

Jul/Sep 2005
Volume 39 Issue 3

ULTRA VAN MOTOR COACH CLUB'S

Ultra sounder

PRESIDENT'S MESSAGE

Lewis Young

I would like to take this opportunity to honor Jim Howell who is retiring as our newsletter editor. Jim has held this position for over 10 years. During this period Jim has published over 40 newsletters, all in a most professional and outstanding manner.

Jim will continue to be a valued member of this club and has volunteered to assist his replacement in any way he can.

The newsletter now falls to the very capable hands of Jim Isbell. Lets get behind Jim Isbell by sending him lots of articles so he can edit, not create.

At last count on 7/15/05, we had a total of 26 Folks signed up for our Custer, SD Ultra Week. All preliminary arrangements were based upon having 50 people in attendance. Please rush your registrations forms and campground reservations so we can get an accurate count.

See you in Custer,



The **First** and **Last** Corvair powered Ultra Vans: **Uv101** (Lane's Museum) & **Uv509** (Albert Ramsey)

Ultra Van Rally - Rolling Around the Finger Lakes of New York

June 2005 by Nancy Pratt

It all began with a dream by Carl Potter to have a rolling rally around the Finger Lakes, starting out at his house in Homer, NY. And so it happened, thanks to Carl & Esther Potter. Doug & I were willing to help in any way that we could since we only live 15 miles south of the NY border, south of the Finger Lakes. The rally began unofficially on Sunday, June 19th - Father's Day - with the arrival of 4 Ultras: Bob & Ann Cole (NY), Doug & Nancy Pratt (PA), Ron & Martha Zoutendam (IA) who also brought Jean McMasters (FL) and Norm & Marion Helmkey (Ontario). The following afternoon/evening we were joined by Jim & Roy Davis (KY) and Paul Piche & Barbara (MI). Counting Potter's coach we made a total of 7 Ultras traveling together, which brought quite a few stares!

On **Monday** morning Carl made arrangements for our group to tour a large dairy operation (850 milking dairy herd) that is visited by guests from many foreign countries. It certainly was an impressive operation. A portion of the farm land was previously owned by Esther so they were quite willing to show us around.

Monday afternoon we were off to a local Military & Model Railroad Museum, owned by a man who has been collecting trains and military items for 60 years, ranging from the Civil War to Desert Storm. His private collection was unbelievable.

That evening Esther treated us to strawberry shortcake and the Pratts supplied some good Finger Lakes wine that was voted some of the best in the world, according to a newspaper article.

On **Tuesday** morning, now that everyone had arrived and the rally was officially ready to begin, we headed off to take a "windshield" tour of Cornell University, Carl & Esther's alma mater. We met Carl's friend and Esther's daughter, who drove us around in two vans. On campus we managed to get a nice group picture taken by Ezra Cornell's statue, but one of the highlights was having Doug & Paul pose under the "Two Naked Guys Cafe" sign for us! From here we drove through Ithaca, which is about as hilly as San Francisco! Unable to shift down, Ron's brakes were over-worked and gave him trouble (more about shifting and E-clips later.) We ate lunch in Watkins Glen but didn't have time to check out their beautiful Gorge. Those from outside the area will just have to come back sometime to check it out.

Then it was off to the Corning Museum of Glass, with our own special tour guide, which is an interesting story in itself. Last fall while parked in a grocery store parking lot, a man talked to Doug about our Ultra while I was picking up a few last minute groceries. He told Doug that he was a weekend supervisor at the museum and that if we ever wanted to tour the museum, just call him and he'd get us in free. We called him, told him about our group of Ultras coming through Corning on a Tuesday and he said that he'd be glad to give us a tour because "we are compatriots of sorts since we are both interested in preserving old things." And what a privilege it was to have Mr. Frank Starr pointing out the highlights to us. Some of us had been through the museum on our own before but never in this way. Frank asked us where we'd be staying for the night and was pleased to hear that we'd be staying at Camp Bell Campground in Campbell, NY since his brother was also staying there. He came by that evening and then we got to return the favor and became the tour guides. Also an interesting side note about the campground is that Doug and I belong to a square dance camping club that meets there 5 times a year. The owner was excited to see 6 more Ultra Vans! Total day's rolling mileage = 83 miles.

Our plans changed for some of us on **Wednesday** morning. Ron decided that he couldn't leave the campground until he fixed his transmission problem. Paul volunteered to stay to help, along with Jim & Roy Davis and Jean McMasters. Barbara & Martha went in our Ultra Van, along with Helmkeys, Coles and Potters in their Ultras to see the Glen Curtis Museum in Hammondsport. Here again, because staff was impressed with our campers, we got a special guided tour and felt lucky again. Glen Curtis was one of the first to fly an airplane and made the first travel trailer. From here we had expected to tour some of the wineries that make the Finger Lakes famous but Carl Potter had engine problems that needed to be fixed first. So 2 out of 7 campers were "down." We had a call from Ron saying they found a broken E-clip but needed to order some gaskets overnight from Clark's Corvair but Norm realized that he had some along with him, so off Helmkey's went, along with Barbara & Martha, to come to Ron's rescue. Doug & Bob Cole tried several things to fix Carl's problem, which seemed like he wasn't getting fuel but Carl's problem ended up stumping everyone. Thanks to cell phones to keep in touch, we decided that repair jobs were finished enough to move on. We met at Miller's Essenhous Amish Restaurant in Penn Yan for supper, except for Helmkey's who thought that we were just all going to meet at the next campground because of the shuffled day. That evening we did all meet at Waterloo Harbor Campground, not great on bath facilities but we did line up the Ultras for a good "photo op." Total day's mileage = 73 miles.

Thursday morning we all went to a Mennonite gro-

cery/bulk food store that Esther recommended. Time to pick up some more delicious New York strawberries! From here we went to the National Women's Hall of Fame and the Women's Rights National Historic Park in Seneca Falls. No, their flag is NOT a burning bra! At the Hall of Fame, Bob Cole kept looking at the pictures of women to find the one who invented the headache. The woman who "caught" Norm HelmKay's eye was a Native American whose last name was "Mankiller." I think that's when the guys

decided to move on! The ladies did get a good group picture. (And, yes, Paul, we do appreciate our men who keep the Ultra's running!)

Rather than heading further south, HelmKays headed back to Ontario to work in their new lawn. Carl & Esther headed for home to attend Esther's granddaughter's high school graduation. The

rest of us headed south to a small winery at the top of Seneca Lake for some wine tasting. Yes, we finally made it to a winery!

From here, some of us went in different directions. Ron, Martha & Jean headed to Skaneateles to visit Jean's nephew. Jim & Roy met them there for supper. Paul & Barbara headed back to the Curtis Museum since Paul had missed seeing it and then planned to hurry back to Michigan for a wedding. Bob & Ann Cole were

interested in seeing Sampson Military Museum since he went to boot camp there during World War II. We were interested in going there too since my father was also there for boot camp.

Pratts & Coles continued south and got to see the 215 foot Taughannock Falls which we skipped at the beginning of the rally due to a detour. Then it was back through hilly Ithaca on our way

back to Potter's house. We had a very nice supper at a seafood/fish restaurant. We got back to Potter's to find that Jim & Roy had also just arrived. Later Carl & Esther returned from the graduation ceremony. The odd thing was that the power was off so we were "roughing it" for a while. Today's total mileage = 98 miles.

F r i d a y morning had us all saying our good-byes to Carl & Esther. They certainly had a lovely spot

for us to gather at their home. We thank them for following through with a dream. It was a fun rally. We traveled a total of 254 rolling miles from Homer and back to Homer.





CORSA 2005 National Convention

Joint Meeting - Group Ultra Van & Ultra Van Motor Coach Club

Red Lion on the River Hotel

Portland, Oregon

Friday - July 29, 2005

Minutes submitted by **Roy Davis**, Secretary GUV

GUV President, **Bob Galli** opened the meeting at 3:00 p.m.

Minutes of the previous meeting June 18, 2004, were read. **Diane Galli** moved and **Forrest Gist** seconded approval of the minutes as read; motion carried.

GUV Treasurer **Diane Galli** presented the Treasurer's report. **Shelley Young** moved and **Forrest Gist** seconded approval of the Treasurer's report as read. Motion carried.

Old Business - **Bob Galli** reported having tried copper plating differential shafts to a thickness of .002 in; it appears to work and he has done three at a cost of \$100. **Jim Davis** reported that both he and **Clyde Stanton** have had excellent results with welded pinions done by **Howard Boso**. **Bob Galli** then briefly explained problems Ultra Vans have with differential shafts. Discussion ensued.

New Business - **Bob Galli** explained the difficulties inherent in maintaining two separate organizations dedicated to Ultra Vans. He pointed out that most of the members belong to both clubs. He also profusely thanked **Christy Barden** for his many contributions to founding and maintaining GUV through the years. Christy responded that he is all in favor of merging the two clubs. **Bob Galli** then turned the podium over to UVMCC President, **Lew Young**

Lewis Young began by explaining that before a merger can occur, there must be several changes made in UVMCC's by-laws, some of which involve streamlining operations and others to bring it into compliance with CORSA chapter requirements. Among decisions already agreed upon, UVMCC will be the name because it is already incorporated under California law and its by-laws will prevail. "**Whales on Wheels**" will endure as the official newsletter. Merger matters will be addressed in detail at the upcoming UVMCC International Rally, *October 11-17, 2005*, in **Custer, South Dakota**.

There being no further business, **Forrest Gist** moved and **Shelley Young** seconded adjournment of the meeting; motion carried at 3:30 p.m.

New contact information for **Richard and Gayle Finch**:

: *e-mail: rfgfinch@wmconnect.com

* cell phone, Richard : 1-505-430-1258

* cell phone, Gayle: 1-505-439-9452

* snail mail: 1418 Apple Ave, Tularosa, NM 88352-2006

This means that our P.O. box is no longer active, and that our office phone and fax numbers are no longer active! Just use the new Contact listed above. . Thanks, Richard Finch, RETIRED!!!!

IMPORTANT! UVMCC dues are **DUE!** Send to **Diane Galli** (see back cover). If you want an electronic (pdf) version of this newsletter contact **Bob Galli** or **Jim Howell**. If you have a **NEW email address... PLEASE** send it to **Diane Galli** and **Roy Davis**. It's the best way for us to stay in touch. Finally, I have enjoyed being your Editor and I may do it again someday. As Roy and Dale would say: "**Happy Trails to you until we meet again.**" **jim howell**

2005 Ultra National Rally

The setting was in Custer, South Dakota. Custer and the surrounding area is heavily laden with many interesting sights and rich in history. There were multi-colored domestic rabbits running around our campground, some saw mountain goats and Bison in surrounding areas. The weather was great with days of comfort and the chill of fall at night.

Thanks to faithful members we had **12 Ultra vans**, 1 trailer, 2 cars and 3 other brands. Members and Special Guest in attendance were: Lew & Shelly Young, Bob & Diane Galli, Jim & Roy Davis, Norm & Marion Helmkey, Kevin & Leslie Sullivan, Forest & Sally Gist, Clyde & Kaye Stanton, Dan & Betty Reinhardt, Pat & Mary Kennedy, Norm & Brenda Standal, Ron & Martha Zoutendam, Donna Oppelt & Bill Johnson, Larry Foreman & Friend(Ritt), Doug & Meg Bell(Meg's Sister Sheila), Doug & Nancy Pratt(Doug's Brother Mike), Ed & Jane Harrison(Son) David Harrison, Cliff & Robyn Shattuck(sons David & Brian), Howard & Marsha Boso.

The Rally was kicked off **Sunday** Sept. 11th with arrivals & late registration. A great steak dinner was furnished by our host Lew & Shelly Young. As time approached to eat, we had to send out a rescue team to bring in Doug & Meg Bell. Thanks to Forest Gist, Jim Davis and Howard Boso, we were all relieved to find the Bell's troubles to be minor and have them all still arrive in time to have some good food.

Every morning coffee & goodies were served as usual. There were ongoing chats, unofficial & official Tech Sessions for the fellows. There was a silent auction, a tour of coaches, a wonderful potluck and a great campfire to warm our hearts. We played Ultra Bingo. And of course we had the hilarious Yankee Swap to lighten our hearts and our coaches. We attended Regional, Board and General Meetings to discuss business and important proceedings of the club.

Along with the great efforts of Lew and Shelly, Ed and Jane Harrison helped tremendously guide them in their endeavors to make this rally a great success. Jane had connections that made it possible for the club to have access to a small bus of which was well used to help us get out to see the many sights and events to add to our enjoyment.

Monday many of us visited The Crazy Horse Memorial & Museum during the day. That evening we returned to The Crazy Horse Memorial. We then viewed a fascinating laser show that was choreographed to beautiful music. It was projected on the side of a majestic mountain on which the carving of Chief Crazy Horse has been in process for many years.

Wednesday many members went to Mount Rushmore during the day and many of us returned that evening to Mount Rushmore for the Light Show and patriotic music. Some of our men took part in the ceremony retiring the flag as it was passed from veteran to veteran. We were very proud and teary eyed.

Thursday most of us went to an old west town called Four Mile for a tour, a melodrama and a great meal that afternoon & evening. Our hostess for the evening was dressed to portray a famed character called Poker Alice. Four Mile was named by the original stage line and the location of a early day stockade and it was on General Custer's reconnaissance route.

Quite a few of the women enjoyed the wonderful Quilt Shop in Custer, Mistletoe Ranch (Quilt Shop), The Purple Pie Place. Many rode the 1880 train from Hill City to Keystone and some enjoyed the wonderful museum of fossils, gems and minerals as well as the many other shops in Custer and Hill City.

Saturday after everyone had enjoyed their last day doing whatever they had missed during the week, we survivors attended the great Banquet at the Bavarian Restaurant which was wonderfully prepared

for us. The banquet room had been specially decorated by Jane Harrison's special friend Phylis to reflect nature in the local area. After the meal our great President released old officers, recognized each one for the service rendered and installed new officers. He made the presentation of the Earnest Newhouse Award at the conclusion.

Sunday morning most of us bade a farewell to our dear friends and journeyed toward our homes until the next Rally...

Reported as witnessed by....**Marsha Boso**

Ultra Vans at Custer, South Dakota



Pictures by: **Jim and Roy Davis**



Ultra Van Motor Coach Club Inc.
2005 General Membership Meeting
Custer, South Dakota
September 15, 2005

Minutes submitted by **Roy Davis**, Secretary

The meeting was opened by President, **Lew Young** at 10:02 a.m.

Treasurer **Marion HelmKay** gave the Treasurer's report as follows:

Opening Bank Balance **\$ 3,318.24**

Receipts

2004 Rally registration, banquet and camping	\$ 3,498.50	
Dues	\$ 2,125.00	
Merchandise	\$ 151.75	
Raffle	\$ 46.00	
Donations	\$ 2.00	
Sheriff Fines	<u>\$ 1.50</u>	
Total	\$ 5,824.75	<u>\$ 5,824.75</u>
		\$ 9,142.99

Expenses

Ultra Sounder Newsletter	\$ 900.00	
Banquet	\$ 820.00	
2004/2005 T shirts	\$ 716.43	
Camping	\$ 684.00	
Roster	\$ 648.97	
Gifts 2004 Rally	\$ 315.70	
Postage	\$ 253.85	
Deposit 2005 Rally	\$ 200.00	
Stationary	\$ 163.62	
Tarp & Appliance Delivery	\$ 105.64	
Pot Luck meat & breads	\$ 82.40	
Bank Charge - Stop Payment on Dues Check	\$ 35.00	
CORSA	<u>\$ 20.00</u>	
Total	\$ 4,945.61	\$ 4,945.61

August 31,2005 Closing Bank Balance **\$ 4,197.38**

CD Maturing November **\$ 2,608.75**

Club Financial Position August 31, 2005 **\$ 6,806.13**

Ultra Emergency Fund - CD Nov 2005 \$ 2,487.48

2005 UVMCC Minutes continued:

Wagon Master Diane Galli gave her report as follows: 12 Ultra Vans, 3 cars, 1 trailer, 3 Other Brand Coaches and 1 guest in a Class C RV.

Old Business - Changes to Bylaws - Doug Bell and Forrest Gist counted ballots. Previously, a vote by the general membership at a national rally was required to change dues. Now, the Treasurer recommends and the Board of Directors approves. President Young added that dues will probably be reduced as a result of our CORSA chapter status, which will mean fewer insurance expenses. In future, membership voting will be accomplished via mail-in ballot as opposed to in person at a national rally. A change has also been made to requirements for the "ERNIE" award. Hosting two regular rallies or a second national rally will now qualify an individual. Another authorized change was made regarding the newsletter, which is now referred to as the "newsletter" and not by a particular name.

Results of the election of officers for 2006 are as follows:

President - Lew Young

Vice President - Ron Zoutendam

Secretary - Roy Davis

Treasurer - Diane Galli

Eastern Director - Norm Helmkey

Western Director - Bob Galli

Newsletter Editor - Jim Isbell

Housekeeping details regarding combining of clubs - in future, send all newsletter articles to Jim Isbell at "Whales on Wheels". Bob Galli reported that only 17 GUV members are paid through 2006. For those who are not already UVMCC members, those GUV dues will transfer to UVMCC. If you are already a member of UVMCC, your GUV dues will be credited to your UVMCC dues.

New Business - Merchandise Chairperson, Marsha Boso reported sales of \$32. Betty Reinhardt recommended we eliminate the term "Crafts" from the agenda of national rallies and instead refer to "Ladies Activities". This was approved. Jim Davis outlined plans for Ultra Week 2006 in Mountain View, Arkansas, and handed out brochures for Ozark RV Park.

At 10:45 a.m., Howard Boso moved and Forrest Gist seconded that the meeting be adjourned; this was approved..

Acceptance of the 2005 Earnest Newhouse Award



Due to the extreme shock and disbelief and being prepared with a speech for a more deserving recipient, I found myself at a loss for any meaningful words of gratitude. I am still not convinced that I should be counted among the other prestigious reciprocates of this award, but I do feel very honored to have been chosen for this award in 2005. I will strive to do more of that which shall make me more worthy of this honor.

I would like to thank all those who had voted for me and extend a special thank you to the very special person who nominated me.

I love the people of the Ultra club and have thought of you as a special family. You have given me much love and acceptance and I have a great desire to help preserve the Ultras and help keep the club alive. With Much Love & Gratitude...**Marsha Boso**

Lew Young presenting 'Ernie' to Marsha Boso



SCHEDULE OF UPCOMING EVENTS

Dates	Event	Hosts	Where (see Flyers on next pages)
10/28/05	GREAT WESTERN FAN BELT TOSS		Palm Springs, California
02/13/06	WESTERN WWINTER MEET	Boso's	Apache Junction, Arizona
03/20/06	EASTERN SUMMER RALLY	McMasters & Standal	Port Orange, Florida
07/25/06	CORSA NATIONAL CONVENTION		Buffalo, New York

ULTRA VAN EASTERN SPRING RALLY

March 20-25, 2006

(Monday – Saturday)

At

Nova Family Campground

1190 Herbert

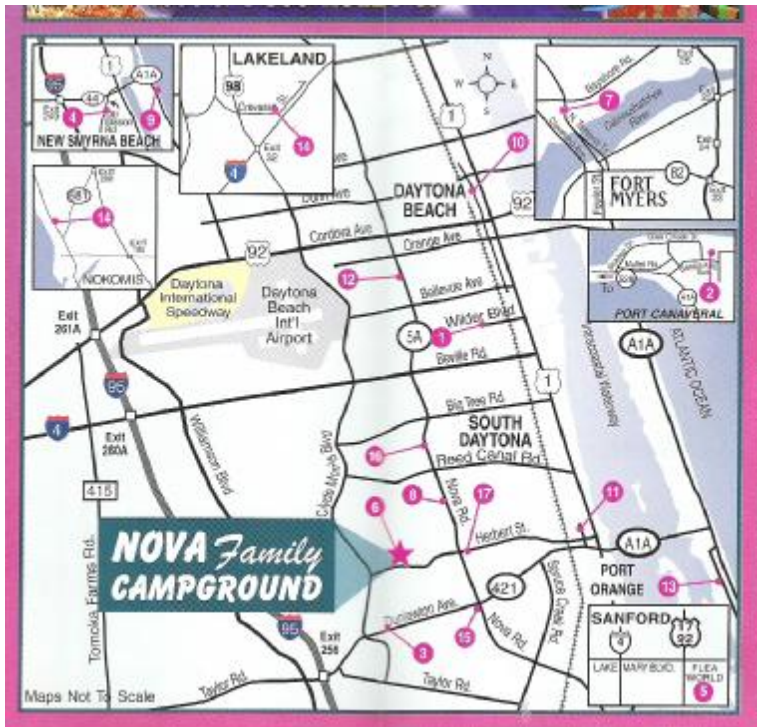
Port Orange, FL 32129

Website: gocampingamerica.com/novafamily/

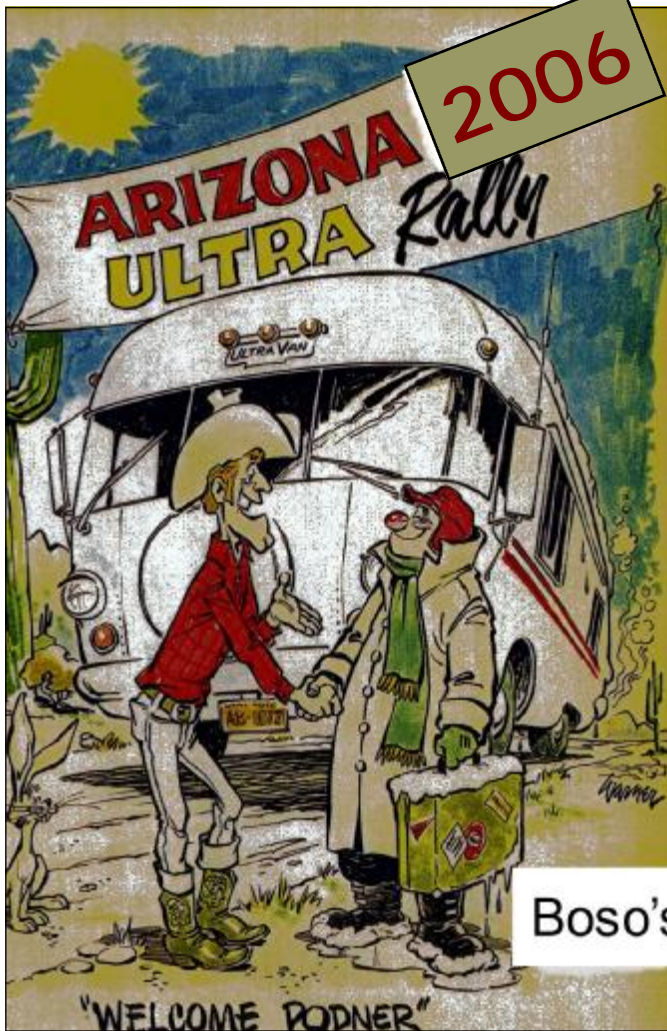
e-mail: friends@novacamp.com

Phone: (386) 767-0095

Hosts: Jean McMasters and Norm Standal



Come enjoy the Florida weather. This location is near beaches, tallest lighthouse in Florida, and botanical gardens. There is an abundance of restaurants. We look forward to seeing you there. You must call to make your own reservations.



Winter Western Regional Meet 2006

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

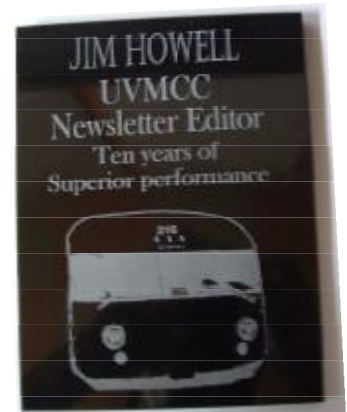
Dates: February 13 - February 17, 2006

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 shopping, great restaurants, dinner theater & old western town. Welcome barbeque will be given on the second night(Feb. 14th at 6:00PM).

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



Don & Julia Reiman purchase Uv#337 from **Jean McMasters**.



I would like to take a moment to thank everyone that has helped me do this newsletter. As Editor, my job was to take whatever was submitted and put it into a pleasing form. I hope I have. "Thanks for the Memories!" jim howell

SOME DAYS NOTHING GOES RIGHT

By Roy & Jim Davis

It was a busy and cold winter so Beau's water system had not been pressurized, the rest of the coach underwent its normal trip preparation. Anticipation runs high for the EMU spring rally after four long months of no Beau trips. First on our trip agenda was to be our first attendance at the Low Country Corvair meet in Myrtle Beach. To avoid Atlanta traffic, we decided to chance crossing the Appalachian Mountains in early March. The weather was in the low 30's but dry as we left for the **Newport, TN, KOA**, so we traveled with dry tanks. The KOA was very nice but a little close to I-40 for our liking. The next day saw snow showers and temperatures in the high 30's. Even with headers, Beau's engine heat kept us at a toasty 75 degrees. I used the new South Carolina centralized park reservation system to pick our spot on the beach at **Myrtle Beach State Park**. Wow, what a place! On the Grand Strand only 3 miles from downtown, it is two miles of unspoiled beach, a fabulous pier and RV sites amongst Live Oaks. MBSP definitely ranks as one of the top five parks in which we have stayed. We settled in to spot 339 and hooked up. I turned on the water while Roy, inside, checked for leaks. Then the cold water line separated from the sink faucet in the bathroom. Roy got a face full of water before I got it shut off. As it was only four o'clock, we made a quick nine mile trip miles to Home Depot for sink parts. I fixed the water line in the Home Depot parking lot and pressurized the system from the tank to be sure I didn't need more parts. About 9pm, returning to the park, we discovered that our site and those adjoining had lost power. A fully functional vacant site nearby was commandeered and the remainder of the night passed uneventfully. The next day, Friday, we drove down to Georgetown, SC. This was the center of rice and indigo production for the colonies. We did the tourist things and then headed back for the welcome party at the Corvair meet.

In town, Beau swallowed something that held a carb

needle off the seat making it hard to idle (flooding). We limped in to the hotel parking lot following another Corvair who led us into a dead end. With three security guards directing us, we were able to get turned around and wonder of wonders, Beau decided to idle properly again. We spent the evening with new and old Corvair friends and finding the "lay of the land". We had a beautiful day Saturday and Beau showed well, winning his class. A wonderful banquet that evening capped a great weekend.

Sunday we left for Manteo, NC wandering up old US-17, the coastal highway. About 20 miles north of Myrtle Beach, we hooked up with the homeward bound VA Corvair group. We made an interesting convoy; Smitty & Helen Smith led in their 61 Lakewood station wagon towing the 16 ft Scamp travel trailer, the best of show Corvair, a 65 Corsa Convertible came next, Walter Carter's original showroom stock 65 Monza sedan, and Beau bringing up the rear. We turned a few heads that Sunday morning. Beau left the convoy to head for New Bern, NC, to spend the night at the KOA. As we still plan to do a summer Outer Banks rally, this will be one of our stops. It began to rain that night and I discovered Beau had a roof leak at the foot of my bed. A little plastic and a bath towel took care of the problem. The next day we were trundling east on US-264, just outside of Englehard when I felt the symptoms of a broken valve spring. As it was still raining, we limped 60 miles (at 25 miles per hour) to a Manteo campground, only to find it was out of business. A quick call to the Chamber of Commerce located another small RV park only 25 miles away in Nags Head. While exiting the coach to ask for directions, Roy tripped and fell hard, in an asphalt parking lot. Luckily, nothing was broken, it just felt that way. An hour later we were parked. The RV park is the top of a sand dune and it was windy, raining and 37 degrees, as I changed out the valve spring. For this trip, I remembered to bring all the proper tools (yea!). Then, I noticed water was running out of the fresh water tank and the area under and in front of the kitchen sink was wet. Thinking it was the fresh water lines leaking, I changed them out only to discover, the kitchen sink "P" trap had corroded out. At this point we wimped out; the decision was made

to use the bathroom sink exclusively until we got to Christmas, FL. As the water leak over my mattress was getting worse, we stopped for some silicone to reseal the clearance lights. Tuesday, we traveled up NC-12 to its end, at Corolla, NC, to see how the restoration of Whale Head State Park (a former estate) was going and to visit the last of the seven great lights on the NC coast, Currituck (Roy's favorite). Tuesday night, was spent at a great little RV park in Waves, NC; on the beach at only \$28 a night, it is a rare find. It will be our home base on the NC lights rally. It rained/snowed the entire outer banks trip.

Wednesday, we were off to Raleigh to visit with my parents and to visit with our grandson and his parents. When in the Raleigh area, we highly recommend you stay at **Falls Lake SP**. Other than another night of rain, the three days in Raleigh were pleasant. I picked up a "P" trap at Lowes on our way out of Raleigh, **Saturday** morning. Saturday noon, Beau hit a huge pothole, on I-95 in the rain (of course), breaking the left front shock. We limped into The Flying J in Dunn, SC, the spring firmly against the shock. Next to the Flying J was a truck repair shop that would straighten and weld the shock back together. I removed the shock; had it welded; and replaced it in three hours. Beau decided to spend the night at Point South, SC, KOA. It was good we stopped early as the KOA was completely full, but we were able to fit into the last spot; a 25 foot pull-in. **Sunday**, we stopped at Advance Auto in Titusville (15 miles from Christmas) to get replacement shocks. The shocks I needed were not in stock (surprise). The shocks should be in by 4 pm Monday. We arrived at Christmas Airstream Park for the EMU rally to find it was very soggy from all the recent rains. **Monday**, I went to get the shocks and found what had arrived were for a 68-72 Nova, not a 62-67 Chevy II. I reordered shocks. **Tuesday**, I picked-up the correct shocks and changed out the welded one. It rained another 1.5 inches Tuesday night and the roof really leaked in spite of my best sealing attempts. Beau now has a moat surrounding him (as do all of the other rally vehicles) and the fire ants are moving to high ground. **Twenty inches** of rain in Christmas in the last 20 days.

Wednesday we ran the A/C and the heater to dry out the coach. I finally got around to changing the kitchen "P" trap out by borrowing a very big slip jaw wrench from Vince Murray. The group went out to eat Friday and we took Beau. I discovered the left front spring had partially collapsed. It tore the aluminum around the tire on the way back to Christmas. I stopped at Advance Auto for the fourth time in a week and bought two rubber spring spacers to lift the front end until we got home. I jacked the left front and inserted the spring spaces. It helped but it did not completely cure the problem. It rained again Friday afternoon. Beau now has two wheels in his moat. We left Christmas a day early, Saturday, to avoid predicted severe weather. Just outside Jacksonville, we hit the predicted heavy weather in construction. It took us three hours to make the last 20 miles into Jacksonville. We made it as far as Macon, Ga, 400 miles by night fall. The weather prediction for the night was for scattered showers. The tornado sirens went off at 11 pm and we alternated between a tornado watch and warning the rest of the night. It rained another two inches that night, and there were local flood warnings by morning. My bed is soaked at my feet (only my bed), but we should be home by night fall. We ran out of the bad weather at Atlanta and the trip went great until ten miles from Murray, when the sky turned full black, at 3 pm, and the wind and rains came to stay. We were on a familiar divided four lane so we crept on at 10 mph. Most cars stopped along the road side; those that did not tucked in behind Beau.. The sky was clear as we turned into our driveway. It was good to be home. Beau may dry out along about July.



Finch's 2005 Summer Vacation

Richard and Gayle Finch

Gayle and I and our 2 cats took a major trip in our 3 ton Corvair (Ultra Van) this summer. The trip was equal to nearly **1/3rd of the way around the world**, and we did it with only one set of points and condenser plus one fuel pump kit. Every summer we drive our Corvair powered Ultra Van to Oshkosh, Wisconsin and I spend about 2 weeks in working for the EAA during the annual fly-in.

This year was different. First we drove to Chama, NM then to Colorado to 10,000' elevation, then we drove back home to install a generator in the closet (see photos) so that we can have 110 volt roof air conditioning for the hot trip across the USA in July and August. It is a good thing that we had the generator on this trip because on our way to Oshkosh, we encountered 111 degree temps in Nebraska. After we did the EAA Air show, (at which I turned 70 and retired from active money-making), and then after the show, we drove about 70 miles over to Manitowoc, Wisconsin and put ourselves and the Ultra Van on the ferry and sailed across Lake Michigan to Ludington, MI where we visited with **Clyde and Kaye Stanton**, who own **Ultra Van #392**. Then we drove into Canada and stopped for 4 days at Niagara Falls. The next leg of the trip was to the Finger Lakes area of New York (beautiful area) and then on down into Pennsylvania where we then visited with **Doug and Nancy Pratt**, who own **Ultra Van #373** and who live on a beautiful old farm with a restored old farm house.

The next leg of the trip was into Massachusetts where we had an appointment to meet with Cal Clark and officially shake hands on his takeover of my book "**How to Keep Your Corvair Alive**". Cal will now be the official publisher of that book that I wrote over 30 years ago. That was a great visit and I highly recommend that any Corvair owner should drive up to Shelburne Falls, MA to see the really neat little town there, and do the annual, once a year car show at Clark's.

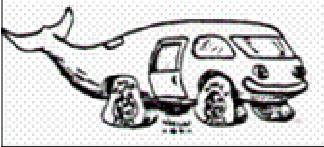
Unfortunately, I hit the wrong delete button and lost all my pictures of Clark's employees laying on the parking lot, looking under our Ultra Van! Cal even donated 3 sets of points and condensers to the trip.

After that very memorable visit, we headed on up the East Coast, through Maine, New Brunswick and into Prince Edward Island, Canada. Gayle has always been a fan of the Green Gables books, so we stayed at a KOA Kampgrounds for 5 days and ate lots of lobsters while we took in all the "Anne" sights and the really pretty farms and all the far Eastern scenery. (It was kind of scary to be in a foreign country where they had no Corvairs!)

We trundled our way back home by way of Maryland, Virginia, Kentucky, Tennessee, Arkansas as, Oklahoma, and of course Texas and into New Mexico. In Knoxville, Tennessee, we spent the night parked in **Jim and Rosemary Howell's** front yard, owners of **Ultra Van #216**. (see photos). We headed west on I-40 with blue skies, but ran into 'buckets' of rain as we hit the outer bands of Hurricane Katrina around Nashville. After creeping at 10 mph the skies cleared enough for us to continue our trip. Our odometer showed **7,890 miles** as we parked in front of our house after the trip. We were gone a total of 48 days. The 110 HP engine, Powerglide trans and differential were running just great as we arrived home and in fact we also did a 2 night camp-out at White Sands this past week-end.

During that long trip, I made the decision to buy a Zenith Kit Plane and put a Corvair engine in it. We will drive the Ultra Van to Missouri in December and pick up the kit. I will be able to fly the 2-place, 138 mph airplane with only a driver's license. I will tell you more as the days go by.





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>

Something for the Ladies!

Want a bathroom like you have at home?

Look what **Gayle Finch** did to #443's.

It's truly a work of art!

She used real tiles and artsy paint!

Ask her to tell you about it.



Exhaust Survey at Custer: by Kevin Sullivan

There were twelve Ultra Vans at Custer. Ten had reversed exhaust logs. Three Ultra Vans had headers. Nine had lower shrouds removed. Of the three with shrouds, one had reversed logs and the shrouds were modified to fit around the logs and sealed at the front where the exhaust used to exit. One had the shrouds modified to fit around the headers. The third was in the original configuration. One Ultra Van had modified logs made from two pair: the tops cut off of one pair, the bottoms cutoff of the other and welded together to make high volume logs. Eleven had dual exhaust; one had reversed logs into a single crosswise mounted muffler with side exit. Three or four with duals had a crossover pipe (H-pipe).

Tire Survey at Custer: by Kevin Sullivan

Coach	Front (load)	Rear (load)	Owner
497	205/75R14	1535 205/75R14	2270 Young
324	205/70R14	1433 185R14	1855 Harrison
391	195/75R14	1400 185R14	1874 Kennedy
373	185R14	1850 185R14	1850 * Pratt
504	185R14	1874 205R14	2270 Galli
375	215/70R14	1370 215/70R14	1370 * Zoutendam
408	215/65R15	1510 215/65R15	1510 * Helm kay
215	185R14	1460 185R14	1460 * Bell
392	205/75R14	1532 205/75R14	1532 * Stanton
459	195/70R15	1984 235/75R15	1985 Shattuck
388	275/60R15	1565 275/60R15	1565 * Davis
474	185R14	1850 185R14	1850 * Sullivan
Rialta	195/70R15	LT 215/75R15	Reinhardt

(* indicates same tire used front and rear)

Before going to Custer, I thought it might be fun to see what tires everyone was using. It was! Twelve Ultra Vans were surveyed, as well as one Rialta, since it's about the same size and only a few letters away from being an Ultra. I should have checked the Toyota but didn't. Seven Ultras used the same tires front and rear, which is good if you like to carry a spare or rotate your tires. Some people like to run a heavier duty tire on the rear; perhaps because a lighter tire on the front may be cheaper or handle better, I didn't ask why.

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 pics. Email me at: jkonline@carolina.rr.com or 704-231-5782 I'm Jim, Pete & Rose's son-in-law.

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.



1968 Ultra Van # 417, completely original inside and out, 9745 original miles ! 110 hp Corvair engine and powerglide transmission, I am the second owner but have all the original factory delivery papers including " it's ready to pick up " telegram ! It has been in storage for 16 years so it will need complete restoration and paint. **\$3000 Firm John Howell** Lenoir City, TN (865) 986-8898 UV417@bellsouth.net



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

UVMCC Officers and Directors**PRESIDENT**

Lew Young (209) 823-6293, Lew111@Earthlink.net
1280 Michaeltin Court, Manteca, CA 95336

VICE-PRESIDENT

Diane Galli, (805) 466-2737, rdgalli@tcsn.net
5000 Cascabel Rd, Atascadero, CA 93422-2302

SECRETARY

Norm HelmKay, (613) 394-3054, corvair@fan.net
73 Sargent St., Haines City, FL 33844

TREASURER

Diane Galli, (805) 466-2737, rdgalli@tcsn.net
5000 Cascabel Rd., Atascadero, CA 93422-2302

Newsletter EDITOR

Jim L. Howell, (865) 687-2292, Jhowell488@cs.com
P.O. BOX 5942, Knoxville, TN 37928-0942

Technical EDITOR

Jim Davis, (270) 435-4572, jld@wk.net
312 Butterworth Road, Murray, KY 42071

DIRECTORS

Louis Griggs, East, (301) 722-2991, 12/31/2004
Ken Wildman, East, (419) 634-4874, 12/31/2005
Art Moore, East, (905) 679-0836, 12/31/2006
Howard Boso, West, (602) 288-8166, 12/31/2004
Marsha Boso, West, (602) 288-8166, 12/31/2005
Forrest Gist, West, (503) 538-9654, 12/31/2006

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

Jim L. Howell, Editor

PO Box 5942

Knoxville, TN 37928-0942

First Class

The Last Ultra Van finished. Jim and Marline's Uv604.