust valve spring. This should be an easy fix as I carry all the stuff to repair a cylinder head. One small problem arose; I could not find my valve spring compressor. Just across the side road was Davis' Body Shop; no luck on a valve spring compressor. Ron Davis suggested that the closest spring compressor would be in L'Ance, about 25 miles away. Did I mention there is no cell phone service in that portion of the Upper Peninsula? Fortunately, I carry a calling card; it seems the only one in town is in the bar (where else?). A quick call to the Automotive Machine & Engine Rebuilding of L'Ance found the spring compressor I was looking for and for \$50, Tommy, the proprietor would bring it by the coach after work. Roy and I had a good lunch at Mom's as we waited for the spring compressor. Tommy and his wife arrived at 4:30pm as promised with the valve spring compressor in hand. Would you believe Tommy, a thirty eight old mechanic, had never seen a Corvair engine? I had previously removed the spark plug and crammed the cylinder with clothesline rope to

hold the valve closed while I used the spring compressor. It all worked as planned. When I got everything back together, it was 6 pm and time to find a place to shower and spend the night. Well, Beau's luck was still holding. The only filling station in town (Howard's Quick-Stop) has a campground and airport. So for a 600 foot drive and \$15, we had a full hookup. Full hookups turned out to be good as the campground has no showers. Roy and I showered in the coach and then spent the rest of the daylight looking at the airplanes. I have never seen a Silvaire before; a beautiful twin seat all aluminum plane of the 60's.

The next day we wandered to the coal mine at Ishpeming, MI. The railroad here is famous because it was the last class #1 railroad to use steam power in regular service. Steam power was used to haul coal to the loading docks on lake Superior until 1988. The four steam engines are still in active service but with the Grand Canyon Railroad in Arizona. The US ski museum is also there but we skipped it as skiing is not our bag. We talked about going out to the old B-52 base, K.I. Sawyer, near Marquette, but decided to press-on. We got into Saute Saint Marie, MI early enough to go directly to the Soo Locks. Soo Locks is a beautiful Corps of Engineers park just made for pedestrian viewing of the four locks. Soo is where the boats must descend 25 feet going from lake Superior to Lake Huron. There is plenty of RV parking in the hotel parking lot next door. The night was spent at Chippewa Campground. This is a nice campground, level, with all the amenities. We got an early start headed for Oscoda. We stopped at the viewing rest stop just before the Mackinac/Mackinaw Bridge and marveled at the bridge. In my Service days, I met the navigator of the B-47E that had flown under the Mackinac Bridge as it was opened for traffic. This is against FAA regulations and the pilot was grounded permanently for the action. It is not hard to believe that any aircraft could fly under this bridge, even one with a 140 ft wing span and 36 foot tall tail.

On to Oscoda, down US-23, the east coast highway along the shore of Lake Huron. It was a beautiful day and Beau was finally running better. It took a while as we stopped at nearly every road side park to walk along the beach. That night we stayed at the Oscoda KOA, an above average KOA. The owner is retired AF so he was familiar with Wurtsmith AFB, which was only six miles from Oscoda. The old base is now a retirement community and has a small air museum. Thirty years ago there were three B-52 bases in Michigan, two in the Upper Peninsula: K I Sawyer and Kincheloe, and Wurtsmith in the Lower Peninsula. All are now closed. Sawyer and Kincheloe are county airports with the base housing and barracks used as low income housing. Roy took the evening to do laundry again as the wet weather and repairs had caused us to dirty a lot of clothes.

The next day we hurried to Ypsilanti, MI to visit the Ypsilanti Automotive Heritage Collection. This is primarily a Hudson dealership/museum. They do allow Corsa to display a few of the Society cars and other items of interest. We parked at the historic train depot and museum in Ypsilanti, ate at a restaurant across the street, and spent a couple of hours in the museum. I was disappointed in the Corvair display. It is much less complete than when the museum was in Virginia and the curator/owner was not very knowledgeable. We called Paul &

Barb (Piche/Greaseon) to see if we could take them to supper. I told Paul if he furnished transportation, I would buy. We headed to the Detroit/Greenfield KOA for a couple nights. Paul & Barb arrived on time and we ate at a really good Italian Ristorante in Ypsilanti, Alfredo Martini. Good to visit with Ultra friends even if we had been with them the week before.

The next Morning I changed out the Petronics for old fashion points, as Beau had continued to have intermittent periods of missing while going from the Ypsilanti museum to the campground. I surmised that the high voltage in the distributor's rotor had damaged the Petronics through the bare red wire. The next morning we were off to the Henry Ford Museum at Greenfield Village. The museum houses the only remaining C&O Allegheny class steam locomotive (the heaviest and longest ever built in the US) as well as one of the most complete collections of stationary steam engines. We spent five hours in the museum, before our feet gave out, and could have easily spent more as we hurried through quite a few exhibits. We will definitely have to go back when we have more time. We had planed to go to Greenfield Village the next day, but after seeing what was there we decided to skip it.

Early Monday morning we departed for **The National Museum of AF** in Dayton, OH. This was to be our fourth visit. All along our route through North Dayton, we noticed the north bound lanes were blocked at every intersection. We assumed there must have been a bank robbery. As we turned into the museum parking lot, we saw the E-4B carrying President Bush land at the base. The highways had been blocked to expedite President Bush's motorcade. The museum is currently undergoing large expansion. They have regrouped the aircraft and added approximately 60 aircraft and a couple of buildings to their display since our last visit six years ago. One of the tour guides saw us discussing a RB-57D (long wing) undergoing restoration. When stationed at Kirtland AFB, I used to help maintain these aircraft. As it turned out, he was a pilot with the 58th WRS in the late 60's. We spent about an hour reminiscing about Kirtland AFB, NM, the home of the 58th. He showed us the planned museum improvements and told us where the rest of the Museum's aircraft were temporality stored. Roy and I discussed staying another day but decided to skip Research and Development Hanger and the Presidential Aircraft Hanger and save them for another visit. That evening we watched the preparations on ramp for the President's arrival at the aircraft and its subsequent departure. We then drove to the base's family campground (Bass Lake CG) to spend the night. A great place to stay if you have a military ID card.

I am happy to report that Beau ran flawlessly on the trip home from Dayton. I guess the Petronics is really dead. Trip summary: **20 days, 3,066 miles, 14.11 mpg, two quarts of oil**, no diff or transmission fluid. Oh yes, and one valve spring.

INMEMORIUM

F.E. "Chance" Fitzgerald

Arrived Sept 27, 1913. Departed April 12, 2005.

Many of our current members never had the opportunity to know "Chance". Their loss. Like all those of his time frame, he lived through an era that saw changes in our society that will never be repeated. His work life ran from the WPA..to driving a truck for road work at \$1.65 a DAY ... working in his Fathers garage. Dad taught him well...ran an airport...taught flying to many...worked on countless airplanes...at eighteen, built his own violin...think about that he BUILT a violin. He came to the world of Ultra like most of us..knowing nothing about Corvairs..and ended up being a rich source of knowledge which he willingly shared with anybody who was interested. His sheet metal work endeared him to many..check out #328s main door and rear hatch..same for Stantons #392. #366 (my unit) was enriched in MANY ways..hatch/door etc. Stop at the Lain Auto Museum in Nashville and check out #101..yep, a Chance built door/rear hatch. His wife Margaret left us in '93. I have many memories of Margaret at the piano and Chance with his "fiddle"...and the music/good times rolled. As I get older I can remember my father saying..in his latter years.."All my friends are dead". I'm beginning to understand what he meant.

Respectfully Walt #366.

Lane Motor Museum Adds To Eclectic Collection

Lane Motor Museum in Nashville, Tennessee announces the newest arrival to its collection, a 1960 Ultra Van -- #101 Prototype! As many UVMCC members know from personal experience, #101 was lovingly restored as a club project before it was sold with the profit of the proceeds supporting the club.

Lane Motor Museum's collection contains many European gems including a collection of NSU vehicles highlighted by a 1962 NSU Prinz 4 saloon styled after a Chevrolet Corvair. Other rear engine/air cooled vehicles at Lane Motor Museum include a Fiat 500, Subaru 360, and several Tatras, including a T-97.

Lane Motor Museum opened to the public in October 2003. The current collection showcases over 100 cars and 20 motorcycles from more than 50 different makes of vehicles originating in Asia, Europe, North and South America and dating from 1922 to 2003. Some highlights of the Museum include the largest Tatra collection outside Europe, a substantial microcar collection, amphibious vehicles, alternative fuel vehicles, and competition cars.

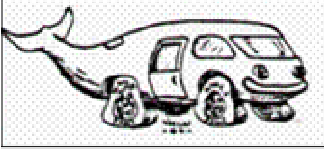
Lane Motor Museum welcomes visitors Thursday through Monday from 10 a.m. to 5 p.m. Admission is \$5 for adults, \$3 for seniors, and free for children under 18. The Museum is located at 702 Murfreesboro Pike just moments from downtown Nashville. For more information: contact **Susan Lane**, Curator at (615) 742-7445 or visit our website at www.lanemotormuseum.org.

Snow in the Desert! November 21st, 2004



Jim & Marlene Craig's Jousha Tree, Ca house.





TECHNICAL WHALE TALES -- TIPS AND ARTICLES

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

TECH TIP: 2005-1

SUBJECT: DISK BRAKES

UV MANUAL: 11-12

AUTHOR: JIM DAVIS

Wilwood Dynalite Pro series disk brake kit for 65-72 Chevy II - Kit # 140-2285B

Kit Features: Dynalite Pro Series Front Hub Kits are engineered for a variety of competition and sports driving applications including muscle cars, hot rods, and heavy weight drag cars. Forged Billet Dynalite calipers, forged billet hubs, vented iron rotors, and PolyMatrix brake pads offer big stopping power in severe heat conditions with up to 35 pounds of weight savings off the front end. Check out the technical features and performance benefits of these classically styled kits.

Forged Billet Dynalite 4 Piston Calipers: (Calipers available in Black, Red, or Polished:) FDL calipers are the newest and strongest in the class. Stress-flow forged billet bodies, and a highly efficient radial transition design, are key elements contributing to the superior strength and efficiency of the FDL. This innovative caliper incorporates proven performance features from other Wilwood designs. FDL calipers generate high clamping force without deflection from four stainless steel pistons. The 1/8" NPT fluid inlet is easily adapted to all types of flexlines. Internal fluid passages evenly distribute pressure to both sides of the caliper. Four corner bleed screws assure simple and effective bleeding regardless of caliper location. The top loaded brake pads can be easily inspected and serviced without caliper removal.

Forged Billet Aluminum Hubs: Forged aluminum hubs are unmatched for strength and weight savings. Premium grade billets are forged into shape under high heat and pressure, then CNC machined for precise fit on each spindle application. Each hub is multi-drilled for 5 on 4.50" and 5 on 4.75" wheel lug patterns. Aluminum backside mounting plates are supplied for solid rotor mounting directly to the hub. The hubs are shipped complete with bearing races installed, new bearings, grease seals, screw-on billet aluminum hub caps, and 1/2-20 RH grade 8 wheel lug studs.

HP Series Vented Iron Rotors: All Wilwood rotors are manufactured from premium grade, long grain carbon iron to provide long wear with high thermal stability and resistance to distortion. The superior heat absorption and dissipation qualities of a vented iron rotor are essential to preventing heat fade and realizing the longest service life from the components. All kits include .81" thick x 10.75" diameter rotors. HP rotor kits include precision machined smooth face rotors. The additional mass of the non-drilled HP rotor adds service life and improves pad cooling on competition or other vehicles subject to sustained high operating temperatures.

PolyMatrix Brake Pads: PolyMatrix 7112 "T" compound pads are a low dust, low noise improved friction formula. "T" has fast response, high resistance to fade, long wear, and the low rotor abrasion that PolyMatrix is so well known for.

Caliper Brackets and Hardware: Aluminum mount brackets with steel threaded bolt hole inserts are lightweight and strong. Each bracket is CNC machined for precise fit on each specific spindle. Grade 8 strength or higher nuts, bolts, washers and alignment shims are included in each kit.

Plumbing: Fittings and flexlines to install these brake systems must be ordered separately.

NOTE: Installation of Wilwood Disc Brake Kits may affect the wheel offset.

NOTE: These should be installed with a dual disk/drum master cylinder. These kits require the use of 15" wheels, although some 14" wheels will clear the calipers. Call Wilwood for specifics. Should you have Chevy II 6 cylinder front steering arms (most coaches have the V-8 arms) some small modifications (drilling) to the steering arm are required.

Cost: for kit 140-2285-B is **\$651.95** from Jeg's High Performance Mail-order.



JEG'S High Performance

101 JEG'S Place

Delaware, OH 43015

Phone: 1-800-345-4545

Fax: 1-740-362-7017

Alternate Kit: The same system is available from **Engineered Components Incorporated (ECI)**, but used a stock early GM single piston cast iron caliper.

Engineered Components Inc. has developed a new bolt-on disc brake conversion for the 62-74 Nova, 64-72 Chevelle/Monte Carlo, 67-69 Camaro/Firebird and their GM equivalents. This new kit uses custom billet aluminum hubs and special brackets to adapt GM calipers and rotors to the stock drum brake spindle with no machining or modifications required and it maintains the stock wheel location. Cross-drilled rotors are available as an option. The hubs are drilled with Chevy or Ford bolt pattern.

This brake conversion bolts to the stock drum brake spindle with no machine work or spindle modifications, and maintains stock wheel position. The kit uses stock big piston GM calipers and 11-inch dia. rotors on billet aluminum hubs. Available in both 4-3/4" GM and 4-1/2" Ford bolt circles. Kit includes rotors, calipers with pads, bearings, seals, caliper mounting brackets, aluminum hubs, and dust covers. Note: 62-63 Chevy II requires 64-67 spindle

This kit includes everything you need including the calipers with pads, billet hubs with bearings and seals, rotors, caliper mounting brackets, dust caps and hardware. Installation is accomplished using basic hand tools.

EC-723 ACK.....\$ **525.00**

Engineered Components, Inc.

Hot Rod Brakes and Brackets

P.O. Box 841

Vernon, CT. 06066

(860) 872-7046

TECH TIP: 2005-2**SUBJECT: TIRE PRESSURE MONITORS****UV MANUAL: 11-4****AUTHOR: JIM DAVIS**

Running soft side radial passenger car tires on an Ultra Van makes it impossible to tell if a tire is properly inflated unless you use a tire gauge. This is inconvenient at a gas station or after lunch especially in the rain. TireWise has come to my rescue. These are small valve caps that attach to the valve stems in place of the standard caps. They show red if the pressure is 10% below the stated amount. They show green if they are in the desired range. The tire monitors are available in 5 lb increments from 120 psi down to 20 pounds. I run the 45 pound caps on my coach. Now a quick walk around shows whether or not the tires have sufficient air. The cost \$19.95 for four.

To Contact **TireWise:**

TireWise

751 South Weir Canyon Road, #157633

Anaheim Hills, CA 92808

Phone: (714) 281-8473

Email: <info@tirewise.com>

TECH TIP: 2005-3**SUBJECT: SHOCK ABSORBER****UV MANUAL: 9-1****AUTHOR: JIM DAVIS**

I recently had the chance to research shock absorbers for the front of the coaches. It seems my old standby, Tenneco (Monroe, NAPA), is no longer making #739070, the shocks I have been using on the front of Beau. The good news is Tenneco is now making #5756 ST. It is a Sensatrac model and 1.75 inches in diameter (as opposed to 1.65 for the #739070). The bottom bracket is now TIG welded to the tube rather than the spot ring weld of the older 739070's. The cost is about \$30 each.

"The Monroe® Sensa-Trac® passenger car shock absorber with PSD (position sensitive damping) and the Safe Tech™ system combines our exclusive precision tapered grooves in the pressure tube with application engineered valving and Fluon banded piston to improve the ride, handling, and safety characteristics of the vehicle. These features allow the Monroe Sensa-Trac passenger car shock absorber to adjust more rapidly to changing road and weight conditions than any other available shock absorber."

For those of you want more shock. Edelbrock is now making a shock in an IAS model. Classic Industries carries them. <<http://www.classicindustries.com/>> (800) 854-1280 Ext 5-210 .

"Only Edelbrock shocks feature Ricors' patented Inertia Active System (IAS) This exclusive design switches instantly between firm and soft circuits for superior handling and a smooth ride. There is no other shock that can deliver this kind of performance. The Inertia Active System built into every Edelbrock shock absorber can sense the difference between the motion of the wheel and the motion of the chassis. With the IAS, Edelbrock shocks have a variable damping rate that enables the shock to apply a higher damping force when it's needed to control excess chassis motion and a lower damping force when the wheel hits bumps, potholes, railroad tracks, or any surface irregularities. Variable damping improves handling as well as ride comfort . When the chassis tries to lean due to cornering or nose dive during hard braking, a very high dampening force is present to keep the chassis very stable. When the wheel encounters bumps or potholes the dampening force falls to a reduced level, enabling the wheel to follow the terrain without transmitting jolts to the chassis. This allows for a very smooth ride and increased traction for the tires because they remain in contact with the road. Edelbrock shocks are specifically tuned for each application and the damping forces are set to be stiffer under handling and softer under rough terrain than conventional shocks . The bottom line is that the patented IAS valve combined with gas charging provides the best ride and handling of any shock made. All Edelbrock Performer IAS shocks feature a limited lifetime warranty". Cost: \$70.00

Wheel Tech

By Jim Davis

“A chain is only as strong as its weakest link.” Thus, when Beau’s engine, transmission, differential, suspension, and tires were all upgraded, the next to fail were the wheels. They were Hayes steel 15x7 inch jj wheels. These were new wheels with only 4,000 to 6,000 miles on them. I switched to the 15x7 wheels from the 15x6’s I had been running because I wanted to stiffen the tire sidewall on Beau’s tires. The wider the rim the stiffer the sidewall. The rim width, however, should stay within the recommended rim width range specified by the tire manufacture. So off to find out what I could about available steel wheels.

The National Highway Traffic Safety Administration (NHTSA) has many good things on their website and one is specification 110, which requires all tire and wheel manufacturers to list their load specifications. While not readily available, the list can be found. First, general stuff; all tires and wheels should never exceed 88% of their maximum load recommendation in normal use. This is the NHTSA proposal for 2005 supported by the American Tire and Wheel Manufacturers Association. Until the Explorer tire failure law suits, the vehicle manufactures used 100% of the tire and wheel rating when specifying tires and wheels for a particular vehicle. In 2002, this rating percentage was reduced to 91% for all vehicles except passenger cars and station wagons, which remained at 100%. It should be noted that wheel load capability decreases with an increase in tire diameter. Thus a 14x5.5 wheel will have a higher load rating with a 195/50-14 tire than with a 195R-14D (195/90-14D tire). Typically steel 14 inch diameter passenger car wheels are rated at 1,300/1,400 lbs load with a 25 inch diameter tire, and a maximum 36 psi inflation pressure.

Well, Beau has about 2,700 on the rear wheels (with the trailer). That is 1,350 lbs per wheel and using the 88% load factor that gives a wheel rating of 1534 lbs load rating. I could find no passenger car wheels rated more than 1,500 lbs except the billet aluminum ones (\$200+ each). Finding that most rims on Ultra Vans crack across the eight spot welds on 4 spoke steel wheels, I looked for continuously welded wheels. In spot welded wheels, the wheel center is made slightly smaller than the wheel hoop (rim or barrel) and a spot welding machine clamps and spot welds the wheel center to the wheel hoop. This is used for most mass produced wheels. In continuously welded wheels, the wheel center is slightly larger than the wheel hoop. The hoop is heated and expands so the wheel center can be set at any backspacing in the wheel. The hot wheel assembly is then MIG welded into place. This process is used for custom wheels because of the ease of changing backspacing and rim width.

I measured and looked-up my Corvair FC wheels (standard on some Corvair powered Ultra Vans). The rims are 14x5.5 jmod. For the uninitiated, the 14 is the rim diameter in inches; the 5.5 is the rim width in inches measured at the rim’s bead lock, the first j is for the wheel taper at the bead lock (in the j case, 15 degrees) and the second letter specifies the size of the shoulder on the rim. The mod. stands for modified meaning it does not fit the United States Tire and Wheels specifications for standard wheels. The back shoulder of this rim is wider in order to clear the front knuckle on the FC’s. The wheel info is usually stamped into the rim near the valve stem on rims made before 1980 and on the center of the rim for later rims. Later Ultra Vans have 14x6jj rims from the Nova V-8.

I have a couple of Rampside wheels around, so I measured one: rim thickness - 0.125 inches; wheel center thickness - 0.135 inches on this 4 spoke spot welded rim (eight spots - two per spoke). This wheel is rated at 1,400 lbs (according to Kelsey who still manufactures this rim). Next, I measured one of the new Hayes wheels: rim thickness - 0.120 inches, wheel center thickness - 0.155 inches on a 4 spoke spot welded rim (eight spots - two per spoke). This wheel is rated for 1,450 lbs. I have been using GM station wagon (15x6) rims for Beau as they are wider than car rims (15x5.5) and I assumed they had a higher load rating. I measured one (Chevelle wagon): rim thickness - 0.125 inches, wheel center thickness 0.135 inches on a four spoke spot welded rim (eight spots - two per spoke). I found this wheel is rated at 1,400 lbs. I have broken one of these rims so far.

Next I went to the American, Cragar, Hayes, Vintage, Keystone, and Innovative Wheels web sites to look for heavy duty wheels. While looking, I talked with several long time Ultra Vanners. Most recounted various rim problems of which I was unaware. Jean McMasters has been using Chevy S-10 two wheel drive wheels (14x6 jj rims). They appear to be the same as the GM V-8 wheels except they are more readily available. Jean has cracked three so far. The Internet search showed that Cragar has a wheel available for the 4 wheel drive S-10 (15x7 jj) with the correct bolt hole pattern (5 studs with a 4.75 stud circle diameter). It comes in four inch and 4.25 backspacing, the four inch backspacing being correct for the Ultra Van. This Cragar wheel is available in chrome (#398) & black (#397) series. I ordered four black wheels and here are the measurements: rim thickness - 0.142 inches, wheel center thickness - 0.235 inches with a half welded rim. That is, the wheel center is welded to the hoop by five, four inch length welds around its 41 inch circumference. The wheel is rated at 2,200 lbs and 60 psi in the 15x7 size for a 28 inch tall tire.

One problem though (nothing is ever as simple as it first seems), the wheel center hub hole is 3.30 inches to fit the 4 wheel drive wheel hub on the S-10 (and other Chevy light trucks). This is opposed to the 2.78 inches for the GM passenger car wheel center (Ultra Van).

No problem, there is a great demand for custom wheels on today's cars and it has spawned a market for hub centric adapters. This is a ring that fits between the wheel center and wheel hub. This is necessary for two reasons. First aluminum wheels do not use tapered wheel nuts so there is no centering of the wheel on the wheel center making balancing of the wheel impossible and causing tire hop. Secondly all wheels are made to be supported by the wheel center, not the wheel studs. To leave this gap on wheels is to invite stud failure because of the flexing of the studs during wheel rotation. Right Harv? Well, I could find no one makes wheel center centric rings of the needed sizes. I don't own a lathe, so I shopped locally for a machine shop to make four rings. At times like this, I wish I lived closed to Bob Galli, machinist extraordinaire. No shop would take-on the task for what I considered a reasonable sum. So, I ordered a couple of hole saws and cut my hub centric rings out of 5 x 0.250 inch steel plate. I used a 3.5 inch hole saw for the outer edge, and a 2.75 inch for the inside. The outside was just a little large so I chucked it up in the drill press and ground it down to the right size with a 4.5 inch angle grinder. The inside was cleaned-up and shaped using a carbide burr in an air die grinder. I mounted the wheel on a spare front Corvair wheel center. The fit has to be tight as tack welding the ring to the wheel will slightly enlarge the inside diameter giving the proper clearance.

After trial fit, the powder coating on the Cragar wheel center hole was ground off with a rough stone in a die grinder to leave a clean surface for the five tack welds. Likewise, the wheel center concentric ring was cleaned and sanded smooth for powder coating after welding. After tack welding the wheel center concentric rings to the wheel centers, the welds were ground flush, cleaned, and powder coated.

How well did I do? The proof would be in trying to balance the tires. I had the balancing machine operator mount the tire and wheel on the balancing machine and mark the tire with the light spot noting the weight required. He then loosened the holding clamp on the balancing machine and rotated the wheel 90 degrees and respun the wheel. Ideally the light spot and weight should remain the same. The max I was off was 2 oz and 30 degrees. A couple of wheels were dead on. I checked the wheel lateral run out (wobble) on the troublesome wheel and it was less than 0.010 inches (very good). I assume I was off in that wheel center and we will just have to try it and see if it feels balanced. If it is not balanced, I will cut a new wheel concentric adapter and try again.

Post article note: Beau just finished a 3,000 mile trip to the Ultra Van national and points beyond; the wheels worked perfectly. The handling was much improved over the other rims including the 15 x 7's I had previously run on the rear. I surmise this is attributed to the decrease in wheel flex due to the stronger wheel rim and wheel center.

15 x 7, 15 x 6, 14 x 5.5 wheels with j specifications and 4.75 on 5 bolt stud circle

(characters in <> are stamped on wheels - Note: The date of manufacture on 1981 and later wheels)

Cragar wheel model #397/398
15 x 7 jj
<DOT CC21T 06 07 04>

Rim - 0.142 inches thick
Wheel center - 0.235 inches thick
Wheel center hub hole - 3.30 in diameter
Continuous rim with bead welded rim

Load rating - 2,200 lbs

American Racing "Wagon Wheel"
15 x 7jj
<DOT CT8W 12 08 2003>

Rim - 0.135 inches thick
Wheel center - 0.215 inches thick
Wheel center hub hole - 3.30 inches in diameter
Continuous rim with bead welded rim

Load rating - 1,800 lbs

Hayes wheel
15 x 7 jj
<15x7jj K197 6 19 03 11>
(USA)

Rim - 0.120 inches thick
Wheel center - 0.155 inches thick
Wheel center hub hole - 2.78 inches in diameter
Four spoke spot welded wheel (8 spots)

Load rating - 1,450 lbs

GM (Chevelle wagon)
15 x 6 jj
<M15x6jj K21 6 2 82 ST 7 2>
Kelsey Canada)

Rim - 0.135 inches thick
Wheel center - 0.135 inches thick
Wheel center hub hole - 2.78 inches in diameter
Four spoke spot welded wheel (8 spots)

Load rating - 1,400 lbs

Corvair FC
14 x 5.5 jmod.

Rim - 0.125 inches thick
Wheel center - 0.135 inches thick
Wheel center hub hole - 2.78 inches in diameter
Four spoke spot welded wheel (8 spots)

Load rating - 1,400 lbs

Coaches and Parts For Sale

'66 Ultra Van #227: This coach has been converted from a "stock" Corvair powered Ultra Van with inadequate drive train and brakes (2-speed Powerglide transmission and single line manual brakes) to a vastly improved very driveable motorhome that accelerates and stops easily due to the conversion to a 4 speed manual transmission and dual power brakes. The conversion required a great amount of time, labor, parts and design effort but the results are very gratifying. The engine has been replaced by a high performance van block engine (for easy oil servicing) that incorporates balanced rods, TRW pistons, OT-10 camshaft, 140 exhaust manifolds & mufflers, Allison/Crane electronic ignition, electric fuel pump and central permanent air filter Other features include: Hydraulic clutch, 3.55 gears, positraction, heavy duty A-arms, entire front end reinforced per Ryerson manual, '63 Spyder steering wheel & instrument panel (tach & cyl head temp gauges) Stainless steel water and holding tanks. Cherywood Formica interior, Propane 3 burner stove , water and space heater Custom anti-theft circuit, new tires, spare parts including original style foam bumpers, larger rear window, misc. Items. Needs paint, carpet, drapes. **\$4,900. Jim Amos** 840 E Foothill Blvd, Spc 162 Azusa, CA 91702 626-334-6497 j_h_amos@hotmail.com



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 refig., TV & etc.. Vacuum & turbo boost gauges. Transmission cooler. Modified & fiberglassed 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.



Ultravan #521: Chevy V-8 engine. Runs good Brand new exhaust pipes and mufflers. Much recent brake work. Body has some corrosion and interior needs work. **\$4000/OBO** Contact: **Pete Evans**, 2040 Rachel St., San Luis Obispo, CA 93401, (805) 2151551



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**



1969 Ultra Van #544 is a V8 with a Chevrolet 350 motor in it at this time. It runs very well. There is a transmission front seal leak which I'll be taking care of in a couple weeks. I've redone the brakes - new cylinders up front, new rotors and calipers in the back, new bearings as well, dual Master Cylinder as well. I've removed the nasty carpet and rotten plywood from the floor and will re-skin the floor before sale. I've removed the wall skins partially to re-wire and partly because the dark simulated Cherry was too depressing. #544 has both roof and dash air.. The Ralph's Generator is still with it. I will be handing it over to a new owner in reasonable condition for it to be driven. I'm doing that standard "Ask **\$3000 in order to get \$2750**" - less than paid and spent but due to the incomplete nature of the project I believe it's fair. **Peter Crowl** email me at: pcrowl@earthlink.net

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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



Sunset falls on The Craig's 600 Series Ultra Van.